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Various pagings. In Appendix No. 7 & 8 pages 3-5 are incorrectly numbered pages 49-50, 52.

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SESSIONAL PAPERS.

VOLUME 2.

THIRD SESSION OF THE SIXTH PARLIAMENT

OF THE

PROVINCE OF CANADA.

Session 1860.



VOLUME XVIII

PRINTED BY THOMPSON & CO., ST. URSULE STREET, QUEBEC.

REPORT

OF THE

POSTMASTER GENERAL,

FOR THE

YEAR ENDING 30th SEPTEMBER, 1859.

~~~~~  
*PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY.*  
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QUEBEC.

PRINTED BY THOMPSON & CO., ST. URSULE STREET.

1860

REPORT

OF THE

POSTMASTER GENERAL OF CANADA.

*To His Excellency the Right Honorable Sir EDMUND WALKER HEAD, Bart., Governor
General of British North America, &c., &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY :

The accompanying Returns, numbered from 1 to 16, are, as directed by Statute, laid before Your Excellency to be communicated to the Legislature at the approaching Session.

These Documents, in connection with the observations and statements which are embodied in the following Summary, will shew the operations and condition of the Canadian Post Office for the year ended the 30th September, 1859.

PRESENT EXTENT, AND INCREASE DURING THE PAST YEAR, OF POST OFFICE SERVICE.

The pressure upon the financial resources of the Province which has prevailed for the last two or three years, made it a paramount duty, in administering the affairs of this branch of the Public Service, that expenditure in every shape should be restricted so far as a due regard to the efficiency of the service would allow,—and this economical necessity has been kept steadily in view throughout the past year.

The establishment of new Post Offices and Post Routes has therefore only been undertaken in cases where the extension of the accommodation appeared to be very urgently needed for the public convenience, or the promotion of the settlement of the country; and the increase of the Department during the year 1859, has not, therefore, in these respects been as marked as in some former years.

On the 30th September, 1859, there were 1638 Post Offices in operation, including 72 added during the year. 371 miles of new Post Route were added, and 84,816 miles of additional yearly mail trade provided for.

The time appointed for the enumeration of the letters, &c., passing by Post, was changed as respects this year, from March, the usual period, to September, in order to conform more closely to the dates of the other Annual Statements. The number of letters passing by Post in September, 1859, appears to have been at the rate of about 8,000,000 per annum; and of Newspapers about 10,000,000—in both cases a considerable decrease upon the computation of March, 1858.

The estimate is founded upon an enumeration taken for a week in each Post Office; but it would appear from a comparison with the postage receipts, not only of the year, but of the quarter in which the enumeration took place, that the business of the week selected for the purpose, accidentally fell below the just average both of the year and of the quarter.

180 changes took place in Postmasterships during the year; 144 from resignations; 17 from dismissals; and 19 from deaths.

The experiment of placing Street Letter Boxes in our cities for the reception of letters, has been commenced at Toronto, and with very encouraging results as to the extent to which the number of letters posted in these boxes would appear to demonstrate their usefulness. These Pillar Boxes are visited, at least twice each day, at suitable hours, by Post Office Messengers, in order to convey the letters deposited in them to the Post Office.

Preparations are in progress for placing Pillar Boxes in the streets of Montreal and Quebec.

MAIL SERVICE.

The Mails have been conveyed by the Contractors during the past year over the various Post Routes in the Province, with very praiseworthy fidelity. The irregularities have been infrequent and of a minor character, and it has therefore been necessary to impose but few fines for defaults.

Much of the satisfactory condition of this branch of the Service, is no doubt attributable to the enjoyment of the advantage of Railway transport for the mails over all the great leading lines of Post Route,—for the punctuality of movement given by Railway conveyance to the connecting links of mail travel—and the regular delivery secured at all the principal points, by a description of conveyance but little influenced by the variations of weather or of the seasons, as a matter of course greatly facilitate the observance of punctuality in the transport of the Mails over the country Post Routes, and lead to a comparative regularity in Mail Service generally, not attainable in former years.

Some further portions of Railway have opened for traffic during the year, and Mails have been placed on the Brockville & Ottawa Railway, having 68 miles open for traffic,—and on the St. John's and Granby Line

The completion of the Victoria Railway Bridge at Montreal, and of the Western section of the Grand Trunk Railway to Detroit, will have a very important influence upon the transmission of the Mails over the main Route between the two extremities of the Province.

The new Post Office building at London will be completed and ready for occupation at an early date.

REVENUE.

The Postal Revenue received from all sources during the year has been as follows:—

Gross Postage	- - - - -	\$627,431 01½
Less—		
Balances in hands of Postmasters	- - - - -	\$10,545 69
Balance due to England on Packet Postage account of the year	- - - - -	38,458 34
		<u>\$ 49,004 03</u>
Nett available Revenue	- - - - -	<u>\$578,426 98½</u>

The amount of nett available Revenue thus realized exceeds that of the year 1858 by \$37,273 83—a result due, partly to a reduction of \$15,517 15 in the balance accruing to England on Packet Postage account, as compared with last year, leaving a difference of \$21,756 61 as due to an increase to that amount in the receipts of ordinary postage.

The Law passed last Session relieving the Post Office from the obligation to transport and deliver Newspapers without compensation for the service, and enforcing the pre-payment of letters by an increased rate upon unpaid correspondence, was in operation only during the last three months of the year embraced in this Account, and it is impossible to ascertain what proportion of the increase, noted in the ordinary postage collections of the year, was attributable to the influence of these changes in the latter portion of it.

The nett available Revenue of the last quarter of the year was, however, at the rate of \$630,000 per annum, and, therefore, far above the general average of the year.

But one quarter's Returns from Postmasters, of a date subsequent to the restoration of the charge upon Canadian Newspapers, having been as yet compiled, it is too soon to arrive at any certain computation of the Revenue to be permanently realized from Newspaper Postage under the regulations and scale of charges now in force. As nearly as it can be ascertained, however, the charges upon Newspapers of all classes are producing a Revenue of about \$60,000 per annum—and will therefore to that extent, aid in defraying the cost of maintaining the Post Office Service, in the labors of which, newspapers represent so large a share.

A payment of \$14,500 was recently made by the United States Post Office for the Sea Postage of United States Mails conveyed by Canadian Packets in the early months of 1859, but too late for this sum to appear in the Accounts now submitted.

As above noticed, the postage payable to England for the conveyance of letters to and from Canada by the Cunard Line in 1859, was considerably less than the amounts paid in former years; and correspondence now so generally seeks the more advantageous channel afforded by the weekly Canadian Packets, that for several months past, the account of postage due to England has not averaged more than \$500 a month, instead of ten times that sum as formerly.

The annual balances due to England, for Packet Postage, for some years past, have been as follows

For the year 1854	- - - -	\$69,980
do 1855	- - - -	65,798
do 1856	- - - -	71,309
do 1857	- - - -	58,457
do 1858	- - - -	53,975
do 1859	- - - -	38,485

For the current year this balance will not probably exceed from eight to ten thousand dollars.

EXPENDITURE.

The Disbursements of the year were :

FOR MAIL SERVICE :

By Stage, on horseback, or on foot	- - - -	\$178,094 33
By Steamboat	- - - -	13,117 05
By Railroad	- - - -	23,278 98
To and from Railroad Stations	- - - -	32,365 42
For Mail Locks, making and repairing Mail Bags, &c.,	- - - -	4,014 75½
Total Mail Service	- - - -	\$250,870 53½
Salaries and Commissions	- - - -	245,878 74
Allowances to Postmasters, Office Rent, &c.,	- - - -	7,049 15
Stationery to do	- - - -	6,237 81
General Stationery, Printing and Advertising	- - - -	21,978 59
Post Office Stamps and Seals, Scales and Weights, and Miscellaneous items	- - - -	20,555 04
Total Disbursement	- - - -	\$552,569 86½

It is gratifying to observe that the reduction noticed in last year's Report, as then beginning to make itself felt in the rates offered for Mail Contracts, as compared with the prices demanded for several previous years, has produced a marked effect on this item of Expenditure for ordinary Mail Service,—and though provision has been made for \$5,000, miles of additional annual Mail travel, the cost of the ordinary Mail Service by Stage horseback, or on foot, including the service to and from the Railway Stations, has been \$3,695 45 less than last year.

The payments made within the year to Railways for Mail Service has been less than the average amount, owing mainly to the indisposition manifested by some of the Railway lines to accept the rates of compensation, for Railway Mail transport, appointed in accordance with the Statute.

There has been but slight variation in the other items of Disbursement.

The introduction of the Decimal System of account in the collection of Postage, which took place during the year, necessitated the alteration of all Account Forms, &c., and consequently caused an increased expenditure for printing.

Every care has been exercised to promote economy and keep down expenditure in every branch of the Department so far as might be consistent with the preservation of its efficiency.

For the current year, it is estimated that the nett available Revenue, from the ordinary Postage receipts, will prove sufficient to cover the Expenditure for the maintenance of the Post Office for the year, including a full payment, at the legal rate, for all the railway service of the year;—that the Department will in fact be self-sustaining.

CORRESPONDENCE WITH EUROPE.

In May, 1859, the Canadian Ocean Steam Packets commenced under a new Contract, a weekly service throughout the year between Canada and England, sailing from Liverpool every Wednesday, and from Quebec, in Summer and from Portland in Winter, every Saturday.

The Weekly Voyages have been performed with admirable speed and regularity—only interrupted by the accidental loss of the Steamship *Indian* on the coast of Nova Scotia, in November last.

The following Table shews the time occupied in the voyages of these Steamers, from the commencement of the Weekly Voyages in May, until the close of the year 1859:—

Name of Packet.	Left Liverpool.	Arrived at Quebec.	Passage.		Left Quebec.	Arrived at Liverpool.	Passage.		
			Days.	Hours.			Days.	Hours.	
North Briton....	April 20	May 2	11	15	May 14	May 25	11	2	
Anglo-Saxon, ...	" 27	" 9	11	16	" 21	June 1	10	11	
Nova Scotian....	May 4	" 16	12	11	" 28	" 8	11		
North American, ..	" 11	" 22	11	7	June 4	" 14	10	3	
Hungarian,	" 18	" 30	12	2	" 11	" 20	9	6	
Indian.....	" 25	June 6	12	8	" 18	" 29	10	6	
North Briton.....	June 1	" 11	10	8	" 25	July 5	10	6	
Anglo-Saxon, ...	" 8	" 18	10	5	July 2	" 11	9	5	
Nova Scotian, ...	" 15	" 27	12	7	" 9	" 19	10	3	
North American, ..	" 22	July 3	11	6	" 16	" 27	10	14	
Hungarian,	" 29	" 8	9	14	" 23	Aug. 1	9	6	
Indian,	July 6	" 18	11	17	" 30	" 10	11	4	
North Briton.....	" 13	" 24	10	23	Aug. 6	" 16	10	1	
Anglo-Saxon, ...	" 20	" 30	10	6	" 13	" 23	9	6	
Nova Scotian, ...	" 27	Aug. 7	11	7	" 20	" 30	9	21	
North American, ..	Aug. 3	" 13	10	6	" 27	Sept. 6	10	2	
Hungarian,	" 10	" 20	10	9	Sept. 3	" 13	9	18	
Indian,	" 17	" 29	11	15	" 10	" 20	9	16	
North Briton, ...	" 24	Sept. 5	11	21	" 17	" 29	11	8	
Anglo-Saxon, ...	Sept. 1	" 12	11	5	" 24	Oct. 4	10	3	
Nova Scotian, ...	" 7	" 22	14	6	Oct. 1	" 12	10	8	
North American, ..	" 14	" 25	11	6	" 8	" 20	10		
Hungarian,	" 21	Oct. 1	10	3	" 15	" 27	11	18	
Indian,	" 28	" 10	11	17	" 22	Nov. 3	11	22	
North Briton, ...	Oct. 5	" 16	11	5	" 29	" 11	13	5	
Anglo-Saxon, ...	" 12	" 23	10	11	Nov. 5	" 15	10	7	
Nova-Scotian, ...	" 19	" 29	10	7	" 12	" 23	10	17	
North American, ..	" 26	Nov. 7	10	20	" 19	" 30	10	18	
Hungarian, ... }	Nov. 3	" 13	10	18	" 26	Dec. 6	9	12	} First voyage from Portland.
Bohemian,	" 17	" 29	13	9	Dec. 3	" 15	11	12	
Anglo-Saxon, ...	" 23	Dec. 7	12	16	" 17	" 28	10	19	
Nova Scotian, ...	" 30	" 15	14	22	" 24	Jan. 5	11	7	
North American, ..	Dec. 7	" 18	10	16	" 31	" 11	10	6	
North Briton, ...	" 14	" 30	15	5	Jany. 7	" 18	10	9	

Average of 34 voyages..... 11 13 Westward. 10 11 Eastward.

The passages made by the Canadian Steamers, as shown by the above Table, will compare favorably with the performance of any other line crossing the Atlantic; and the benefit resulting to the correspondence of Canada with Europe has been very important.

It has happened frequently, during the past year, that the Mails for Canada brought by the Canadian Steamships sailing from Liverpool on Wednesday, have reached our cities on the same day as the mails which left Liverpool for Canada by the Cunard Packet sailing from Liverpool on the previous Saturday—thus gaining four days in the transit from Liverpool to Montreal and Toronto.

That this should be possible, is chiefly owing to the circumstance that the Atlantic voyage upon the Canadian route is several hundred miles shorter than that between Liverpool and New York, or Boston.

The distance from Quebec to Liverpool is 2640 miles.
do Riviere du Loup to do 2530 do
do Boston do 2849 do
do New York do 3020 do

In the voyages of the approaching Summer, the advantage in distance will be increased by the use of the Quebec and Riviere du Loup Railway, to land and embark the Mails at Riviere du Loup,—by which measure a further gain of 110 miles will be secured to the Canadian voyage. The superiority given to the Canadian Route as a medium of intercourse with Europe by the essential advantages above noticed, is of course applicable to the acceleration of the European correspondence of the large section of the United States lying West, North-west, and South-west of Canada and the Great Lakes,—and, as mentioned in a previous Report, the attention of the United States Government had been called to the consideration of the point, but without any definite result, until the establishment of the Weekly Voyages of the Canadian Packets throughout the year, and the completion of the Grand Trunk Railway, and of the Victoria Bridge across the St. Lawrence at Montreal, so as to form an unbroken line from Detroit to Quebec, (and to Portland)—enabled the Canadian Post Office to offer arrangements for the transport of Mails between the United States and Europe by the Canadian Route of so advantageous a character as to lead to their prompt acceptance by the American Government,—and closed Mails are now under regular conveyance between Liverpool and Cork on the one side, and Detroit and Chicago on the other, comprising the European correspondence of all the Western, South-western, and North-western States. Mails between the New England States and Europe also pass under this agreement by the Canadian Packets.

The measures taken to accomplish these important results, and the details of the arrangements perfected will be made the subject of a separate Report.

The Canadian Steamships have commenced this Winter to call at Cork on their Portland Voyages, and Supplementary Mails now leave London every Wednesday evening, and are forwarded by Express Train *via* Holyhead and Dublin, so as to reach Cork on Thursday afternoon, and be there put on board the Canadian Packet as she touches at Cork on the day following her departure from Liverpool.

All letters for Canada are forwarded from the United Kingdom by Canadian Packet at the 6d. Sterling Rate, that are posted in time for the departure of the Steamer from Liverpool on Wednesday morning, or for the Supplementary Mails sent *via* Cork, on Thursday—or that may at any time be specially addressed "*via Canadian Packet*," and be pre-paid accordingly.

Letters for Canada posted after the despatch of the Canadian Packet Mails, and not specially addressed as above, are forwarded by the Cunard Packets sailing from Liverpool on Saturday, and calling at Cork for a Supplementary Mail on every alternate Sunday.—By Cunard Packet the rate is 8d. Sterling;

Commencing in April 1859, the principle of pre-payment has been applied by the Imperial Post Office to correspondence between the United Kingdom and the Colonies, including Canada; and to enforce the observance of the regulation, letters between Canada and the United Kingdom, when posted unpaid, are liable to a fine of 6d. Sterling on delivery, in addition to the ordinary postage rate.

CORRESPONDENCE WITH THE UNITED STATES.

The Postage arising on correspondence exchanged with the United States was—

Collected in the United States	- - - - -	\$ 92,143 05
do in Canada	- - - - -	87,375 70
Total	- - - - -	<u>\$179,518 75</u>

as shewn in detail, by the following Statement of the amount of Postage passing at the several Frontier and Exchange Offices:—

	For Collection in Canada.	For Collection in United States.
	\$ c.	\$ c.
Abercorn	41 15	34 00
Baby's Point.....	13 45	18 11
Brockville.....	167 32	167 31
Buffalo and Lake Huron Railway—Travelling Post Office.....	3,011 53	2,708 80
Clifton.....	9,144 86	9,734 22
Cobourg.....	89 10	85 20
Fort Erie.....	74 45	73 95
Frelighsburg.....	341 36	339 54
Great Western Railway—Travelling Post Office.....	7,793 68	8,614 52
Hamilton.....	4,159 03	3,254 42
Hereford.....	1 70	3 31
Huntingdon.....	98 35	99 96
Kingston.....	4,783 06	4,935 44
London.....	1,498 38	1,291 25
Montreal.....	17,819 58	19,698 19
Niagara.....	40 96	42 67
Paris.....	1,377 60	989 74
Phillipsburg.....	138 23	186 80
Prescott.....	3,183 94	3,281 70
Port Sarnia.....	753 09	641 57
Quebec.....	1,403 02	1,518 20
Queenston.....	46 79	57 98
Sault Ste. Marie.....	10 31	16 30
St. John's, Canada East.....	959 29	1,181 01
Sherbrooke.....	366 52	290 70
Stanstead.....	553 98	965 79
Toronto.....	14,196 54	14,489 95
Windsor.....	15,308 43	17,394 42
Total.....	\$87,375 70	\$92,143 05

The total correspondence is less by about \$4,000 than in the year 1858, arising, no doubt, from the causes which have depressed all Post Office and other business during the year.

PARCEL POST.

The Parcel Post, instituted in January 1859, has worked satisfactorily, and the further convenience of the system has been promoted by the subsequent extension of the weight limit of a parcel from 2 lbs. to 3 lbs.

There have been no complaints of miscarriage of any kind in connection with the Parcel Post.

Consequent, no doubt, upon the general stagnation of business, the number of Parcels sent by Post has been less than was anticipated, and the Revenue obtained from this source does not, as yet, exceed above \$1,600 per annum. The transmission of Parcels by Post is necessarily limited to places within the Province.

REGISTRATION.

The number of letters registered appears to have been considerably less this year than in 1858—the enumeration of 1859, shewing a total of only 400,000, as compared with the estimate of 500,000 in 1858. There can be no other assignable cause for this difference, than the general depression of commerce, which would naturally affect this branch of Post Office transactions—perhaps more than any other.

In March last, the advantage of optional Registration was communicated by the Imperial Post Office to the correspondence between Canada and most Foreign countries.

DECIMAL ACCOUNTS.

The Law of last Session directing the conversion of all postage rates into decimals, and the collection of postage in the new decimal currency, was put in operation from 1st July.

At first much difficulty was experienced by Postmasters in the endeavour to conform to the requirements of the Law; and chiefly owing to the fact that the new decimal coinage had not obtained any general circulation in the Province;—but few of the silver coin had been circulated, and comparatively none of the cent coins.

To mitigate this inconvenience and assist the working of the Law, the Department obtained supplies of the cent coins, and distributed them in considerable quantities to Postmasters generally throughout the Province, and with good effect.

All Post Office Accounts are now kept, and postage rates collected in decimals; and the various books of account-forms, &c., in use in the Department, have been altered to correspond, so that the contemplated change has been fully carried out, and, on the whole, works satisfactorily.

POSTAGE STAMPS AND STAMPED ENVELOPES.

The issue, and use by the public, of Postage Stamps has increased with great rapidity since last Return.

Decimal Stamps of the value of 1 cent, 5 cents, and 10 cents for ordinary correspondence, and of 12½ cents for Canadian, and of 17 cents for British Packet Postage Rates, were obtained in readiness for the commencement of the Decimal Postage Law in July, 1859; and have from that date been issued in lieu of the stamps previously in use.

The Stamp Statement of the year is as follows :—

	½ Stamps	3d.	6d.	7½d.	10d.	Amount.
Balance 1st Oct., 1858.....	377,760	264,500	41,578	62,130	78,420	\$41,367 05
Received from Manufacturer, during 9 months, to 30th June, 1859	\$50,100	449,900	70,000	.....	.....	36,579 16
Total	1,227,860	714,400	111,578	62,130	78,420	77,946 21
Issued for Sale during above 9 months.....	1,167,200	692,700	94,000	44,460	47,220	67,189 16
Balance on hand 30th June, 1859.....	60,660	21,700	17,578	17,670	31,200	\$10,757 05

	1 Cent Stamps.	5 Cent.	10 Cent.	12½ Cent.	17 Cent.	Amount.
Received from Manufacturers, in quarter, to 30th Sept., 1859	1,000,400	1 000,089	200,000	200,000	50,000	113,508 45
Issued for Sale during the quarter	649,800	693,900	112,150	90,700	22,700	67,604 50
Balance on hand 30th Sept., 1859.....	350,600	306,189	\$7,850	109,300	27,300	45,903 95

Comparative Statement of Stamp Issue of 1858 and 1859 :—

Total issue during the year 1858.....	1,465,440	717,200	\$2,500	15,090	37,230	\$64,413 25
do for 1859, of Stamps of both old and new issue.....	1,817,000	1,386,600	206,150	135,160	69,920	134,793 61
Increase	351,560	669,400	123,650	120,070	32,690	70,380 35

Now that so large a portion of the Postal Revenue is collected by means of Stamps, it becomes of increasing importance that a vigilant watch should be maintained to check malpractice in connection with their use.

To guard against fraudulent attempts to make Stamps, that have already been used and cancelled, fit for use a second time, obliterating fluid to be applied to the cancelling of Stamps, of a description which, after much experimental investigation, has been adopted by the Imperial Post Office as the best material for the purpose, has been obtained, and is about to be introduced for use in the Canadian Post Office.

For the promotion of public convenience by facilitating the pre-payment of letters, Stamped Envelopes, bearing Medallion Stamps of the postage value of 5 cents and of 10 cents respectively, have been procured and issued for sale to the public, at an advance of ½ a cent on the value of each Stamp, to cover the cost of the envelope, and of engraving the stamp, &c.

DEAD LETTERS.

The Dead Letter Returns for the year shew the following results in this item of Post Office Statistics :—

Provincial Dead Letters - - - - -	172,874
Originating in the United Kingdom and transmitted unopened to the Imperial Post Office, London, - - - - -	8,467
Originating in the United States and transmitted unopened to Washington - - - - -	31,289
Total number of Dead Letters, on letters passing by Post, for delivery in Canada - - - - -	212,630
Received from Washington, Dead Letters originating in Canada, and of which delivery in United States had failed - - - - -	30,239
Received from General Post Office, London, Dead Letters originating in Canada and undelivered in United Kingdom - - - - -	3,023
Total number passing through the Canadian Dead Letter Office	245,892

MONEY ORDERS.

In the disturbed condition of all monetary business during the past year, the supervision of the operations of the Money Order System has demanded more than ordinary care and vigilance; and it is therefore a matter of just congratulation that the year has passed over without the occurrence of any irregularity of importance.

Money Order transactions, which like all other branches of Post Office business, gave evidence of depression for a time, now begin to wear a more progressive aspect; and as an evidence of this, the issue for the first month of the year 1860 of Money Orders payable within the Province was at the rate of nearly \$1,500,000 per annum—being an advance of 40 per cent upon the business of the year 1859.

After some preliminary negotiation, an agreement was entered into with the Imperial Post Office, for the exchange of Money Orders between Canada and the United Kingdom, which took effect from 1st June, 1859.

Under this arrangement Money Orders, for any sum not exceeding £5 Sterling on a single Order, are granted at any Money Order Office in Canada, payable at any specified Office in Great Britain or Ireland, and *vice versa*, at any office in the United Kingdom, payable at any Money Order Office in Canada.

The conversion from Sterling to Decimal currency, in issuing and paying Orders exchanged with the United Kingdom, is made at as nearly the ordinary rate of equivalent value as possible. The charge on the issue of these orders is one shilling Sterling, or 25 cents, on Orders for amounts up to £2 Sterling and two shillings Sterling or 50 cents, on Orders for sums between £2 and £5 Sterling.

No loss by fraud, or otherwise, has occurred in working the Money Order System during the past year.

The number of Money Order Offices has been increased since last Return, from 171 to 222.

The number of Money Orders issued and payable within the Province, was	- - - - -	22,952
The number of do., paid within the year, was	- - - - -	22,968
Amt. of Orders issued, payable within the Province	\$1,060,597	31
Amt. of do paid do do	1,063,278	29
Amount of Commission thereon	- - - - -	\$8,112 73
Number of Orders issued on United Kingdom in the 4 months ended 30th Sept., 1859	- - - - -	2,402
Amount of do.	- - - - -	\$37,078 54
Number of Orders drawn in United Kingdom upon Canada same period	- - - - -	598
Amount of do.	- - - - -	10,195 05
Share of profit to Canada on Money Orders exchanged with United Kingdom	- - - - -	785 45
Total Revenue of Money Order branch	- - - - -	\$8,898 18

Cost of maintaining the Money Order System during the year, including the preliminary expenses of books, forms, instructions, &c., for Money Order business with the United Kingdom, change to Decimal Currency, &c., was as follows:—

Commission allowances to Postmasters	- - - - -	2,911 04
Salaries of superintending Branch, blank forms, and all contingencies	- - - - -	9,303 39
Total cost of maintenance	- - - - -	\$12,214 43

It is estimated that for the current year ending on the 30th September, 1860, the Revenue of the Money Order Branch will be—

From Provincial Orders	- - - - -	\$10,000
From Sterling do	- - - - -	2,500
		\$12,500

and that the Money Order System will consequently be self-sustaining, or nearly so.

SIDNEY SMITH,
Postmaster General.

Post Office Department,
20th February, 1860.

SCHEDULE.

Accompanying this Report are the following Documents therein referred to:

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No. 1.—Statement of the Finances, Receipts, and Expenditure of the Post Office Department, for the year ended 30th September, 1859.....	16
No. 2.—Detail of all payments made, and charges incurred for Mail Transportation, for the said year.....	17
No. 3.—Detail of all charges for Salaries, Commissions and Allowances, for the said year.....	44
No. 4.—Detail of Expenditure for Printing and Advertising, and all incidental and miscellaneous items of disbursements, &c., for the said year.....	75
No. 5.—Report of all Contracts made for the Transportation of the Mail for the said year.....	113
No. 6.—Report of all allowances to Contractors beyond the sums originally stipulated in their respective Contracts, and of all entailments in Contract rates of payment to the same, for the said year.....	136
No. 7.—Report of all fines imposed and deductions made from the pay of Mail Contractors during the said year.....	139
No. 8.—Report of New Offices and Post Routes established, and of Offices and Post Routes discontinued and closed, within the said year.....	140
No. 9.—Report of all cases occurring of the Loss or Abstraction of Letters containing Money, sent through the Post Office, within the said year.....	147
No. 10.—Report shewing the Money Order Offices in operation, the number and amount of Orders issued and paid, &c., during the said year.....	155
No. 11.—Report shewing the Expenditure of the Money Order Branch, specifying the Disbursements for Salaries, Advertising, Printing, &c., during the said year.....	160
No. 12.—Report shewing the name of the additional Money Order Offices opened, and of such Money Order Offices as have been closed, during the said year.....	162
No. 13.—Report shewing the Losses, (if any,) incurred in conducting the Money Order System, during the said year.....	163
No. 14.—Report of Exchange of Money Orders with the United Kingdom, during the four months preceding the 30th September, 1859.....	164

SUPPLEMENTARY.

No. 15.—True copy from the Record of all offers made for carrying the Mail upon the Contracts advertised for public competition, for the year ended 30th September, 1859.....	169
No. 16.—Return of Letters opened in the Dead Letter Office, and found to contain, money or enclosures of value, and re-addressed to the writers of the said letters, for the year ending as above.....	205

REPORT No. 1.

STATEMENT of the Receipts, Finances and Expenditure of the Post Office Department for the Year ended 30th September, 1859.

INCOME.		\$	cts.	\$	cts.	DISPOSAL OF INCOME.		\$	cts.	\$	cts.
Balances due by Deputy Post Masters, 30th Sept. 1858.....				10170	02	Report	(Conveyance of Mails by land.....	178094	33		
Amount of Gross Postage Money.....	\$13844.28	\$3				2.	do to and from R.R. Stations... ..	92305	42		
do do Stamps,							do by Steamboats	13117	05		
Amount of old issue charged in previous Accounts, and returned by Postmasters, \$1208.98							do by Railroads.....	23278	98		
Amounts received from Merchants and others, for the accommodation of Letter Boxes		112635	30				Mail locks, making and repairing bags, &c.	4014	75½	250870	53½
Amount of Miscellaneous Receipts		4441	56			3.	Salaries and Commissions.....			215878	74
Amount authorised by Order in Council, dated 14th May, 1858, to be applied and accounted for as Post Office Revenue—being assessed as the equivalent of the Postage which would have been payable on the Legislative and Departmental correspondence carried free by the Post Office, within the year		836	08				(A. Travelling Expenses.....			3885	90
Returned, refused, missent, and re-directed letters.							B. Tradesmen's Bills for articles supplied for the service of the Post Office Department.....			5832	53
Net Receipts within the year after deducting Dead Letters		64000	00				C. Rents and Taxes			7040	15
Deduct British Postage included in above.....							D. Stationery, Printing and Advertising.....	21878	39		
		639402	77				E. Stationery allowance to Postmaster.....	6237	81		
		22141	77½				(F. Fuel and light.....			28216	40
				617260	99½		G. Miscellaneous Disbursements			5572	04
				627431	01½		Balances due by Postmasters, 30th Sept., 1859.			5264	57
				38458	34		Balance at Credit of the Department.....			10545	69
				588972	67½					25857	12
				588972	67½					588972	67½

SIDNEY SMITH,
Postmaster General.

H. A. WICKSTEED,
Accountant.

REPORT No. 2.

DETAIL of all payments made and charges incurred for Mail Transportation, during the year ended 30th September, 1859.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Number of Trips per week.	Period.	Amount.	
					\$	cts.
Abbott's Corners and Frelighsburg.	H. H. Smith.....	Horse or vehicle..	2	12 months..	40	00
Abbottsford, Frost Village, Montreal and St. Hyacinthe.....	J. G. and W. G. Cowee.	Two horse vehicle	6	12 do ...	1960	00
Abercorn and Richford.....	A. Pickle.....	Not specified.....	6	12 do ...	40	00
Abercorn and Sutton.....	A. Pickle.....	do	6	12 do ...	200	00
Acton and Bronte, via Milton.....	T. H. Thompson.....	Horse or vehicle..	3 & 6	5 do ...	105	00
Acton and Morgantown.....	S. Beals.....	do	3	3 do ...	19	50
Actonvale and Roxton Falls.....	D. Lagarde.....	do	6	12 do ...	145	60
Addison and Greenbush.....	G. Taylor.....	Horseback or } otherwise.....	2	9 do ...	30	00
Agincourt, Scarboro, and Stouffville Road	John Hill.....	Not specified.....	6	12 do ...	52	00
Alberton, Lynden and Station.....	D. Vansickle.....	Vehicle	3, 6 & 18	12 do ...	289	53
Albion and Coventry.....	G. Taylor.....	Horse or vehicle..	2	12 do ...	52	00
Albion and Sandhill.....	G. Taylor.....	do	3	12 do ...	90	00
Albion and Thistleton.....	G. Taylor.....	do	6	12 do ...	100	00
Aldboro' and Wardsville.....	Joseph Bowes.....	do	1	12 do ...	99	88
Aldershot and Waterdown.....	S. Anderson.....	Vehicle.....	6	12 do ...	200	00
Alfred and L'Original.....	John Hill.....	Not specified.....		Summer season	78	33
Alfred and Treadwell.....	Joseph Bertrand.....	Horse or vehicle..		2 months..	3	00
Algonne and Baby's Point.....	J. Menteq.....	Ferry	2	12 do ...	52	00
Allan's Corners and St. Louis de Gonzague.....	J. Symons.....	Horse or vehicle..	3	12 do ...	64	00
Almonte (late Ramsay) and Clayton	James Coulter.....	do	2	12 do ...	80	00
Almonte and Arnprior.....	D. Campbell.....	do	6	40 days.....	55	70
Almonte and West Huntley.....	P. Kennedy.....	Not specified.....	2		46	67
Alton and Caledon.....	William Bell.....	Horse or vehicle..	2	12 months..	60	00
Amberstburg and Rondeau.....	William Mallory.....	Two horse vehicle	3	12 do ...	1600	00
Amherstburg and Windsor.....	W. B. Hiron.....	Vehicle	6	12 do ...	480	00
Amberst Island and Bath.....	T. Murray.....	Boat or otherwise, accord'g to seas'n	2	12 do ...	100	00
Amiens and Coldstream.....	H. P. Fuller.....	Not specified.....	2	6 do ...	20	00
Amiens, Coldstream and Lobo.....	John C. Collier.....	do	2	6 do ...	50	00
Amiens and Lobo.....	Martha Collier.....	do	2	3 do ...	15	00
Ancaster and Carluke.....	James Moffatt.....	H'seb'k or oth'w'e	3	12 do ...	200	00
Ancaster and Hamilton.....	John Cran.....	Optional with con'r	6	3 do ...	100	00
Ancaster and Hamilton.....	John Duffy.....	Vehicle.....	6	9 do ...	146	70
Appley and Merton.....	John Scott.....	Not specified.....	3	12 do ...	80	00
Appleton and Carleton Place.....	Joseph Dougherty.....	Horse or vehicle..	2	12 do ...	40	00
Apto and Craighurst.....	T. Craig.....	Horse or vehicle..	1	12 do ...	28	00
Arkwright and Williscroft.....	W. S. Williscroft.....	do	1	6 do ...	36	24
Arkwright and Williscroft.....	Joshua Faulkner.....	do	1	6 do ...	24	00
Arnprior and Castleford.....	D. Ferguson.....	do	6	40 days.....	61	27
Arthabaska Station and St. Christophe.....	P. Beauchaine.....	do	6	12 months..	100	00
Ashburn and Balsam.....	Jabez Oliver.....	do	2	9 do ...	27	00
Ashburn and Balsam.....	W. H. Oliver.....	do	2	3 do ...	9	75
Ashburnham and Peterboro'.....	S. J. Carver.....	Not specified.....	6	9 do ...	30	00
Ashton and Prospect.....	John Sykes.....	Horse or vehicle..	6	12 do ...	95	00
Asphodel and Norwood.....	Moses Minor.....	do	3	7 do ...	114	33
Atherly and Orillia.....	W. C. McMullen.....	Not specified.....	3	7 do ...	30	00
Athlone and Keenansville.....	Jas. Brazille.....	do		6 trips.....	3	00
Athol and Martintown.....	John Campbell.....	Horse or vehicle..	2	12 months	116	00
Aultsville and East Williamsburg..	L. Pillar.....	do	6	12 do ...	60	00
Aurora and Lloydtown.....	H. Green.....	do	6	12 do ...	360	00
Avonbank and St. Mary's.....	Jas. Muir.....	Horseback.....	2	12 do ...	80	00
Aylmer and Dorchester Station.....	W. T. Partlow.....	Vehicle.....	2	12 do ...	255	00
Aylmer and Grovesend.....	John Haun.....	Horse or vehicle..	2	12 do ...	72	80
Aylmer and Ottawa.....	Moses Holt, Jr.....	Stage.....	6	8 do ...	133	33

REPORT No. 2.—Detail of all payments made, and charges incurred for Mail Transportation, during the year ended 30th September, 1859.—(Continued.)

Name of Route.	Name of Contractor.	Mode of Conveyance.	Number of Trips per week.	Period.	Amount.	
					\$	cts.
Aylmer and Portage du Fort.....	Jas. Wyman.....	One horse vehicle	3	6 months...	445	00
Aylmer and Steamboat Landing.....	M. Holt, Jr.....	Vehicle	.....	Sum. season	22	65
Aylwin and Low.....	John Little.....	Horseback	1	3 months	45	00
Aylwin and River Desert.....	A. Lebeau.....	do	1	3 do	85	00
Ayr and New Dundee.....	F. G. Millar.....	Horse or vehicle..	3	7 do	42	00
Ayr and New Dundee.....	W. Rothber.....	do	3	2 do	26	00
Ayton and Normanby.....	T. Longhead.....	Horse or vehicle..	1	12 do	60	00
Baby's Point and Newbury.....	R. Peck.....	Vehicle	3	12 do	600	00
Baby's Point and Port Sarnia.....	Jos. Farr.....	do	3	12 do	543	00
Bagot and Burnstown.....	John Halliday.....	Horse or vehicle..	3	12 do	64	00
Bagot and Calabogie.....	T. H. Dillon.....	Not specified	1	12 do	40	00
Bagot and Mount St. Patrick.....	T. Brady.....	Horse or vehicle..	2	12 do	104	00
Bagotville and Laterrière.....	R. Maltais.....	Not specified	1	12 do	56	00
Balderson and Playfair.....	G. C. Mills.....	Horse or vehicle..	2	12 do	60	00
Barie and Ivy.....	John Hunter.....	do	2	12 do	184	00
Barrie and Orillia.....	John Harvie.....	Stage or other ve- hicle	3	12 do	556	52
Barrie and Penetanguishene.....	A. Smith.....	Vehicle	3	12 do	790	00
Barrie and Penetanguishene.....	A. Bailey.....	.....	.....	1 trip	5	00
Barrie and Penetanguishene.....	L. Collombes.....	.....	.....	1 trip	4	00
Barrie and Penetanguishene.....	L. Savey.....	.....	.....	1 trip	4	00
Barrie and Shanty Bay.....	W. Heard.....	.....	2	12 months...	104	00
Batiscan and St. Narcisse.....	P. Laoureuxiere.....	One horse vehicle.	2 & 3	12 do	53	67
Batiscan Bridge and St. Stanislas.....	Isidore Laguere.....	Horse or vehicle..	3 & 6	12 do	173	34
Battersea and Kingston.....	W. Baker.....	do	2	12 do	80	00
Bayfield and Eroll.....	W. A. Church.....	do	1	10 do	333	33
Bayfield and Hillsboro'.....	George Castle.....	Optional with con- tractor.....	1	2 do	37	50
Bayfield and Seaforth Station.....	T. Knox.....	Horse or vehicle..	12	12 do	900	00
Bayfield and Zurich.....	F. Knell.....	Horseback or otherwise.....	1	12 do	52	00
Beachville and Embro'.....	John McKay.....	Horse or vehicle..	6	7 do	145	83
Beachville, Embro' and Stratford.....	John McKay.....	do	6 to 2 to	Embro..... Stratford.....	166	66
Bearbrook and Osborne.....	John Walsh.....	do	1	12 months...	52	00
Beauharnois, Caughnawaga, Fort Covington, Huntingdon and Montreal.....	S. Lamb.....	Two horse vehicle	3 & 6	12 do	1600	00
Beauharnois, St. Timothy, Teohanta and Valleyfield.....	C. Boyce.....	Horse or vehicle..	3	12 do	236	60
Beaverton and Georgina.....	Jos. Sheppard.....	Vehicle	3	7 months } 7 days }	409	74
Beaverton, Georgina and Holland Landing.....	Jos. Sheppard.....	do	6	12 months...	1400	00
Beaverton and Lindsay.....	G. C. Cooke.....	do	6	12 do	1100	00
Beaverton and Mara.....	W. Ritchie.....	Optional with } Contractor ... }	2	12 do	80	00
Beaverton and North Eldon.....	John Merry.....	Horseback	1	12 do	48	00
Beaverton and the Wharf.....	David Glover.....	Not specified	6	Season	40	00
Béancour—Ste. Gertrude and Stan- fold.....	P. Belanger.....	Vehicle	2	12 months	416	00
Bedford and North Stanbridge.....	Wm. Clarke.....	do	3	12 do	100	00
Belfast and Dungannon.....	A. McDonagh.....	Horseback	2	12 do	104	00
Belford and Markham.....	Edward Taylor.....	Horse or Vehicle	2	12 do	80	00
Belleville and Bridgewater.....	G. Canniff.....	Not specified	3	10 do	240	00
Belleville and Hillier.....	S. Flagler.....	Vehicle	2	12 do	150	00
Belleville and Madoc.....	D. Ross.....	Not specified	6	12 do	300	00
Belleville and Picton.....	Josiah Blanchard.....	Stage.....	6	33 trips.....	66	00
Belleville and Picton.....	do	do	6	Winter sea- son.....	80	00
Belleville and Stirling.....	Wm. R. Parker.....	do	6	12 months..	190	00

REPORT No. 2.—Detail of all payments made, and charges incurred for Mail Transportation, during the year ended 30th September, 1859.—(Continued.)

Name of Route.	Name of Contractor.	Mode of Conveyance.	Number of Trips per week.	Period.	Amount.	
					\$	cts.
Belleville and Steam Boat Wharf.	H. Taylor.....	Foot	12	Season 1858.	28	00
Belleville and Tweed.....	G. Canniff.....	Stage or otherwise	2	2 months ..	38	33
Bell's Corners and Hazledaan.....	John Young.....	Horse or Vehicle..	3	8 months ..	34	87
Belmont and London.....	John H. Bostwick.....	Horse or vehicle..	3	6 do ..	112	66
Belmont and London.....	John Prowse.....	do	3	6 do ..	74	50
Belmore and Dingle serving Wrochester.....	J. W. Irwin.....	Not specified.....	1	12 do ..	177	50
Belœil and St. Hilaire.....	C. Lisotte.....	Ferry and Vehicle	12	3 do ..	17	50
Belœil and St. Hilaire.....	P. Larrivée.....	do	12	6 do ..	35	00
Belœil and St. Hilaire.....	F. Geoffrion.....	do	12	3 do ..	17	50
Bennmillor and Goderich.....	Executors of the late B. Miller.....	Horseback.....	3	12 do ..	78	00
Bentinck and Proton.....	George Armstrong.....	Horse or vehicle..	1	12 do ..	168	00
Bentinck and Walkerton.....	A. Hunter.....	do	3	12 do ..	390	00
Berlin and Glen Allan.....	S. Cornell.....	Stage	6	12 do ..	900	00
Berlin and Millbank.....	W. Rutherford.....	Horse or vehicle..	2	6 do ..	100	00
Berlin and Millbank.....	William Ross.....	do	2	6 do ..	120	00
Berlin and Preston.....	William Boyce.....	Optional with con.	12	12 do ..	468	00
Berlin and Waterloo.....	S. Cornell.....	Horse or vehicle..	12	11 do & } 19 days }	77	38
Berlin and Winterbourne.....	Schmitt & Co.....	St'georotr've'cle.	6	12 months..	500	00
Berthier and Maskinongé, serving St. Barthélemi.....	E. Houde.....	Vehicle	3	12 do ..	48	00
Berthier, St. Cuthbert and St. Norbert.....	Frs. Gagnon.....	do	3	12 do ..	132	00
Berthier and Ste. Elizabeth.....	Therzite Lafontaine...	do	3	12 do ..	108	00
Berthier and William Henry.....	M. Forcier.....	Ferry or vehicle..	7	3 do ..	40	00
Berthier and William Henry.....	A. Forcier.....	do	7	9 do ..	120	00
Bervie and Ripley.....	M. McLennan.....	Not specified.....	1	9 do ..	34	11
Bervie and Ripley.....	M. Wall.....	do	1	3 do ..	10	00
Berwick and Casselman.....	M. Cavanagh.....	Horse or vehicle..	1	12 do ..	40	00
Berwick and Dickinson's Landing..	A. P. Cockburn.....	do	3	12 do ..	180	00
Bewdley and South Monaghan.....	James Eakins.....	do	6	7 do ..	54	05
Binbrook and Stoney Creek.....	R. Roddick.....	do	2	12 do ..	76	00
Birkhall and Moore.....	Charles S. Duncan.....	Not specified.....	1	7 do ..	30	34
Bishop's Mills and North Augusta..	James Wilcox.....	Horse or vehicle..	1	12 do ..	40	00
Blandford and Maddington.....	V. St. Germain.....	do	2	12 do ..	72	00
Blessington, Lonsdale, Melrose and Shannonville.....	E. H. Lewis.....	Horse or vehicle..	2	3 do ..	63	50
Blessington, Lonsdale, Melrose and Shannonville.....	F. Stewart.....	do	3	9 do ..	72	00
Blytheswood and Leamington.....	R. June.....	Not specified.....	2	14 do ..	53	33
Bobcaygeon and Downeyville.....	James Findlay.....	Horse or vehicle..	2	12 do ..	136	00
Bobcaygeon and Minden.....	James Findlay.....	do	1	4½ do ..	59	33
Bodmin and Clinton, serving Bandon.....	J. W. Hall.....	do	2	12 do ..	450	00
Bond Head and Malton, viâ. Mono Mills.....	Geo. Taylor.....	Vehicle	3 & 6	12 months, less paid Athlone and Keenansville	1089	00
Bord à Plouffe and St. Martin.....	C. Smallwood.....	Not specified.....	6	Sum. season..	50	00
Boscobel and Roxton Falls.....	W. Hackwell.....	Horse or vehicle..	1	12 months ..	26	00
Bothwell and Cashmere.....	David Allans.....	do	2 & 3	12 do ..	52	25
Bowen and Napanee.....	M. C. Whitcomb.....	do	3	12 do ..	130	00
Bowmanville and Casarea.....	T. Brodie, Jr.....	Vehicle	6	12 do ..	538	00
Bowmanville and Tyrone.....	P. Travers.....	do	3	12 do ..	91	00
Bowmore and Collingwood.....	W. Blair.....	do	3	11 do ..	102	87
Bowmore and Feversham.....	E. Horton.....	Horse or vehicle..	1	1 do ..	6	66
Bowmore and Melanethon.....	T. Huxtable.....	do	1	11 do ..	183	34
Bowmore and Nottawassaga Station.....	John Bain.....	do	3	1 do ..	6	50

REPORT No. 2.—Detail of all payments made, and charges incurred for Mail Transportation, during the year ended 30th September, 1859.—(Continued.)

Name of Route.	Name of Contractor.	Mode of Conveyance.	Number of Trips per week.	Period.	Amount.	
					\$	cts.
Bowmore and Osprey.....	R. Brown.....	Horse or vehicle..	1	1 months...	4	16
Bradford and Cookstown.....	Jas. Bradshaw.....	Stage or other vehicle.....	6	12 do ...	179	40
Brampton and Cheltenham.....	Jas. McDonald.....	do	6	12 do ...	300	00
Brampton and Churchville.....	Manning and Gorman.....	do	6	12 do ...	199	00
Brampton and Orangeville.....	W. J. Lewis.....	do	6	9 do ...	36	75
Brampton and Orangeville.....	John Harris.....	do	6	3 do ...	150	60
Brantford and Cainsville.....	Chas. Hobson.....	Vehicle	3	4 months } & 6 days	33	00
Brantford and Newport.....	T. Knight.....	Horse or vehicle..	3	12 months ...	100	00
Brantford and Paris Station.....	R. Palmer.....	Vehicle	51	trips	76	50
Breslaw and Frieberg.....	C. Gersten.....	Horse or vehicle..	3	12 months ...	100	00
Bridgenorth and Peterboro'.....	R. W. Shaw.....	do	2	12 do ...	100	00
Bridgewater and Tweed.....	J. Colwell.....	Not specified.....	2	1 do ...	4	83
Brighton and Kingston.....	E. Howard.....	Stage.....	6	12 months } less fines	2145	00
Brighton and Norham.....	R. J. Morrow.....	Vehicle	3	5 months ...	75	00
Brighton and Norwood.....	J. A. Johnson.....	do	3	7 do ...	408	33
Eritonville and Lakefield.....	G. Hamilton.....	Horse or vehicle..	1	12 do ...	52	00
Brock, Epsom and Vromanton.....	W. Oliver.....	Horse or vehicle..	2	1 month ...	20	00
Brockville and Morrisstown, U. S.....	W. H. Willson.....	Ferry or cutter...	6	12 do ...	50	00
Brockville and North Augusta.....	R. Stone.....	Horse or vehicle..	3	4 months } & 18 days	54	65
Brockville and North Augusta.....	Jas. Wilcox.....	do	3	6 months } & 2 days	73	49
Brockville and Perth.....	W. H. Willson.....	do	6	4 months } & 19 days	528	88
Brockville and Smith's Falls.....	W. H. Willson.....	Vehicle	6	1 months } & 8 day.	108	33
Brockville and Smith's Falls.....	W. C. Lewis.....	do	3	3 months ...	175	00
Brockville and Westport.....	Jacob Gallenger.....	Vehicle	6	12 do ...	1448	00
Brompton and Windsor Mills.....	S. A. Stevens.....	Not specified.....	3	12 do ...	78	00
Bronte and Milton.....	R. Beckwith.....	Horse or vehicle..	6	7 do ...	192	86
Broute Road and Omagh.....	L. Melosh.....	Not specified.....	3	7 do ...	46	67
Brougham and Stouffville.....	W. McGill.....	Horse or vehicle..	3	12 do ...	160	00
Brougham and Whitby.....	Jas. Hubbard.....	Vehicle	6	12 do ...	400	00
Broughton and St. Joseph.....	J. O. C. Arcand.....	Horse or vehicle..	1	12 do ...	50	00
Brownburg and Migneault.....	F. Naubert.....	Vehicle	1	9 do ...	18	75
Brownsville and Ingersoll.....	E. Doty.....	do	3	12 do ...	430	00
Brudenell and Sebastopol.....	James Dooner.....	Not specified.....	1	1 do ...	4	16
Brunswick and Millbrook.....	James Sloane.....	do	2	6 trips	15	00
Buckingham and Osborne.....	A. Keenan.....	Boat and vehicle..	12	12 months...	190	00
Buckingham Wharf and Osborne.....	G. G. Dunning.....	do do	12	9 do includ. arrears '52	71	50
Burford and St. Lazare.....	B. Nadeau.....	Horse or vehicle..	1	3 months...	18	00
Burford and Cathcart.....	T. Muir.....	do do	2	12 do ...	52	00
Burford and Dereham.....	G. Waters.....	Vehicle.....	6	9 do ...	825	00
Burford and Paris.....	G. Waters.....	Stage.....	6	9 do ...	211	24
Byron and London.....	J. B. Wells.....	Horse or vehicle..	2	3 do ...	25	00
Byron and London.....	G. Fitzgerald.....	Not specified.....	2	9 do ...	36	75
Caintown and Lyn.....	R. Hazlewood.....	Horse or vehicle..	1	1 do ...	2	60
Caintown and Mallorytown.....	James Adams.....	do do	2	11 do ...	38	50
Caistorville and Canboro'.....	James Park.....	do do	1	12 do ...	39	00
Caldwell and Sligo.....	Isaac Hunter.....	Not specified.....	2	12 do ...	64	00
Caledon and Erin.....	W. Clarke.....	Horseback	1	12 do ...	60	00
Caledon East and Kilmanagh.....	H. Casar.....	Not specified.....	2	3 do ...	10	83
Caledon East and Lockton.....	William Ray.....	do	2	15 do ...	63	75
Calumette Island and Collfield.....	M. Hughes.....	Ferry.....	3	2 do ...	5	00
Calumette Island and Fort Coulonge.....	L. Brisard.....	Not specified.....	1	12 do ...	60	00
Calumette Island and Portage du Fort.....	L. Brisard.....	Horse or vehicle..	3	12 do ...	120	00
Campbell's Cross and Centre Road.....	R. McCallum.....	Not specified.....	12	12 do ...	124	80

REPORT No. 5.—Detail of all payments made, and charges incurred for Mail Transportation, during the year ended 30th September, 1859.—(Continued.)

Name of Route.	Name of Contractor.	Mode of Conveyance.	Number of Trips per week.	Period.	Amount.	
					\$	cts.
Campbellton, N. B., and Metis.....	G. Dickson.....	Not specified.....	2	12 months.....	1760	00
Campbellton, N. B., and Percé.....	A. Kerr.....	Vehicle.....	2	12 do.....	1800	00
Canboro' and Canfield.....	John Switzer.....	Horse or vehicle.....	6	12 do.....	140	00
Canboro' and Ontario.....	James Jewell.....	do do.....	1	12 do.....	160	00
Canboro' and Port Robinson.....	R. Abbott.....	Vehicle.....	3	12 do.....	474	00
Canfield and Cayuga.....	John Switzer.....	do.....	12	12 do.....	200	00
Canning, Richwood and Railroad Station.....	H. Cromwell.....	Horse or vehicle.....	6	12 do.....	200	00
Cannington and Eldon.....	C. Sproul and James K. Brown.....	do do.....	3	12 do.....	300	00
Canrobert and St. Césaire.....	James Mullarkey.....	do do.....	3	12 do.....	60	00
Cantley and Chelsea.....	John Kirk.....	do do.....	2	6 do.....	30	00
Cantley and Chelsea.....	N. Reid.....	do do.....	2	6 do.....	30	00
Cape Rich and St. Vincent.....	R. Cox.....	do do.....	2	4 months & four days.....	44	23
Carillon La Chute and St. Andrews.....	Jos. Green.....	Vehicle.....	6	12 months.....	196	00
Carillon and Point Fortune.....	R. Quick.....	Not specified.....		sun. seas'n.....	24	55
Carillon and Ottawa City.....	Kirby & Patten.....	Sleigh.....		win. season.....	1070	00
Carillon and Steamboat Landing.....	C. W. Schneider.....	Not specified.....		sun. seas'n.....	68	00
Carillon, Vaudreuil and Steamboat Landing.....	C. Proulx.....	do.....	12	4 months & 22 days.....	244	00
Carleton and Dalhousie, N. B.....	P. Landry.....	Boat.....	2	12 months.....	360	00
Carlingford and Sebringville.....	A. Davidson.....	Horse or vehicle.....	2	12 do.....	84	00
Carp and Stittsville.....	John Graham.....	do do.....	3	3 do.....	36	00
Carp and West Huntley.....	John Graham.....	do do.....	3	4 do.....	42	00
Carp and West Huntley.....	P. Kennedy.....	do do.....	3	5 do.....	60	00
Carronbrook and Cromarty.....	R. Leggat.....	do do.....	2	12 do.....	74	00
Carthage and Morningdale Mills.....	A. Glenn.....	Not specified.....	1	12 do.....	24	00
Castlebar and Danville.....	John Murphy.....	Horse or Vehicle.....	3	12 do.....	100	00
Castleford and Pakenham.....	Jas. Riddell.....	do do.....	6	11 months & 20 d'ys.....	680	28
Castleford and South Westmeath.....	John Warnock.....	Stage or other-wise.....	6	12 months.....	560	00
Castlemore and Humber.....	John Murphy.....	Horse or vehicle.....	2	3 do.....	30	00
Castlemore and Humber.....	Rachel Nuttress.....	do do.....	2	9 do.....	44	28
Castleton and Colborne.....	C. Weller.....	do do.....	2	7 do.....	34	37
Cayuga and Jarvis.....	C. W. Shannon.....	Not specified.....	2	12 do.....	149	00
Cayuga and Seneca.....	John Waters.....	Horse or vehicle.....	6	11 do.....	412	50
Cayuga and Seneca.....	E. Evans.....	do do.....	6	1 do.....	25	88
Cedars and Coteau Landing.....	B. Urtean.....	do do.....	6	12 do.....	250	40
Centreville and Napance.....	H. Finkle.....	Stage or other-wise.....	6	12 do.....	300	00
Centreville and Tamworth.....	E. Drader.....	Horse or vehicle.....	3	12 do.....	160	00
Chambly and St. Hillaire, via St. Jean Baptiste.....	E. Macé.....	Vehicle.....	6	12 do.....	350	00
Chambly and St. Johns.....	Jos. Harbeck.....	Horse or vehicle.....	6	12 do.....	279	48
Charlesburg and Quebec.....	J. Beaulieu.....	do do.....	1	7 do.....	16	33
Charleston and Fammersville.....	P. F. Green.....	do do.....	2	12 do.....	50	00
Chateau Richer, Ste. Anne and St. Ferréol.....	C. Paré.....	do do.....	2	12 do.....	60	00
Chatham and Harwich, West.....	L. M. Taylor.....	do do.....	1	12 do.....	50	00
Chatham and Muddy Branch.....	M. Leblanc.....	do do.....	1	3 do.....	6	25
Chatham W. and Oungah.....	S. Kinny.....	Horseback.....	2	12 do.....	100	00
Chatham W. and St. Thomas.....	John Decour.....	Vehicle.....	6	12 do.....	2400	00
Chatham West and Sandwich.....	W. B. Hiron.....	Horse or vehicle.....	2	12 do.....	1140	00
Chatsworth and Marmion.....	D. Bryant.....	Not specified.....	1	7 do.....	35	00
Chatsworth and Mono Mills.....	J. Brown.....	Not specified.....	1	12 do.....	440	00
Chertsey and Rawdon.....	M. Granger.....	Vehicle.....	1	12 do.....	48	00
Chester and St. Christophe.....	P. Beauchaine.....	Not specified.....	2	12 do.....	90	00
Chesterfield and Ratho.....	W. S. Elliot.....	Horse or vehicle.....	3	12 do.....	52	00
Chicoutimi and Labarre.....	J. Morel.....	Not specified.....	1	12 do.....	144	00

REPORT No. 5.—Detail of all payments made, and charges incurred for Mail Transportation, during the year ended 30th September, 1859.—(Continued.)

Name of Route.	Name of Contractor.	Mode of Conveyance.	Number of Trips per week.	Period.	Amount.	
					\$	cts.
Chicoutimi and Murray Bay.....	J. Harvey.....	Foot, horse or vehicle, according to season	1	12 months...	400	00
Chicoutimi and St. Paul's Bay.....	F. Gagnon.....	Not specified	1	12 do ...	460	00
Chippewa and Fort Erie.....	W. Raison.....	Vehicle	3	12 do ...	298	00
Chippewa and Niagara.....	J. E. Humphries.....	do	6	12 do ...	1156	00
Chippewa and Port Robinson.....	F. Lauzon.....	Horse or vehicle	3	12 do ...	195	00
Churchville and Derry West.....	R. Johnston.....	do do	6	12 do ...	160	00
Clacham and Crinar.....	J. Marshbanks.....	Not specified	1	3 do ...	13	00
Clarence and Lochaber.....	R. Woodley.....	Boat, foot, or otherwise	3	12 do ...	78	00
Clarence, Lochaber and Thurso.....	R. Jones.....	Boat and vehicle	6	Winter seas.	74	80
Clarenceville and Pike River.....	S. S. Parker.....	Vehicle	6	12 months ..	249	00
Clarendon and Clarendon Centre.....	G. Hodgins.....	Not specified	3	6 do ...	71	00
Clareview and Cloyne.....	S. C. McDonnell.....	Vehicle	1	9 do ...	123	50
Clareview and Kaladar.....	S. McDonnell.....	Horse or vehicle	1	3 do ...	26	00
Clareview and Napanee.....	C. G. Huyck.....	do do	2	12 do ...	300	00
Clarke and Kendall.....	W. Carscadden.....	do do	2	12 do ...	93	00
Clayton and Perth.....	Jas. Coulter.....	do do	2	12 do ...	200	00
Clayton and Tatlock.....	Jas. Gauthrie, Senr.....	do do	1	12 do ...	40	00
Clearville and Duart.....	Thos. Ford.....	do do	3	12 do ...	49	72
Clinton and London.....	A. Smith.....	Vehicle	6	12 do ...	1625	00
Clover Hill and Cookstown.....	R. Coleman.....	Horse or vehicle	3	6 do ...	30	00
Clover Hill and Cookstown.....	Elizabeth Coleman.....	do do	3	6 do ...	30	00
Clyde and Galt.....	A. Robinson.....	Not specified	2	12 do ...	60	00
Coaticook and Drew's Mills.....	A. K. Fox.....	Horse or vehicle	1	12 do ...	50	00
Coaticook and Herford.....	G. Thomas.....	do	1	12 do ...	100	00
Coaticook and Stanstead.....	B. Pomroy.....	Two horse vehicle	6	12 do ...	344	00
Cobden and Pembroke.....	Jason Gould.....	do do	3	Sum. season.	60	00
Cobden and Renfrew.....	Marg. Carsewell.....	Horse or vehicle	3	12 months ...	180	00
Cobden and Stafford.....	R. Childerhose.....	do	2	Wint. season.	40	00
Cobourg and Gore's Landing.....	P. Regan.....	Vehicle	3	12 months ...	200	00
Cobourg and Norham.....	R. Hicks.....	Horse or vehicle	3	12 do ...	700	00
Cobourg and Peterboro'.....	J. B. Fortune.....	Vehicle	6	11 days.....	88	00
Coldborne and Norwood.....	John Gallagher.....	do	3	5 months ...	225	00
Coldwater and Medonte.....	Jas. Shaw.....	Not specified	2	12 do ...	80	00
Colebrook and Enterprise.....	L. Brown.....	Horse or vehicle	2	12 do ...	72	00
Cole's Tavern and Renfrew.....	L. Minore.....	do	2	7 do ...	65	33
Cole's Tavern and Renfrew.....	R. C. Mills.....	do	2	6 do ...	56	00
Cole's Tavern and Sebastopol.....	D. L. McDougall.....	Horse or vehicle	2	13 do ...	108	33
Colinville and Moore.....	John Butler.....	do	1	5 do ...	21	67
Collingwood and Nottawa.....	D. McLarty.....	Not specified	3	1 do ...	6	50
Collingwood and Owen Sound.....	Isaac May.....	do	3	3 do ...	249	00
Collingwood and Owen Sound.....	H. P. Thompson.....	do	3 & 6	9 do ...	588	00
Collingwood, Penetanguishene and Sault Ste. Marie.....	T. Dick.....	Steamer & Sleigh	4	trips	333	33
Compton and Eaton.....	D. H. Pope.....	Horse or vehicle	1	12 months ...	96	00
Compton and Stanstead.....	B. Pomroy.....	Stage	6	12 do ...	298	00
Contrecoeur and Longueuil.....	Jos. Lavigne.....	Vehicle	3	7 do ...	329	87
Cookstown and Mulmur.....	Jas. Robinson.....	Horse or vehicle	2	12 do ...	200	00
Cookshire and Robinson.....	N. Ebbs.....	Vehicle	4	3 do ...	25	00
Cooksville and Toronto.....	W. Harris.....	Stage	6	12 do ...	600	00
Coolidge School House and South Bolton.....	A. M. Bullock.....	Foot or horseback	2	12 do ...	52	00
Cornwall and St. Andrews.....	D. McDonoll.....	Horse or vehicle	3	12 do ...	78	50
Côteau du Lac and Rigaud.....	A. Lalonde.....	do	3	12 do ...	240	00
Coteau Landing and Dalbousie Mills, via St. Polycarpe.....	C. Gauthier.....	Vehicle	3	12 do ...	300	00
Coteau Landing and St. Zotique.....	J. Bermingham.....	Horse or vehicle	3	12 do ...	39	00
Côte St. Vincent and St. Hermas.....	D. Marsil.....	Not specified	6	Sum. season..	63	66
Covey Hill and Russelltown.....	W. Barrett.....	Horse or vehicle	3	12 months ...	40	00

REPORT No. 2.—Detail of all payments made, and charges incurred for Mail Transportation, during the year ended 30th September, 1859.—(Continued.)

Name of Route.	Name of Contractor.	Mode of Conveyance.	Number of Trips per week.	Period.	Amount.	
					\$	cts.
Cowansville and Franklin.....	J. Ruiter.....	Two horse vehicle	6	9 months ...	180	00
Cowansville and Franklin.....	A. Pickle.....	do	6	3 do ...	60	00
Cowansville and Granby.....	J. Ruiter.....	Two horse vehicle	6	9 do ...	210	00
Cowansville and Granby.....	J. G. and W. G. Cowee	do	6	3 do ...	70	00
Cowansville and Knowlton.....	A. Pickle.....	Two horse vehicle	6	12 do ...	300	00
Cowansville and St. Johns, <i>via</i> Pike River.....	T. Morris.....	do	6	12 do ...	1300	00
Cowansville and St. Johns, <i>via</i> West Farnham.....	A. Pickle.....	do	6	12 do ...	500	00
Cowansville and Waterloo.....	A. Pickle.....	Vehicle	3 & 6	12 do ...	270	00
Craighurst and Jarratt's Corner's.....	T. Jarratt.....	Horse or vehicle..	2	12 do ...	96	00
Cranbourne and Frampton.....	John Colgan.....	do	1	12 do ...	48	00
Credit and Sheridan.....	John Hayes.....	Not specified.....	2	12 do ...	52	00
Creebank and Winfield.....	W. Eaton.....	do	1	8 do ...	14	00
Creemore Mills and Sunnidale Stat'n	E. Webster.....	Not specified.....	3	3 do ...	45	00
Creemore Mills and Sunnidale Stat'n	A. Livingston.....	do	3	9 do ...	123	75
Cresy and Picton.....	P. David.....	Horse or vehicle..	2	12 do ...	100	00
Cross Hill and Wellesley.....	John Zoeger.....	Horseback	2	12 do ...	50	00
Cross Point and Runnymede.....	James Sillers.....	Horse or vehicle..	1	12 do ...	100	00
Crowland and Port Robinson.....	R. Abbott.....	do do	3	12 do ...	119	00
Cumminsville and Hamilton.....	Jones & Richardson..	do do	6	12 do ...	448	00
Curran and Plantagenet.....	J. Chatelin.....	do do	2	12 do ...	40	00
Daillebout and Industry.....	P. Riberdy.....	do do	3	12 do ...	140	00
Dalesville and Fitzalan.....	W. Thomson.....	vehicle. } Ferry, foot and }	1	12 do ...	120	00
Dalesville and Harrington.....	D. B. Campbell.....	Vehicle	1	12 do ...	104	00
Dalesville and Lachute.....	P. McArthur.....	Horse or vehicle..	2	12 do ...	40	00
Danforth and Woburn.....	Jacob Brooks.....	do do	2	6 do ...	50	00
Daniels and St. Bruno.....	A. P. Paré.....	do do	3	12 do ...	62	40
Danville and Ham, <i>via</i> Wotton.....	D. Harvey.....	do do	1	12 do ...	190	00
Danville and Kingsey Falls.....	H. Gilman.....	do do	3	12 do ...	117	00
Delaware and London.....	C. Allan.....	Stage.....	6	12 do ...	60	00
Delaware and Mount Brydges.....	Job Hart.....	Horse or vehicle..	6	12 do ...	180	00
Delhi and Lynedoch.....	James Reid.....	do do	2	12 do ...	60	00
Delhi and Oakland, and Delhi and Staffordville.....	Isaac Kelly.....	Vehicle	3 & 6	12 do ...	1050	00
Delta and Morton.....	S. Chase.....	otherwise. }	3	12 do ...	120	00
DeRamsay and Ste. Elizabeth.....	James Read.....	Horse or vehicle..	3	12 do ...	96	00
DeRamsay and St. Jean de Matha.....	James Read.....	do do	2	12 do ...	48	00
Derby Line and Stanstead.....	O. Durocher.....	do do	6	12 do ...	100	00
Dereham and Paris Distribution Office.....	W. Stroud.....	Vehicle.....	6	3 do ...	335	00
Detroit, Windsor and Station.....	D. Ouellette.....	Ferry and vehicle	as	required..6 do	160	00
Detroit, Windsor and Station.....	A. W. Wagner.....	do do	as	required..6 do	96	00
Devizes and Elginfield.....	R. Bisbee.....	Not specified.....	1	7 do ...	23	33
Dexter and Port Stanley.....	J. Mc. G. Teetzel.....	Horseback or } otherwise..... }	2	11 days... 13 months...	55	63
Dickinson's Landing and Roxboro' West.....	D. S. Miller.....	Horse or vehicle..	1	12 months...	78	00
Dingle and Morrisdale.....	D. Scott.....	Horseback	2	12 do ...	83	20
Dixon's Corners and Iroquois.....	W. Wood.....	Not specified.....	2	1 do ...	3	75
Doran and Perth.....	W. Doran.....	do	1	6 do ...	30	00
Douglas and Eganville.....	W. Jessup.....	Horse or vehicle..	3	12 do ...	140	00
Douglas and Renfrew.....	E. Jurdan.....	do do	3	12 do ...	156	00
Downeyville and Omemece.....	A. English.....	do do	2	15 do ...	75	00
Downeyville and Willocks.....	James Thurston.....	Not specified.....	1	6 do ...	18	75
Drayton and Elora.....	L. Adams.....	Horse or vehicle..	3	12 do ...	300	00
Drayton and Treacastle.....	L. Adams.....	do do	2	12 do ...	110	00
Drumbo and New Hamburg.....	T. Morrell.....	Vehicle	6	32 do ...	800	00
Drumbo and Wolverton.....	S. Herbert.....	Not specified.....	3	12 do ...	80	00

REPORT No. 2.—Detail of all payments made, and charges incurred for Mail Transportation, during the year ended 30th September, 1859.—(Continued.)

Name of Route.	Name of Contractor.	Mode of Conveyance.	Number of Trips per week.	Period.	Amount.	
					\$	cts.
Drummondville, La Baie and Three Rivers, &c.....	T. Vigneau.....	Ferry or vehicle..	6 & 3	10 months...	725	00
Drummondville, La Baie and Three Rivers, &c.....	O. Chartrain.....	.....	3	2 do ...	43	33
Drummondville and Melbourne.....	T. Tait.....	Vehicle.....	6	12 do ...	480	00
Drummondville, River David and Yamaska.....	O. Lavoie.....	do.....	2 & 3	9 do ...	216	00
Drummondville and Upton.....	P. Boucault.....	do.....	2	3 do ...	35	00
Dudswell and Sherbrooke.....	W. H. Lothrop.....	Horse or vehicle..	3	12 do ...	300	00
Dudswell and Weedon.....	S. Fontaine.....	do do.....	2	12 do ...	92	00
Dunany and Lachute.....	W. Smith.....	Not specified.....	2	12 do ...	52	00
Dundas and Millgrove.....	A. B. Palmer.....	do.....	2	12 do ...	80	00
Dundas and Sheffield.....	John Teeple.....	Vehicle.....	6	12 do ...	650	00
Dungannon and Goderich.....	John Kaine.....	Horse or vehicle..	2	12 do ...	117	00
Dunville and Port Dover.....	R. McNeal.....	Vehicle.....	3	12 do ...	590	00
Dunville and Port Maitland.....	R. McNeal.....	Horse or vehicle..	3	12 do ...	169	25
East Arthabaska and Stanfold.....	P. Juneau.....	do do.....	3	12 do ...	80	00
East Frampton and Ste. Claire.....	James Kennedy.....	do do.....	3	12 do ...	124	00
East Frampton and Standon.....	J. Nicholson.....	Not specified.....	1	12 do ...	36	40
Eastwood, Woodstock and Station.....	Vansittart & Co.....	Horse or vehicle..	12	3 do ...	26	12
Eaton and Hereford, <i>viz</i> Sawyer-ville.....	Charles Strain.....	do do.....	1 & 3	12 do ...	174	00
Eaton and Lennoxville.....	H. H. French.....	do do.....	6	3 do ...	67	50
Edmonton and Tullamore.....	J. Collingbourne.....	do do.....	2	12 do ...	80	00
Elginburg and Storrington.....	H. Spring.....	do do.....	3	12 do ...	120	00
Elginfield and Falkirk.....	J. H. Priestley.....	Not specified.....	2	12 do ...	50	00
Elizabethtown and Perryton.....	Charles Caldwell.....	do do.....	2	12 do ...	52	00
Elizabethtown and Scarborough.....	Jacob Brooks.....	do do.....	2	6 do ...	40	00
Elma and Harpurhey.....	W. Fowler.....	Horse or vehicle..	2	3 do ...	137	50
Elmvale and Penetanguishene Road.....	W. Harvey.....	Not specified.....	1	3 do ...	9	75
Elora and Walkerton.....	A. Smart.....	Horse or vehicle..	1	3 months } & 9 days... }	245	00
Elora and Walkerton.....	W. Wilson.....	do do.....	2	8 months } and 22 days }	363	75
Elora and Walmer.....	W. Lowes.....	.....	.....	5 trips.....	5	00
Embran and Russell.....	C. Larose.....	do do.....	1	11 months...	23	83
Ennis and Oban.....	C. Little.....	Horseback.....	1	6 do ...	35	00
Epping and St. Vincent.....	J. Benson.....	Not specified.....	1	10 do ...	75	84
Erin and Guelph.....	R. Beckwith.....	Horse or vehicle..	2	3 do ...	52	00
Erin and Guelph.....	D. McMillan.....	do do.....	2	9 do ...	141	00
Euphrasia and Thornbury.....	W. Fleming.....	do do.....	2	12 do ...	72	80
Exeter and Fullarton.....	R. Gardner.....	do do.....	1	12 do ...	96	00
Fairview and Stratford.....	John Armstrong.....	do do.....	3	7 do ...	58	33
Farmington and Orangeville.....	John Curry.....	Not specified.....	2	12 do ...	39	88
Fenelon Falls and Lindsay, <i>viz</i> Islay.....	A. Umphey.....	Horse or vehicle..	2	12 do ...	180	00
Fergus and Garafraxa.....	G. Skane, Jr.....	do do.....	2	12 do ...	100	00
Fergus and Guelph.....	Jones & Kirkindall.....	Stage.....	12	12 do ...	400	00
Fergus and Owen Sound.....	John P. Coulson.....	Vehicle.....	6	12 do ...	1743	00
Feversham and Mortimer.....	E. Horton.....	Horse or vehicle..	1	11 do ...	53	33
Fish Creek and St. Mary's.....	James McKay.....	do do.....	.....	3 months & compensation in lieu of notice for termination of contract.....	200	00
Fish Creek and St. Mary's.....	John Bell.....	do do.....	2	9 months...	67	50
Fitzroy Harbor and Hubbell's Falls.....	John Kirby.....	do do.....	6	10 months } & 20 days.. }	184	82
Fitzroy Harbor and Pakenham.....	John Kirby.....	do do.....	6	40 days.....	41	74
Forestville and Normandale.....	W. Brown.....	Not specified.....	3	12 months...	68	72
Fort William and Pembroke.....	W. Fitzpatrick.....	Horse or otherwse.	6	12 do ...	500	00

REPORT No. 2.—Detail of all payments made, and charges incurred for Mail Transportation, during the year ended 30th September, 1859.—(Continued.)

Name of Route.	Name of Contractor.	Mode of Conveyance.	Number of Trips per week.	Period.	Amount.	
					\$	cts.
Fort William & Rapides des Joachim	B. Fortier.....	Horse or vehicle..	1	12 months...	160	00
Fox River and Gaspé Basin.....	A. Gagnon.....	Foot.....	2	12 do	120	00
Fox River and Ste. Anne des Monts..	J. B. Sasseville.....	Foot.....	Fort	nightly. 12 do	300	00
Frampton and Ste. Claire.....	Jas. Butler.....	Horse or vehicle..	3 pr.	week. 12 do	200	00
Frankford and Trenton.....	S. Hamlin.....	do	6	12 do	170	00
Franktown and Pakenham.....	D. Ferguson.....	Not specified.....	6	10 months & } 20 days.. }	582	91
Franktown and Smith's Falls.....	L. S. Willson.....	Horse or vehicle..	6	11 months & } 20 days.. }	190	41
Frankville and Irish Creek Station..	W. Leacock	Public stage, or otherwise.....	6	3 months...	70	00
Fredericksburg and Napanee.....	W. Church	Horse or vehicle..	3	12 do	220	00
Frelighsburg and Philipsburg.....	R. W. Morgan.....	do	2	12 do	104	00
Frost Village, South Stuk-ley and Waterloo.....	L. S. Huntington.....	Vehicle	6	12 do	120	00
Fullarton and Mitchell.....	Jas. Woodley.....	Not specified.....	3	12 do	120	00
Galt and Paris.....	B. O. Howell.....	Horse or vehicle..	6	9 do	637	50
Galt and Paris.....	W. Anderson	do	6	3 do	198	75
Gananoque and Pitt's Ferry.....	D. Root.....	do	2	12 do	104	00
Garthby and Ham	J. T. Le Bel.....	do	1	18 months, including arrears for extra travel from 1st Oct. 1857.....	195	00
Gaspé Basin and Grand Grève.....	John Savidant.....	Not specified.....	2	12 months...	128	00
Gaspé Basin and Percé.....	John T. Moriarty	Horse or vehicle..	2	12 do	480	00
Georgetown and Glenwilliams.....	W. Alexander	do	6	12 do	80	00
Georgetown and Milton.....	R. Beckwith.....	do	6	7 do	192	86
Georgetown and Norval.....	J. Miller.....	Vehicle	6	6 do	100	00
Georgetown and Oakville.....	R. Beckwith.....	Horse or vehicle..	6	5 do	250	00
Georgetown and Reading.....	R. Beckwith.....	Stage.....	6	12 do	500	00
Georgetown and Scotch Block.....	R. Beckwith.....	Horse or vehicle..	3	7 do	66	73
Georgeville and Knowlton Landing..	G. W. Fogg.....	Ferry.....	6	6 months & 10 days..	81	50
Georgeville, Magog and Stanstead..	C. S. Channell.....	Vehicle	3	12 months...	200	00
Gilbert's Mills and Pieton.....	D. Gilbert.....	Not specified.....	1	12 do	52	00
Glanmire and Madoc.....	John Orton.....	Horse or vehicle..	1	9½ do	102	92
Glenallan and Hollen.....	Jas. Robertson.....	Vehicle	6	12 do	160	00
Glenallan, Listowell and Moles- worth	W. H. Hacking.....	Horse or vehicle..	2	12 do	416	00
Glenallan and Wallace.....	W. Armstrong.....	Vehicle	2	12 do	250	00
Glencoe, Strathburn and Station...	D. McRae.....	Not specified.....	3&12	12 do	70	00
Glenelg and Scone.....	D. McIntosh	do	1	6 do	44	00
Glenelg and Scone.....	John Campbell.....	do	1	6 do	37	00
Glenloyd and Inverness	A. Vallée.....	Horse or vehicle..	3	12 do	124	80
Glen Morris and Paris.....	G. Fleming.....	Not specified.....	3	12 do	156	00
Goble's Corners, Princeton and R. R. Station.....	W. L. Goble.....	do	2&6	12 do	50	00
Goderich and Kincardine.....	G. Hobson.....	Horse or vehicle..	3	12 do	480	00
Goderich and Westfield.....	H. Douglas	Horseback.....	1	12 do	104	00
Gormley and Richmond Hill.....	Jos. Miller.....	Not specified.....	2	12 do	160	00
Gorrie and Lisadel.....	John Carter.....	do	2	12 do	80	00
Gosport and Napanee.....	N. Bogart.....	Horse or vehicle..	1	12 do	52	00
Gould and Robinson.....	C. Noble.....	do	2	3 do	12	50
Gould and Stornaway.....	N. McDonald.....	Not specified.....	2	3 do	15	00
Gourcock and Guelph.....	Jas. Mewhort.....	do	3	12 do	33	00
Gower Point and Westmeath.....	F. Bertrand.....	Horse or vehicle..	1	12 do	40	00
Grafton and Vernonville.....	J. McBrien.....	do	2	3 do	27	00
Grafton and Vernonville.....	P. Ormiston.....	do	2	9 do	54	60
Graham's Wharf and Stafford.....	R. Childerhose.....	Not specified.....	3	Sum. season..	60	00
Granby and St. Hyacinthe, via Milton.....	M. Saucier.....	Horse or vehicle..	2	12 months...	200	00

REPORT No. 2.—Detail of all payments made, and charges incurred for Mail Transportation, during the year ended 30th September, 1859.—(Continued.)

Name of Route.	Name of Contractor.	Mode of Conveyance.	Number of Trips per week.	Period.	Amount.	
					\$	cts.
Green Point and Picton.....	J. Blanchard.....	Not specified.....	1	6 months...	20	00
Green Point and Picton.....	P. Roblin.....	do.....	1	6 do...	20	00
Grenville and Hawkesbury.....	John Hamilton.....	Ferry.....	6&12	5 months 11 days.....	105	75
Grenville and Montreal.....	Thos. Addison.....	Vehicle.....	6	Winter seas...	631	23
Grenville and Papineauville.....	Chas. Majore.....	Not specified.....	3	do.....	152	50
Grenville and Pointe au Chêne.....	A. Cameron.....	do.....	1 & 2	Summer season of 1858, to 30th September, 1859.....	65	00
Grimsby, Smithville and Welland Port.....	A. Meredith.....	Vehicle.....	3 & 6	12 months...	424	72
Guelph and Hamilton.....	Sutherland & Smith.....	do.....	6	12 do...	500	00
Guelph and Wellington Square.....	Thos. Ion.....	do.....	3	12 do...	600	00
Hamilton and Mount Albion.....	W. Cook.....	Horseback.....	3	12 do...	104	00
Hamilton and Port Dover.....	D. Almas.....	2 Horse Vehicle.....	6	12 do...	385	00
Hamilton and Stoney Creek.....	T. Lottridge.....	Horse or Vehicle.....	6	12 do...	360	00
Hannon and Ryckman's Corners.....	J. Hannon.....	Not specified.....	2	12 do...	52	00
Hanover and Newstadt.....	D. Winkler.....	do do.....	1	12 do...	50	00
Harpurhey and Trowbridge.....	W. Fowler.....	do do.....	2	9 do...	412	50
Harrington and Lakeside.....	John McLeod.....	do do.....	3	12 do...	66	66
Harrisburg, Rosebank, St. George and Troy.....	C. Van Every.....	Vehicle.....	3 & 6	12 do...	292	00
Harrowsmith and Kington.....	H. Dear.....	Stage.....	3	12 do...	179	49
Harrowsmith and Westport.....	W. Denison.....	Horse or Vehicle.....	1	3 do...	45	00
Harrowsmith and Westport.....	Jos. Leonard.....	do.....	1	9 do...	154	50
Hartford and Waterford.....	T. Rock.....	Horseback.....	3	12 do...	140	00
Havelock and Norwood.....	P. Pearce.....	Not specified.....	1	9 do...	42	00
Hawkesbury and Little Rideau.....	E. Cobb.....	do do.....	3	23 trips.....	11	50
Hawkesbury and Little Rideau.....	E. Dubois.....	do.....	3	71 do...	35	50
Hawkesbury and L'Original Wharf.....	E. Cobb.....	Vehicle.....	12	49 days.....	36	75
Hawkestone and Oro.....	D. Grant.....	Not specified.....	3	12 months.....	154	00
Hawksville and Linwood.....	J. W. Fish.....	do do.....	2	8 do...	52	00
Hawksville and St. Jacobs.....	Jas. A. Johnson.....	Vehicle.....	3	8 do...	104	00
Heckston and Kemptville.....	H. Hurd.....	Horse or Vehicle.....	3	3 do...	32	50
Heckston and Kemptville.....	A. Hurd.....	do.....	3	9 do...	96	75
Heckston and West Winchester.....	R. Hughes.....	do do.....	2	2 do...	25	33
Hereford and Canaan, U.S.....	A. Workman.....	Not specified.....	1	12 do...	7	50
Hillsboro' and Port Sarnia.....	H. Young.....	Horse or Vehicle.....	2	10 do...	222	22
Hillsboro' and Port Sarnia.....	Jos. Farr.....	do do.....	2	2 do...	44	44
Holyrood and Kinloss.....	T. Hodgins.....	do do.....	1	12 do...	52	00
Holyrood and Langside.....	E. Greyell.....	do do.....	1	12 do...	78	00
Hornings Mills and Melancthon.....	T. Huxtable.....	do do.....	1	1 do...	4	12
Howick and North Georgetown.....	B. Vannier.....	Not specified.....	3	12 do...	39	00
Hunterstown and Rivière du Loup.....	W. Parker.....	Horse or Vehicle.....	6	12 do...	120	00
Huntingdon and Manningville, &c.....	R. McCrackin.....	Vehicle.....	1 & 2	12 do...	152	00
Huntingdon and St. Anicet.....	R. Higgins.....	Horse or Vehicle.....	3	12 do...	144	00
Huntingville and Lennoxville.....	J. R. May.....	do do.....	6	12 do...	100	00
Indiana and Mount Healey.....	J. Donaldson.....	do do.....	3	11 do...	36	66
Industry.....					1	00
Industry and Lanoraie.....	L. Voligny.....	Vehicle.....		1 trip.....		75
Industry and L'Assomption.....	P. Pellant.....	do.....	6	12 months.....	480	00
Industry.....					3	00
Industry and Ste. Elizabeth.....	J. B. Desmarais.....	Horse or Vehicle.....	3	12 do...	90	00
Ingersoll and Lakeside.....	E. Doty.....	Vehicle.....	3	12 do...	500	00
Ingersoll and Port Burwell.....	E. Doty.....	Stage.....	6	12 do...	400	00
Innerkip and Woodstock.....	R. Lindsay.....	Horse or Vehicle.....	3	12 do...	95	00
Inniestl and Lefroy Station.....	B. Ross.....	do do.....	3	12 do...	200	00
Inverness and Somerset.....	A. Vallée.....	do do.....	3	12 do...	312	00
Iona and Port Talbot.....	John Deow.....	Horse or vehicle.....	3	12 do...	55	00

REPORT No. 2.—Detail of all payments made, and charges incurred for Mail Transportation, during the year ended 30th September, 1859.—(Continued.)

Name of Route.	Name of Contractor.	Mode of Conveyance.	Number of Trips per week.	Period.	Amount.	
					\$	cts.
Irish Creek Station and Merrickville	R. Crozier.....	Horse or vehicle..	6	7 months & 11 days...	95	67
Iron Hill and Sweetsburg.....	W. Moffatt.....	do do	1	12 months...	18	00
Iroquois and West Winchester.....	D. W. Shaver.....	Stage or otherwise	3	11 do ...	183	33
Isle aux Coudres and St. Paul's Bay.	A. Dufour.....	Ferry.....	1	12 do ...	100	00
Isle aux Grues and Montmagny [late St. Thomas	C. Roy.....	Boat.....	1	12 do ...	120	00
Isle aux Noix and Stottville.....	D. Stott.....	do	6	12 do ...	234	75
Isle Perrot and St. Anns.....	B. Ricard.....	do	2 & 3	12 do ...	69	13
Johnson and Owen Sound.....	W. Johnstone.....	Horse or vehicle..	2	12 do ...	168	33
Johnson's Corners and Sherrington.	H. Emerson.....	do do	3	12 do ...	100	00
Jordan and North Pelham.....	G. Horton.....	do do	1	12 do ...	75	00
Kamouraska and St. Paschal.....	A. Blondeau.....	do do	3	12 do ...	60	00
Keene and Norwood.....	S. Johnston.....	do do	3	5 do ...	82	50
Keene and Peterboro'.....	T. Drummond.....	Vehicle.....	6	8 do and 2 trips	384	00
Keith and Wallaceburg.....	R. Peck.....	Horse or vehicle..	1	6 months...	26	00
Kelvin and Scotland.....	J. S. Crane.....	do do	3	12 do ...	70	00
Kemptville and Merrickville.....	S. Merrick.....	Vehicle.....	6	10 do ...	200	00
Kemptville and Merrickville.....	James Armstrong.....	do	6	2 do ...	38	33
Kenyon and McDonald's Inn.....	D. Cattanach.....	Horse or vehicle..	3	12 do ...	48	00
Kenyon and Skye.....	J. R. McKenzie.....	Not specified.....	1	11 do ...	36	67
Kertch and Station.....	James Oxenham.....	do	6	3 do ...	57	75
Kertch, Wyoming and Station.....	G. Brown.....	do	12 & 2 & 3	9 do ...	53	00
Kilkenny and New Glasgow.....	A. Mathieu.....	do	2	12 do ...	75	00
Killarney and Manitowaning.....	S. T. Thebo.....	Boat.....	Fort	nightly 15tp's	90	00
Kilmarnagh and Sligo.....	M. Slater.....	Not specified.....	1	3 months...	11	70
Kilmarnagh and Sligo.....	Isaac Hunter.....	do	1	6 do ...	23	40
Kilmarnock and Smith's Falls, via Montagne.....	James Armstrong.....	Horse or vehicle..	2	6 do ...	39	00
Kincardine and Reekie.....	John Humes.....	do do	2	12 do ...	104	00
Kincardine and Saugeen.....	James Henry.....	Not specified.....	2	12 do ...	432	00
Kincardine and Walkerton.....	George Hobson.....	Horse or vehicle..	2	12 do ...	300	00
King and Nobleton.....	George Taylor.....	Horseback.....	3	12 do ...	130	00
King and Oakridges.....	R. Tedford.....	Horse or vehicle..	6	3 do ...	50	00
King and Oakridges.....	A. McKechnie.....	do	6	3 do ...	50	00
King and Oakridges.....	George Taylor.....	do	6	6 do ...	78	00
Kingston and Cape Vincent, U. S.	A. Briggs.....	Ferry or sleigh...	7	12 do ...	928	00
Kingston and Morton.....	Charles Jordan.....	Stage or other vehicle.....	3	12 do ...	540	00
Kingston and Murvale.....	M. Davy.....	Not specified.....	2	12 do ...	96	00
Kingston and Newburg.....	H. Finkle.....	Stage.....	6	12 do ...	200	00
Kingston and Portsmouth.....	John Watt.....	Vehicle.....	12	12 do ...	130	00
Kinkora and Sebringville.....	W. Hearnip.....	Not specified.....	2	12 do ...	98	80
Kirkton and St. Mary's.....	James Eaton.....	do	1	12 do ...	80	00
Kirkwall and Rockton.....	Thomas White.....	Horse or vehicle..	3	12 do ...	176	00
Klineburg and Thornhill.....	T. Holmes.....	Stage.....	6	6 do ...	78	00
Klineburg and Weston.....	T. Holmes.....	Horse or vehicle..	6	6 do ...	78	00
LaBaie and Three Rivers.....	L. Caisson.....	Vehicle.....	6	2 do ...	100	00
LaBaie and William Henry.....	P. Rajotte.....	Horse or vehicle..	3	12 do ...	360	00
LaBeauce and St. Bernard.....	E. Landril.....	do do	1	12 do ...	40	00
LaBeauce and St. Sylvester.....	J. Bilodeau.....	do do	1	12 do ...	60	00
Lacadie and St. Jacques le Mineur.	J. Poirier.....	Horse or vehicle..	3	12 do ...	56	00
Lachenaie and Terrebonne.....	J. Laurier.....	Vehicle.....	3	9 do ...	27	00
Lachute and Lakefield.....	G. Rogers.....	Horse or vehicle..	2	12 do ...	72	80
Lafontaine and Penetanguishene.	C. Moreau.....	Not specified.....	1	12 do ...	40	00
Lakefield and Mille Isles.....	S. Pollock.....	do	1	12 do ...	41	60
Lamaroux and Thornhill.....	James Taylor.....	Horse or vehicle..	2	12 do ...	80	00
Lambton, Lennoxville and Robinson.....	W. Paige.....	Vehicle.....	3 & 6	9 do ...	675	00

REPORT No. 2.—Detail of all payments made, and charges incurred for Mail Transportation, during the year ended 30th September, 1859.—(Continued.)

Name of Route.	Name of Contractor.	Mode of Conveyance.	Number of Trips per week.	Period.	Amount.	
					8	cts.
Lambton, St. Francis and Tring....	Sophie Lachance.....	Horse or vehicle..	2	12 months...	200	00
Lanark and McDonald's Corners....	W. Purdon.....	do do	2	12 do	79	00
Lanark and Perth.....	M. Stanley.....	Vehicle.....	6	7 do	163	33
Lanark and Perth.....	James Murphy.....	do do	6	5 do	83	33
Lanark and Rosetta.....	R. Stead.....	Not specified.....	2	12 do	96	00
Lancaster and L'Orignal.....	James Murray.....	Stage.....	6	12 do	996	00
Lancaster and Martintown.....	A. McBean.....	Horse or vehicle..	6	12 do	240	00
Lancaster and Summerstown.....	D. Ross.....	do do	3	12 do	78	00
Lanoraic and St. Thomas.....	Jos. Desrosiers.....	do do do	3	5 do	40	00
Lansdowne and Mount Webster.....	R. Webster.....	do do	1	12 do	39	00
Laprairie, St. Constant and St. Philippe.....	Charles LeRoy.....	do do	3	12 do	180	00
Laprésentation and St. Hyacinthe.....	N. Bergeron.....	Vehicle.....	2	12 do	52	00
Largie and Wallacetown.....	D. McCallum.....	Horse or vehicle..	1	12 do	40	00
L'Assomption and Repentigny.....	F. Archambault.....	Vehicle.....	6	9 do	178	50
L'Assomption and St. Jacques L'Achigan.....	J. Guilbault.....	Horse or vehicle..	3	12 do	160	00
L'Assomption and Ste. Julienne, serving L'Epiphanie.....	J. Guion.....	Vehicle.....	3	6 do	110	00
L'Assomption and Ste. Julienne, serving L'Epiphanie.....	L. J. Guyon.....	do do	3	6 do	110	00
L'Assomption and St. Roch L'Achigan.....	B. Rocher.....	do do	1	trip	1	00
Laval and Quebec, via Lake Beauport.....	P. Filion.....	Horse or vehicle..	2	12 months...	105	00
Lawrenceville and North Stukeley.....	J. Gendron.....	do do	3	12 do	78	00
Leaskeale and Uxbridge.....	J. Lyons.....	do do	2	12 do	100	00
Leeds and New Ireland.....	J. Hough.....	do do	1	12 do	80	00
Leeds and St. Nicholas.....	F. N. Bergeron.....	do do	3	12 do	624	00
Leskar and Orono.....	T. Robinson.....	Not specified.....	3	6 do	20	00
Lewiston and Queenston.....	C. Wadsworth.....	Ferry or vehicle..	6	3 do	24	00
Lewiston and Queenston.....	Jos. Wynn.....	do do	6	3 do	24	00
Lewiston and Queenston.....	D. Wadsworth.....	do do	6	6 do	37	00
Lifford and Orono.....	T. Robinson.....	Horse or vehicle..	3	6 do	96	00
Lifford and Orono.....	W. Howden.....	do do	3	6 do	130	00
Limelake and Roblin.....	J. Jarmin.....	Horse or vehicle..	1	8 do	18	67
Lindsay and Port Hope.....	G. Henderson.....	Vehicle.....	6	19 days	152	00
Linton and Lloydtown.....	W. White.....	Not specified.....	2	12 months...	41	60
Linwood and St. Jacobs.....	D. Petch.....	Horse or vehicle..	3	4 do	66	67
Lisadel and Wallace.....	A. Mitchell.....	Vehicle.....	2	12 do	250	00
Lisbon and Nithburg.....	John Zöger.....	Horse or vehicle..	2	12 do	20	00
L'Islet and St. Cyrille.....	J. B. Cloutier.....	do do	2	12 do	72	80
Listowell and Mitchell.....	W. Armstrong.....	Vehicle.....	3	10 do	250	00
Lochaber and Steamboat Landing.....	R. Jones.....	Not specified.....	6	sum. season...	7	71
Lochaber and Ste. Angélique.....	J. B. N. Papineau.....	do	3	24 days	5	50
London and Port Surnia.....	G. W. Kieley.....	Stage.....	6	3 months...	440	00
London and St. Ives.....	T. Howard.....	Horse or vehicle..	1	12 do	104	00
London and Telfer.....	A. Telfer.....	Horseback.....	1	12 do	4	00
London and Williams.....	A. Carmichael.....	Vehicle.....	2	12 months...	200	00
Longueuil and Montreal.....	H. Hogan.....	Ferry or vehicle..	24	Winter seas'n	420	00
Longueuil and William Henry.....	J. Lavigne.....	Vehicle.....	6	7 months...	346	50
L'Orignal and Steam Boat Wharf.....	S. M. Cushman.....	Not specified.....	12	Sum. season 1858...	54	00
Lorraine and Mono Mills.....	J. McLaughlin.....	Horse or vehicle..	1	1 month...	5	83
Lorraine and Mono Mills.....	G. Taylor.....	do	1	11 do	47	67
McDonald's Corners and North Lancaster.....	C. Leclair.....	Horseback or foot.	6	12 do	90	00
McGillivray and West McGillivray.....	James Barber.....	Not specified.....	2	12 do	148	00
Madoc and Queensboro'.....	John Bander.....	Horse or vehicle..	1	12 do	39	00
Madalen Island, Percé and Picton.....	J. J. Fox.....	Schooner.....	.....	7 do	840	00
Magog and Sherbrooke.....	W. Paige.....	Horse or vehicle..	6	12 do	300	00
Malakoff and Osgoode Station.....	Jas. Johnston.....	do	3	12 do	168	72

REPORT No. 2.—Detail of all payments made, and charges incurred for Mail Transportation, during the year ended 30th September, 1859.—(Continued.)

Name of Route.	Name of Contractor.	Mode of Conveyance.	Number of Trips per week.	Period.	Amount.	
					\$	cts.
Mallorytown and Rockport.....	James Adams	Not specified.....	3	12 months..	140	00
Malton and Richview.....	W. Kerns.....	Horse or vehicle..	6	12 do ...	118	00
Manchester and Vroomanton.....	W. Oliver.....	do	2	7 do ...	140	00
Manchester and Vroomanton.....	A. McPhaden.....	do	12	4 do ...	56	66
Manilla and Oshawa.....	W. Thomas.....	Horse or vehicle..	6	12 do ...	632	00
Manilla and Stouffville.....	Wm. McGill.....	do	2	12 do ...	420	00
Manningville and St. Rémi.....	F. Demerais.....	Vehicle	6	12 do ...	800	00
Manvers and Newry.....	Mathew Ward.....	Horse or vehicle..	1	6 do ...	24	00
Manvers and Orono.....	Wm. Ward.....	do	1	1 trip.....	1	50
Mapleton and New Sarum.....	O'Neil Close.....	do	2	12 months..	36	00
March and South March.....	W. Boncher.....	do	3	12 do ...	80	00
Markham and Thornhill.....	Arch. Gallanough.....	do	3	12 do ...	196	00
Marmora and Stirling.....	T. and D. Cunniff.....	Stage.....	5	12 do ...	200	00
Marshville and Mainfeet Centre Station.....	Andrew Mains.....	Not specified.....	6	12 do ...	104	00
Mascouche and Terrebonne.....	P. Lauzon.....	Horse or vehicle..	3	12 do ...	84	00
Maskinongé and St. Justin.....	L. Antoine.....	do	2	7 do ...	29	16
Matane and Metis.....	D. Campbell.....	Vehicle.....	2	12 do ...	233	00
Matane and Ste. Anne des Monts.....	Louis Roy.....	Horse or vehicle..	1	12 do ...	200	00
Medonte and Penetanguishene, serving Mount St. Louis.....	Thomas Milliken.....	do	2	12 do ...	84	00
Melbourne and Richmond.....	L. Thomas.....	do	12	8 do ...	66	66
Melbourne to Richmond Station.....	L. Thomas.....	do	24	2 do ...	39	00
Melbourne to Richmond Station.....	F. Gouin, Jr.....	do	24	4 do ...	52	66
Melbourne and Waterloo.....	E. Lawrence.....	Vehicle.....	3	12 do ...	500	00
Merrickville and North Augusta.....	A. Crozier.....	Horse or vehicle..	3	4 months & 18 days..	46	33
Merrickville and Smith's Falls.....	James Armstrong.....	do	3	do do...	91	50
Metis and Rivière du Loup.....	J. B. Lamontagne.....	Vehicle.....	6	3 months..	400	00
Metis and Rivière du Loup.....	Ant. Dejadins.....	do	6	6 do ...	800	00
Metis and Rivière du Loup.....	E. Lavoie.....	do	6	3 do ...	396	00
Milford and Picton.....	James Gilmore.....	Horse or vehicle..	3	12 do ...	99	72
Milbank and Morningdale Mills.....	Wm. Rutherford.....	do	2	3 do ...	3	00
Milbank and West's Corners.....	Wm. Rutherford.....	Foot.....	2	3 do ...	20	00
Milbrook and Mount Pleasant.....	J. Sloane.....	Not specified.....	6	12 do ...	271	26
Milbrook and South Monaghan.....	J. Eakins.....	do	6	7 do ...	54	05
Milliken and Unionville.....	M. Saunders.....	do	2	6 do ...	20	00
Moira and Smithville.....	Henry Ostrum.....	Horse or vehicle..	3	12 do ...	120	00
Monte Bello and Papineauville.....	Charles Majore.....	Not specified.....	6	Sum. season..	95	50
Montmagny [late St. Thomas] and St. François.....	J. B. Bernatché.....	do	1	15 months..	150	00
Montmagny [late St. Thomas] and St. François.....	Pierre Gendron.....	do	1	15 do ...	150	00
Montreal and New Glasgow.....	John Morrison.....	2 Horse vehicle ..	6	12 do ...	760	00
Montreal and New Glasgow, and Extra Travel.....	John Morrison.....	do do	6	12 do ...	41	68
Montreal and Quebec.....	M. Gauvin, Senr.....	Vehicle.....	6	12 do in- cluding bal- ance for March '58 & extratravel	6056	25
Montreal and St. Eustache.....	Thos. Addison.....	do	6	Sum. season..	428	46
Montreal and Steamboat Landing.....	Not specified.....	do	1	Season.....	97	75
Moore and Ossian.....	Geo. D. McPherson.....	Horseback.....	1	7 months..	58	33
Morningdale Mills and Shakespeare.....	Wm. Barker.....	Vehicle.....	2	10 do ...	290	00
Morpeth and Ridgetown.....	Thos. Rushton.....	Horse or vehicle..	3	12 do ...	120	00
Morrisburg and North Williamsburg.....	W. Van Allan.....	do do	2	12 do ...	110	00
Morton and Philipsville.....	J. Manuel.....	do do	3	12 do ...	160	00
Morven and Napanee.....	M. C. Whitcomb.....	do do	3	12 do ...	104	00
Mount Brydges and Mucy.....	James Musgrove.....	do do	2	12 do ...	60	00

REPORT No. 2.—Detail of all payments made, and charges incurred for Mail Transportation, during the year ended 30th September, 1859.—(Continued.)

Name of Route.	Name of Contractor.	Mode of Conveyance.	Number of Trips per week.	Period.	Amount.	
					\$	cts.
Mount Brydges and Napier and Strathroy.....	W. C. Smith.....	Horse or vehicle..	6 & 3	3 months...	136	00
Mulmur and Whitfield.....	John Little.....	Horseback.....	1	12 do ..	55	00
Murray Bay and Port au Persil.....	M. McClarren.....	.....	.....	1 trip.....	2	00
Murray Bay and Quebec.....	J. Gauthier.....	Vehicle.....	3	12 mos. less fno.....	1070	00
Murray Bay and Sault au Cauchon	Jos. Radford.....	Not specified.....	1	12 months..	520	00
Napier and Strathroy.....	Wm. McClathy.....	do.....	3	9 do ..	105	00
Napierville and Stottsville.....	A. Fournier.....	Horse or vehicle..	6	12 do ..	208	66
New Aberdeen and Preston.....	S. Cornell.....	do do ..	6	12 do ..	312	00
Newark and Norwich.....	E. Hilliker.....	Not specified.....	2	12 do ..	30	00
Newburg and Odessa.....	John Simmons.....	Horse or vehicle..	6	12 do ..	460	00
Newburg and Wallaceburg.....	A. Armstrong.....	Vehicle.....	3	12 do ..	597	00
Newburg and Wardsville.....	Wm. Neill.....	do.....	12	12 do ..	150	24
Newburg and Warwick.....	Charles Armstrong.....	do.....	1	12 do ..	198	00
Newcastle and Orono.....	L. S. Hodges.....	Horse or vehicle..	6	10 do ..	166	66
Newcastle and Orono.....	J. W. Bradley.....	do do ..	6	2 do ..	26	50
New Dundee and Petersburg.....	C. Ernest.....	do do ..	3	12 do ..	72	00
New Dundee and Roseville.....	C. Ernest.....	Foot, Horseback, or vehicle.....	3	2 do ..	19	50
New Glasgow and St. Jérôme.....	T. Desroches.....	Vehicle.....	3	5 months } and 8 days }	78	50
New Hamburg and Philipsburg.....	C. Doering.....	Horse or vehicle..	2	3 months ..	9	00
New Hamburg and Philipsburg.....	G. C. Doering.....	.....	2	3 do ..	9	00
New Hamburg and Wellesley.....	John Zoeger.....	do do ..	6	6 do ..	150	00
New Ireland and Somerset.....	John Hough.....	Vehicle.....	3	12 do ..	216	00
New Ireland and Wolfstown.....	L. Hodgekinson.....	do.....	1	12 do ..	52	00
Newland and Newmarket.....	Thos. Rea.....	Horse or vehicle..	2	12 do ..	92	00
New Liverpool and Pointe Levi.....	Jos. Mercier.....	Not specified.....	6	16 months } & 22 days }	217	50
New Liverpool, St. Jean Chrysostôme and St. Lambert.....	E. L. Legendre.....	do do ..	1 & 3	8 months..	53	33
New Liverpool and St. Jean Chry- sostôme.....	E. L. Legendre.....	do do ..	3	4 do ..	13	33
NewMarketand Stouffville, serving Ballantrae.....	Wm. Cook.....	Horse or vehicle..	3	12 do ..	280	00
Niagara and St. Catharines.....	R. Warren.....	do do ..	6	12 do ..	469	50
Niagara and Yongestown, U.S.....	F. A. B. Clench.....	Ferry.....	6	12 do ..	60	00
Nicolet and Ste. Monique.....	H. Beaudry.....	Horse or vehicle..	3	12 do ..	66	68
Norham and Stirling.....	W. R. Parker.....	Not specified.....	3	12 do ..	440	00
North Augusta and Prescott.....	James Wilcox.....	Horse or vehicle..	1	12 do ..	69	99
North Douro and Peterboro'.....	R. W. Shaw.....	Horse or vehicle..	2	12 months..	104	00
North Ely and South Durham.....	W. Bartlett.....	do do ..	1	12 do ..	41	60
North Pelham and Port Robinson..	N. C. Holcomb.....	do do ..	3	9 do ..	221	25
North Pelham and Port Robinson..	Thomas McGlashan.....	do do ..	3	3 do ..	60	00
North Port and Picton.....	Isaac Demill.....	do do ..	3	12 do ..	140	00
North Walsingham, Port Rowan and Rowan Mills.....	W. S. Hogan.....	.....	1 & 2	3 do ..	27	52
North Walsingham, Port Rowan and Rowan Mills.....	J. K. Smith.....	Horse or vehicle..	2 & 6	9 do ..	165	00
North Williamsburg and Winchester	W. Vanallan.....	Stage.....	3	12 do ..	120	00
Norwich and Woodstock.....	W. Cody.....	Horse or vehicle..	3	12 do ..	300	00
Norwood and Peterboro'.....	J. J. Henthorn.....	do do ..	3	7 do ..	221	66
Norwood and South Dummer.....	Thomas Spear.....	do do ..	2	2 do ..	10	00
Norwood and South Dummer.....	James Brown.....	.....	2	3 do ..	9	50
Notawasaga Station and Sunnidale	A. Gillespie.....	Horse or vehicle..	2	12 do ..	78	00
Oakville and Trafalgar.....	Robert Beckwith.....	Vehicle.....	6	7 do ..	44	47
Oakville Road and Omagh.....	L. Melosh.....	Not specified.....	3	5 do ..	33	33
Oakwood and Port Hoover.....	H. J. Pearson.....	Horse or vehicle..	3	9 do ..	117	00
Oakwood and Port Hoover.....	R. Badgely.....	.....	3	3 do ..	18	62
Oil Springs and Wyoming.....	Charles Little.....	Horse or vehicle..	1	6 do ..	40	00
Onondaga, Tuscarora and Railway Station.....	W. Willson.....	do do ..	6 & 12	6 do ..	93	60

REPORT No 2.—Detail of all payments made, and charges incurred for Mail Transportation during the year ended 30th September, 1859.—(Continued.)

Name of Route	Name of Contractor	Mode of Conveyance	Number of Trips per week.	Period.	Amount.
Onondaga, Tuscarora and Railway Station	H. Yardington and James Loughy		12		
Ormond and Osgoode	A. Meldrum	Horse or vehicle	3	6 months	94 20
Osgoode and Russell	D. McDonnell	do do	2	12 do	60 00
Osgoode and Ottawa and Prescott Railway	D. McDonnell	Vehicle	6	12 do	84 00
Ottawa and Pakenham	Wm. McAdam	Stage	6	12 do	192 00
Ottawa and Pakenham	John McAdam		6	7 do	700 00
Ottawa and Perth	John Burrowes	Stage	5	5 do	375 00
Ottawa and Portage du Fort	M. Holt, Jr.	Not specified	6	12 do	1191 80
Ottawa and Templeton	James Hogan	Horse or vehicle	3	6 do	700 00
Ottawa and Wakefield	Wm. Patterson	Two Horse vehicle	3	12 do	60 00
Ottawa Glass Works and Steamboat Landing	E. Schneider	Not specified	1	1 month & 28 days	340 00
Ottawa Glass Works and Steamboat Landing	A. McBain		12	63 days	4 25
Owen Sound and Saugen	James Angus	Not specified	3	6 months	5 25
Owen Sound and Saugen	Thomas May		3	6 months	340 00
Owen Sound and Steamboat Landing	George Brown	Not specified	6	109 trips	239 50
Paisley and Walkerton	Henry Brown	Horse or vehicle	1	3 months	53 62
Pakenham and Panmure	Thomas Green	do do	2	12 do	24 00
Pakenham and Renfrew	R. C. Mills	do do	6	12 do	52 00
Papineauville and St. André Avelin	A. Gibeau	Not specified	2	12 do	670 00
Papineauville and Ste. Angélique	J. B. W. Papineau	do	3	12 do	83 20
Paris Railroad Station and Simcoe	J. Hale	Vehicle	6	12 do	72 00
Pembroke and Petawawa	Charles Young	Not specified	1	5 do	1760 00
Pembroke and South Westmeath	George Patterson	Vehicle	6	12 do	16 66
Pembroke and Wharf	J. Gould	Not specified	3	Season 1858	440 00
Penville and Tecumseth	George Taylor	do	3	12 months	16 00
Perrytown and Port Hope	Isaac Hillis	Vehicle	3	12 do	104 00
Perth and Rokeby	Wm. Doran	Not specified	1	6 do	150 00
Peterboro' and Port Hope	George Henderson	Stage	6	19 days	40 00
Peterboro' and Warsaw	R. W. Shaw	Not specified	2	12 months	104 50
Petersburg and St. Agatha	Adam Arnold	do	3	3 do	160 00
Petersburg and St. Agatha	John Ernst		3	3 do	19 50
Petersburg and Wellesley	John Zoeger	Horse or vehicle	6	6 do	128 00
Petite Riviere and St. Paul's Bay	Joseph Bluteau	Not specified	1	12 do	32 00
Phillipsburg and Swanton, U.S.	Martin and Johnson	do	6	12 do	45 00
Pictou and Steamboat Landing	J. Blanchard	do	6	Season 1858	16 00
Plantagenet and Steamboat Landing	John R. Brown	Horse or vehicle	6	Balance of season 1858	34 50
Pointe aux Anglais and Ste. Scholastique	B. Charlebois	Vehicle	6	Sum. season	286 50
Pointe aux Trembles and Rivière des Prairies	F. X. Perrault	Horse or vehicle	2	12 months	52 00
Pointe Claire and Ste. Geneviève	E. Lantier	do	3	12 do	78 00
Point Fortune and Steamboat Landing	A. St. Denis	Not specified	6	7 do	14 00
Point Levi and Quebec	Pierre Barras	Ferry	12	12 do	350 00
Point Levi, Three Rivers and Point Platon	A. Beauchemin	Not specified	3	12 do	1262 00
Point Levi R.R. Station and Quebec Steamboat Landing	James Tibbits	do	as req'd.	Sum.	
Portage du Fort and Ross	Thos. Carry	Boat, Foot, or otherwise	3	15 months	225 00
Port Burwell and Port Stanley	E. Doty	Vehicle	3	5 do	150 00
Port Burwell and Port Stanley	H. Swan		3	1 do	186 66
Port Burwell and St. Thomas	H. Swan	Horse or vehicle	3	6 do	41 66
Port Colborne and St. Catharines	Wm. Cook	Vehicle	6	12 do	275 00
Port Credit and Streetsville	Wm. Harris	do	6	12 do	1000 00
Port Dalhousie and St. Catharines	D. C. Haynes	Stage	6	12 do	188 00
			6	12 do	202 80

REPORT No. 2.—Detail of all payments made, and charges incurred for Mail Transportation, during the year ended 30th September, 1859.—(Continued.)

Name of Route.	Name of Contractor.	Mod- of Conveyance.	Number of Trips per week.	Period.	Amount.	
					\$	cts.
Port Dover and Renton.....	L. Yeager.....	Horse or vehicle..	1	6 months...	13	00
Port Dover and Simcoe.....	C. Moore.....	Vehicle.....	6	12 do ...	312	00
Port Hope and South Monaghan.....	James Eakens.....	Horse or vehicle..	6	5 do ...	80	00
Port Nelson, Wellington Square and R. R. Station.....	James Cutler.....	do ...	24	7 do ...	291	20
Port Nelson, Wellington Square and R. R. Station.....	A. Kenny.....	do ...	6	5 do ...	95	33
Portneuf and St. Bazile.....	L. Noreau.....	do ...	2	6 do ...	24	00
Portneuf and St. Bazile.....	G. Jobin.....	do ...	2	9 do ...	36	00
Port Perry and Whitby.....	N. Rae.....	Stage.....	6	12 do ...	600	00
Port Rowan and Rowan Mills.....	J. A. Stearns.....	Horse or vehicle..	6	3 do ...	40	00
Port Ryerse and Vittoria.....	M. H. McCall.....	Vehicle.....	3	12 do ...	96	00
Port St. Francis and Three Rivers..	T. Vigneau.....	do ...	3	3 months & } 8 days...}	212	50
Port Sarnia and Port Huron, U. S..	David McCall.....	Ferry.....	6	9 months...}	29	25
Port Sarnia, Port Huron and Station.	A. Fisher.....	do ...	6&12	3 do ...	28	00
Port Stanley and Union.....	A. Clark.....	do ...	1	1 trip...}	00	50
Prescott and Ogdensburgh, U. S..	J. Plumb.....	Ferry.....	6	12 months...}	100	00
Quebec and around the Island of Orleans.....	F. Paradis.....	Boat or vehicle..	2	12 do ...	384	00
Quebec and Rivière du Loup.....	Charles Hough.....	Vehicle.....	6	12 do ...	4400	00
Quebec and St. François.....	J. Bilodeau.....	do ...	3	12 do ...	600	00
Quebec and St. Raymond.....	Jacques Plamondon..	do ...	2	9 do ...	240	00
Quebec and St. Raymond.....	J. Desrochers.....	do ...	2	3 do ...	86	00
Quebec and St. Sauveur de Quebec..	Joseph Saucier.....	Not specified....	6	6 do ...	31	20
Quebec and St. Sauveur de Quebec..	Thos. J. Saucier.....	do ...	6	3 do ...	15	60
Quebec and St. Sauveur de Quebec..	J. Lamontagne.....	do ...	6	3 do ...	15	80
Quebec and Spencer Cove.....	Denis Maguire.....	Not specified....	12	21 do ...	410	25
Quebec and Steamboat Landing.....	Wm. Reynolds.....	Vehicle.....	1	Sum. season..}	97	75
Quebec and Stoneham.....	N. Murphy.....	Horse or vehicle..	1	12 months...}	68	00
Rawdon and St. Alphonse.....	John Corcoran.....	do ...	2	12 do ...	40	00
Rawdon and St. Jacques.....	James Daly.....	Not specified....	3	12 do ...	134	16
Repentigny and St. Paul L'Hermite.	F. Archambault.....	do ...	6	3 do ...	15	00
Riceville and Vankleek Hill, serving Caledonia Flats and Fournier.	R. L. Downing.....	Horse or vehicle..	1	12 do ...	62	00
Richmond and Spooner Pond.....	Geo. Hutton.....	Vehicle.....	2	6 do ...	24	00
Richmond and Sydenham Place.....	Millington and Cava- nagh.....	Horse or vehicle..	6	12 do ...	472	50
Rigaud and Steamboat Landing.....	A. St. Jean.....	Not specified....	6	1 month & } 26 days..}	16	33
Rigaud and Steamboat Landing.....	F. H. Bédard.....	do ...	5	5 months & } 13 days..}	47	33
Rigaud and Vankleek Hill, serving East Hawkesbury and LeFoulon	B. D. Flynn.....	Horse or vehicle..	3	12 months...}	180	00
Rimouski and St. Anaclet.....	Joseph Lavoie.....	do ...	1	3 do ...	7	50
River Desert and Wakefield.....	Caleb Brookes.....	do ...	1	12 do ...	400	00
River du Loup and New Brunswick Boundary Line.....	G. Pelletier.....	Vehicle.....	3	12 do ...	992	00
Rivière du Loup and St. Leon.....	F. X. A. Rivard.....	Horse or vehicle..	3	9 do ...	45	00
Rivière du Loup and Ste. Ursule....	L. Lupien.....	Vehicle.....	3	12 do ...	60	00
Riversdale and Teeswater.....	J. Quinlan.....	Horse or vehicle..	1	12 do ...	47	00
Rivière St. Louis and St. Louis Gonzague.....	F. X. Prevost.....	Vehicle.....	1	12 do ...	25	50
Rockford and Waterford.....	B. J. Baubier.....	Horse or vehicle..	2	12 do ...	80	00
Rouge Hill and Toronto.....	A. McDonald.....	Stage.....	6	12 do ...	200	00
Roxton Falls and Shefferd Mountain.	John A. Savage.....	Horse or vehicle..	2	12 do ...	156	00
Ruisseau des Chênes and St. Ilugues.....	B. Beland.....	Vehicle.....	3	9 do ...	72	00
Ruisseau des Chênes and St. Mar- cel.....	F. Fontaine.....	Horse or vehicle..	1	1 trip.....}	00	50
Ste. Adèle and St. Jérôme.....	P. R. Z. Demontigny..	do do	1&2	12 months...}	72	86
Ste. Agathe and St. Giles.....	L. Boulanger.....	Vehicle.....	1	12 do ...	72	00
St. Alexandre and St. Paschal.....	E. Leveque.....	Horse or vehicle..	3	12 do ...	160	00

REPORT No. 2.—Detail of all payments made, and charges incurred for Mail Transportation, during the year ended 30th September, 1859.—(Continued.)

Name of Route.	Name of Contractor.	Mode of Conveyance.	Number of Trips per week.	Period.	Amount.	
					\$	cts.
St. Alexis and St. Jacques L'Achigan	C. Boimier.....	Horse or vehicle..	2	12 months...	26	00
St. Anne la Pérade and St. Casimir.	R. Montreuil.....	do do	3	12 do ...	110	00
St. Anne la Pérade and St. Prosper.	Pierre Bigen.....	do do	2	12 do ...	36	00
St. Anne des Plaines and St. Lin.	Henry Fervac.....	Vehicle.....	3	12 do ...	80	00
St. Anne la Pocatière and St. Onézime	Joseph Légaré.....	Horse or vehicle..	2	9 do ...	37	50
St. Anne la Pocatière and St. Pacôme	Joseph Dionne.....	do do	2	12 do ...	60	00
St. Anne and Steamboat Landing.	J. Tremblay.....	Not specified.....	6	5 months & } 13 days.. }	23	67
St. Antoine de Tilly and Ste. Appollinaire	Edouard Larue.....	do	1	17 months	68	00
St. Antoine and St. Denis.....	Jean Baptiste Lacroix.	Horseback or foot, and canoe.....	6	12 do ...	23	32
St. Arsène and St. Modeste.....	P. Chouinard.....	Vehicle.....	2	12 do ...	60	00
St. Aubert and St. Jean Port Joli.	C. Bourgeault.....	Horse or vehicle..	3	14 do ...	46	66
St. Augustin, St. Eustache and Ste. Scholastique	D. Mitchell.....	do do	2 & 6	12 do ...	198	16
St. Barnabé and Yamachiche.....	O. Heroux.....	do do	3	15 months & } balance of } Juneqr., '58 }	132	00
St. Benoit and St. Placide.....	E. Joubert.....	Vehicle.....	3	12 months...	60	00
St. Bruno and Ste. Jule.....	Joseph Hébert.....	Horse or vehicle..	2	12 do ...	52	00
St. Célestin and St. Grégoire.....	N. Thibodeau.....	do do	1	12 do ...	20	00
St. Charles and St. Marc.....	A. Dejourdain.....	do do	6	12 do ...	60	00
St. Claire and St. Henri.....	Joseph Bouchard.....	do do	3	12 do ...	192	00
St. Colombin and Ste. Scholastique.	M. Phelan.....	Vehicle.....	2	12 do ...	80	00
St. Damase and St. Hyacinthe.....	Jean Baptiste Brodeur.	Horse or vehicle..	3	12 do ...	75	50
St. Didace and St. Gabriel.....	N. Nevin.....	do do	2	9 do ...	39	00
St. Edouard and St. Remi, serving LaPigeonnière.....	F. Desmarais.....	do do	2	12 do ...	70	00
St. Eloi and Trois Pistoles.....	J. Rioux.....	Not specified.....	3	12 do ...	68	00
St. Eustache and St. Joseph du Lac.	F. McCall.....	Horse or vehicle..	2	12 do ...	60	00
St. François and St. George.....	G. Robitaille.....	do do	3	15 do ...	155	00
St. Gabriel and St. Norbert.....	J. B. Magnan.....	do do	3	12 do ...	100	00
St. George and Height of Land.....	G. Robitaille.....	Not specified.....	1	15 do ...	150	00
St. Gervais and St. Lazarre.....	A. Bissonnet.....	Horse or vehicle..	2	12 do ...	50	00
St. Gervais and St. Michel.....	C. Turgeon.....	do do	6	12 do ...	360	00
St. Gervais and St. Raphael.....	A. Couture.....	do do	2	15 do ...	80	00
St. Grégoire and Three Rivers.....	A. Buisson.....	Vehicle.....	3	6 do ...	50	00
St. Helens and St. Hugues.....	L. Lemire.....	do	2	12 do ...	47	00
St. Helens and Zetland.....	John McLeod.....	Horse or vehicle..	1	12 do ...	80	00
St. Henri and St. Lambert.....	P. Lambert.....	do do	2	4 do ...	24	00
St. Hilaire and William Henry.....	J. B. Lacroix.....	Vehicle.....	6	12 do ...	1000	00
St. Hugues and St. Hyacinthe.....	L. Picard.....	do	6	3 do ...	80	00
St. Hugues and Yamaska.....	H. Hineault.....	do	3	3 do ...	87	50
St. Hyacinthe and St. Jude.....	Jos. La Plante.....	Not specified.....	3	9 do ...	75	00
St. Hyacinthe and Ste. Rosalie.....	F. Dubé.....	Horse or vehicle..	2	9 do ...	30	00
St. Hyacinthe and Yamaska, serving St. Marcell.....	Jos. Hébert.....	Vehicle.....	3	12 do ...	384	75
St. Isidore and St. Rémi.....	F. Desmarais.....	Horse or vehicle..	2	12 do ...	50	00
St. Jerome and Ste. Thérèse.....	F. Desrochers.....	Vehicle.....	3 & 6	12 do ...	281	50
St. Johns and St. Luc.....	E. D. Hamilton.....	do	2	12 do ...	60	00
St. Martin and Ste. Thérèse.....	James Park.....	Horse or vehicle..	3 & 6	6 do ...	77	07
St. Martin and Ste. Thérèse.....	C. Smallwood.....	do do	6	6 do ...	136	00
St. Martin and St. Urbain.....	Charles McGill.....	do do	2	12 do ...	44	00
St. Maurice and Three Rivers.....	F. B. Duchesnay.....	do do	2	12 do ...	80	00
St. Robert and Yamaska Junction.	Paul Letendre.....	Vehicle.....	2	12 do ...	28	00
St. Séverin and Yamachiche.....	P. Pelletier.....	do	2	12 do ...	60	00
St. Sophie and Somers.....	O. Hébert.....	Horse or vehicle..	2	12 do ...	80	00
St. Stanislaus and St. Tite.....	H. Rivard.....	do do	2	7 1/2 do ...	37	50

REPORT No. 2.—Detail of all payments made, and charges incurred for Mail Transportation, during the year ended 30th September, 1859.—(Continued.)

Name of Route.	Name of Contractor.	Mode of Conveyance.	Number of Trips per week.	Period.	Amount.	
					\$	cts.
St. Sylvester East, and St. Sylvester West.....	John Cannon.....	Horse or vehicle..	1	15 months...	25	00
St. Thomas and Talbotville.....	John Stacey.....	do do ..	6	12 do ..	120	00
St. Thomas and Vienna.....	J. Doty.....	Vehicle.....	6	3 do ..	95	00
St. Thomas and Vienna.....	W. Partlaw.....	do do ..	6	9 do ..	430	50
St. Vincent and Walters Falls.....	Thos. P. Walter.....	Horse or vehicle..	2	12 do ..	184	00
Sandwich and Windsor.....	A. H. Wagner.....	do do ..	6	7½ do ..	50	37
Saugeen and Walkertown.....	W. Wilson.....	do do ..	1 & 2	12 do ..	290	00
Sault Ste. Marie and United States.....	W. Perrault.....	Ferry.....	1	12 do ..	25	00
Scarboro and Stouffville.....	Jacob Brooks.....	Vehicle.....	6	12 do ..	260	00
Shakespeare and Wellesley.....	John Zoeger.....	Horseback.....	2	12 do ..	80	00
Shakespeare and West's Corners.....	W. Cossey.....	Horse or vehicle..	2	3 do ..	47	50
Shakespeare and Woodstock.....	C. Cootc.....	Vehicle.....	6	12 do ..	600	00
Shawenegan and Three Rivers.....	J. S. Caron.....	do ..	3	12 do ..	156	00
Silver Hill and Walsingham.....	H. Dale.....	Horseback.....	2	12 do ..	50	00
Simcoe and Vienna.....	H. Swan.....	Vehicle.....	6	12 do ..	1350	00
Smith's Falls and South Elmsley.....	L. S. Wilson.....	Horse or vehicle..	3	12 do ..	80	00
Sombra and Wilkesport.....	P. Cattamach.....	Not specified.....	1	12 do ..	52	00
South Potton and Waterloo, &c.....	John McManis.....	Vehicle.....	3	12 do ..	500	00
South Westmeath and Westmeath.....	Thos. Fraser.....	Horse or vehicle..	3	12 do ..	127	00
Stirling and Wellman's Corners.....	J. Kelly.....	do do ..	1	12 do ..	40	00
Stoco and Tweed.....	P. Huffman.....	Horse or vehicle..	2	7 do ..	23	33
Stoco and Tweed.....	A. Willson.....	do do ..	2	5 do ..	15	00
Strathroy and Wisbeach.....	Timothy Cook.....	Vehicle.....	6	3 do ..	130	00
Strathroy and Wisbeach.....	H. Monger.....	do do ..	6	6 do ..	195	00
Sutton and Swetsburgh.....	A. Pickle.....	Horse or vehicle..	6	12 do ..	300	00
Sweaborg and Woodstock.....	W. Cody.....	do do ..	3	12 do ..	50	00
Sylvan and Wisbeach.....	E. Randall.....	do do ..	3	12 do ..	250	00
Thornhill and Toronto.....	Thomas Cook.....	Stage.....	6	12 do ..	229	50
Three Rivers & Steamboat Landing.....	Jean Cloutier.....	Not specified.....		25 days & } 2months. }	29	20
Toronto and Woodbridge.....	John Howell.....	Vehicle.....		1 trip.....	2	50
Toronto and Yorkville.....	H. B. Williams.....	Stage.....	6	12 months...	100	00
Treadwell and Wharf.....	J. Bertrand.....	Horse or vehicle..	6	6 do ..	24	00
Trenton and Wooler.....	W. G. Gerow.....	do do ..	2	12 do ..	80	00
Trowbridge and West's Corners.....	S. Whaley.....	do do ..	1	12 do ..	141	00
Tyreoneil and Wallacetown.....	D. A. Gunn.....	Not specified.....	3	12 do ..	66	00
Uxbridge and Whitby.....	N. Ray.....	Vehicle.....	6	12 do ..	800	00
Warwick and Railroad.....	John A. Woodruff.....	Not specified.....	6	9 do ..	150	00
Weimar and Wellesley.....	F. Walter.....	Horse or vehicle..	2	12 do ..	56	00
Wellington Square and Zimmerman.....	Samuel May.....	do do ..	6	9 do ..	187	50
Wellington Square and Zimmerman.....	G. H. Schneider.....	do do ..	6	3 do ..	62	50
Windsor and Detroit.....	James Forbes.....	Ferry.....	6	do ..	10	00
Clifton.....	Niagara Suspension Bridge Co. for the payment of tolls.....			12 do ..	155	61
Campbelton and Percé.....	A. Kerr, for ferrriage of mails.....			12 do ..	240	00
Yamaska River and St. Aimé.....	Joseph Hébert, for ferrriage of mails.....			3 do ..	7	00
	John Ross, for saving mails from the wrecked steamship <i>Clyde</i> , in Aug. 1857.....				200	00
Total.....					\$ 178094	33

REPORT No 2.—Detail of all payments made, and charges incurred for Mail Transportation, during the year ended 30th September, 1859.—(Continued.)

CONVEYANCE OF MAILS TO AND FROM RAILROADS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Number of Trips per week.	Period.	Amount.	
					\$	cts.
Acton and Railroad Station.....	Thomas Clark.....	Horseback or otherwise.....	12	12 months...	123	00
Addison and do	George Taylor.....	Not specified.....	6	3 do	60	00
Aldershott and do	H. Oliver.....	Foot.....	12	12 do	40	00
Angus and do	J. H. Jack.....	Not specified.....	6	15 do	30	00
Arthabaska Station & do do do	P. Beauchêne.....	do	12	3 do	18	00
Aultsville and do	L. Folsy.....	do	12	6 do	18	00
Aurora and do	G. H. Cook.....	Foot.....	6	12 do	60	00
Baden and do	J. W. Kersopp.....	do	12	12 do	60	00
Barrie and do	J. Beak.....	do	12	12 do	60	00
Beachville and do	Thomas McCausland.....	Vehicle.....	24	12 do	250	00
Beamsville and do	William Hook, Jr.....	Horseback or foot.....	as	required 12 do	119	25
Belleville and do	Henry Mills.....	Not specified.....	12	12 do	187	80
Bell Ewart and Lefroy Station.....	H. Taylor.....	Vehicle.....	24	12 do	386	25
Bell Ewart and do	D. B. Lafrennier.....	Not specified.....	12	3 do	14	95
Berlin and Railroad Station.....	J. Molloy.....	do	12	6 do	41	03
Bothwell and do	W. Davidson.....	Vehicle.....	24	12 do	235	20
Bowmanville and do	H. D. Monro.....	Not specified.....	12	12 do	50	00
Bradford and do	Wm. Glover.....	Vehicle.....	24	12 do	200	00
Brampton and do	Ann Douglas.....	do	24	12 do	190	00
Branchton and do	K. Chisholm.....	Not specified.....	24	12 do	312	00
Brantford and do	A. Barnett.....	Foot.....	12	12 do	26	00
Breslaw and do	J. Kerby.....	Vehicle.....	18 & 24	12 do	560	50
Brighton and do	Charles Gerster.....	Not specified.....	12	12 do	20	00
Brighton and do	Jaspar Dingman.....	Vehicle.....	24	10 do	260	00
Brockville and Grand Trunk Station.....	Thomas Hewitt.....	do	24	2 do	21	20
Brockville and B. O. Station.....	Charles Stevenson.....	Vehicle.....	24	12 do	319	00
Bronte and Railroad Station.....	Charles Stevenson.....	do	6	7 months & 11 days..	43	17
Cainsville and do	W. Belyea.....	Foot.....	6	12 months...	221	00
Canfield and do	Charles Hobson.....	Horseback or otherwise...	12	7 months & 22 days..	60	90
Carleton Place and do	J. Wilson.....	do	12	12 months...	60	00
Carronbrook and do	N. Larallés.....	Not specified.....	12	1 month & 10 days..	7	13
Chatham [East.] & do	U. C. Lee.....	do	12	12 months...	50	00
Chatham [West.] & do	E. E. Whelehan.....	do	12	27 days & 6 months..}	57	00
Clarke and do	P. D. Bissell.....	Vehicle.....	24	12 months...	490	96
Clifton and do	J. McMurtry.....	do	12	12 do	390	00
Clinton and do	Geo. Duncan.....	do	as req.	12 do	730	00
Coaticook and do	Thos. Fair.....	Not specified.....	12	12 do	80	00
Cobourg and do	W. Cutting.....	do	24	12 do	80	00
Colborne and do	P. Regan.....	Vehicle.....	24	12 do	375	80
Colborne and do	G. W. Webb.....	Horse or vehicle..	24	10 do	255	00
Collingwood and do	J. L. Yeoman.....	do	24	2 do	29	68
Compton and do	D. Darroch.....	Foot or vehicle...	12	12 do	200	00
Compton and do	W. Paige.....	Not specified.....	24	9 do	175	50
Concord and do	W. D. Bartlett.....	do	24	3 do	40	00
Copetown and do	J. Duncan.....	Not specified.....	12	12 do	40	00
	T. Milne.....	Horseback or otherwise.....	24 & 18 & 12	12 do	72	92

REPORT No. 2.—Detail of all payments made, and charges incurred for Mail Transportation, during the year ended 30th September, 1859.—(Continued.)

CONVEYANCE OF MAILS TO AND FROM RAILROADS

Name of Route.	Name of Contractor.	Mode of Conveyance.	Number of Trips per week.	Period.	Amount.	
					\$	cts.
Cornwall and Railroad Station.....	W. J. Pitt.....	Not specified.....	24	12 months...	313	00
Coteau Landing & do	A. McIntyre	Vehicle	24	12 do	146	06
Dunville and do	G. Hayes.....	Not specified.....	12	12 do	100	00
Dickinson's Landing and do.....	Win. Hoople.....	Horse or vehicle..	12	12 do	156	50
Dorchester Station and do.....	J. N. Hardy.....	do	12	12 do	50	00
Drumbo and do	James McKenzie.....	Not specified.....	as req.	12 do	50	00
Dunbarton and do	John Parker.....	Vehicle	12	12 do	78	00
Dundas and do	W. Taylor.....	do	as req.	12 do	345	90
Dunnville and do	Robert McNeill.....	do	12	12 do	120	00
Eastwood and do	G. Arkell.....	Not specified.....	12	9 do	45	00
Edwardsburg and do	W. Picken.....	Foot or otherwise..	12	6 do	78	00
Edwardsburg and do	W. S. Akin.....	do	12	6 do	78	50
Fort Erie and do	W. Rainsford, Jr.....	Hand or otherwise..	12	12 do	63	00
Frankton and do	James Burrows.....	Not specified.....	12	1 month & 10 days..	13	37
Galt and do	F. Lowell.....	Vehicle	24	12 months...	312	00
Gadanoque and do	D. R. Hall.....	Horse or vehicle..	24	12 do	410	92
Georgetown and do	R. Beckwith.....	Stage	24	12 do	200	00
Glanworth and do	R. J. Webb.....	Foot	12	12 do	30	00
Goderich and do	N. Doyle.....	Horse or vehicle..	12	12 do	156	50
Grafton and do	J. McBrien.....	do do	12 & 24	10 do	246	40
Grafton and do	B. Brown.....	do do	12	2 do	20	67
Grimsbay and do	J. A. Nellis.....	Not specified.....	12	12 do	80	00
Guelph and G. T. do	John Thorp.....	Vehicle	24 & 18	12 do	295	00
Guelph and Preston do	Jones & Kirkindall..	do	24	12 months less fine..	121	40
Hamilton and do	E. Ritchie.....	do	as re- qu'd	12 months...	1432	00
Harpurhey and do	William Fowler.....	Not specified.....	12	9 do	55	00
Harpurhey and do	M. McDermid.....	do	12	3 do	15	00
Harrisburg and do	O. A. Spoor.....	Not specified.....	as re- qu'd	12 do	60	00
Hemmingford and do	Joseph Goodseil.....	do	6	12 do	39	00
Hespeler and do	C. Nahrung.....	do	24	12 do	132	00
Holland Landing & do	S. Darton.....	Horse or vehicle..	18	12 do	72	00
Ingersoll and do	E. Doty.....	Vehicle.....	as re- qu'd	12 do	180	00
Iroquois and do	George Brouse.....	Not specified.....	12	12 do	90	00
Jordan and do	J. Snaure.....	Vehicle	12	12 do	156	48
Keene and do	Thomas Drummond.....	Not specified.....	12	4 months and 21 days..	62	56
Kemptville and do	R. Lesslie.....	do	12	12 months...	60	00
Kingston and do	Patrick Lennan.....	Vehicle	as re- qu'd	12 do	610	46
Komoka and do	O. D. Mabee.....	Horse or vehicle..	as re- qu'd	12 do	60	00
L'Acadie and do	L. Archambault.....	do do	6	12 do	104	32
Lachue and do	P. Murphy.....	do do	12	12 do	180	00

REPORT No. 2.—Detail of all payments made, and charges incurred for Mail Transportation, during the year ended 30th September, 1859.—(Continued.)

CONVEYANCE OF MAILS TO AND FROM RAILROADS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Number of Trips per week.	Period.	Amount.	
					\$	cts.
Lacolle and Railroad Station.....	S. Ennis.....	Horse or vehicle..	12	12 months...	78	25
Lancaster and do	Donald Ross.....	do do	24	12 do ...	313	33
Lansdowne and do	G. McKelvey.....	Not specified.....	12	12 do ...	166	92
Lefroy and do	D. Davidson.....	Horse or vehicle..	12	12 do ...	50	00
Lennoxville and do	Jos. Cushing.....	Not specified.....	24	9 do ...	75	00
Lennoxville and do	A. Sanborn.....	do	24	3 do ...	14	75
Linchouse and do	J. Newton.....	Foot.....	12	12 do ...	1	00
Lindsay and do	B. F. Jewett.....	Not specified.....	12	12 do ...	75	61
London and do	J. Jennings.....	Vehicle.....	as requ'd	12 months & 4 days....	780	57
Long Isl'd Locks & do	W. Collins.....	Horse or vehicle..	3	12 months...	78	00
Longueuil and do	P. Lespérance.....	Not specified.....	12	12 do ...	52	16
Longwood and do	John Brown.....	do	12 & 6	do		
Lyn and do	N. Baxter.....	Foot.....	12	12 do ...	133	25
Maitland and do	D. Dunham.....	do	12	12 do ...	156	50
Mallorytown and do	F. F. Lee.....	do	12	12 do ...	80	60
Milton and do	J. H. Sanderson.....	do	12	12 do ...	36	00
Maple and do	J. Gordon.....	Not specified.....	12	12 do ...	78	00
Melbourne and do	L. Thomas.....	Horse or vehicle..	24	8 do ...	117	00
Milbrook and do	J. Sloane.....	Not specified.....	6	12 do ...	54	74
Mille Roches (late Moulinette) and do	S. H. Moss.....	Foot.....	12	12 do ...	78	00
Mimico and do	J. H. Noble.....	do	6	12 do ...	60	00
Mitchell and do	John Hicks.....	do	12	12 do ...	60	00
Montreal and Lachine R.R. Station	J. C. Chase.....	Vehicle.....	12	12 do ...	130	82
Montreal and Point St. Charles Station	J. C. Chase.....	do	24	12 do ...	782	50
Montreal and Point St. Charles extra travel.....	J. C. Chase.....	do			5	00
Montreal and Grand Trunk Steamboat Landing.....	H. Hogan.....	do	24	Season	588	00
Morrisburg and R. R. Station.....	W. Van Allen.....	do	24	12 months...	160	00
Mount Brydges & do	E. Mihell.....	Foot or vehicle..	as requ'd	12 do	30	00
Napanee and do	M. C. Whitcomb.....	Vehicle.....	24	12 do ...	250	40
Newbury and do	A. Campbell.....	Not specified.....	as requ'd	12 do	48	00
Newcastle and do	L. S. Hodges.....	Vehicle.....	24 times	12 do	469	48
New Hamburg and do	T. Seyler.....	Foot or vehicle..	12	12 do ...	124	80
Newmarket and do	P. Dalton.....	do	36	12 do ...	80	00
North Augusta & do	James Wilcox.....	Not specified.....	6	1 month & 11 days....	17	28
Norval and Station.....	James Miller.....	do	6	6 months...	100	00
Nottawasaga Station and do	John Bain.....	do	12	3 do ...	12	00
Nottawasaga Station and do	Robert Stewart.....	do	12	3 do ...	12	00
Nottawasaga Station and do	N. Shaw.....	do	12	6 do ...	24	00
Oakville and do	Thomas Atkinson.....	Vehicle.....	24	12 do ...	260	00
Oban and do	W. Carrick.....	Not specified.....	12	9 do ...	90	00
Onemee and do	R. W. Shaw.....	Stage.....	12	12 do ...	151	24
Ontario and do	J. W. Wilson.....	Not specified.....	12	12 do ...	52	00
Oshawa and do	E. Arkland.....	Vehicle.....	24	12 do ...	31	20
Ottawa and do	G. P. Baker.....	do	12	7 months & 17 days....	99	50
Perth and do	James Pattison.....	do	as requ'd	7 mo's and 10 days	40	99
Peterboro' and do	L. Caisse.....	do	12	12 months...	58	15
Petersburg and do	L. Zoeger.....	Foot.....	12	12 do ...	160	00

REPORT No. 2.—Detail of all payments made, and charges incurred for Mail Transportation, during the year ended 30th September, 1859.—(Continued.)

CONVEYANCE OF MAILS TO AND FROM RAILROADS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Number of Trips per week.	Period.	Amount.	
					\$	cts.
Pickering & Railroad Station.....	P. F. Whitney.....	Foot or vehicle...	12	12 months...	200	00
Point Abino and do	R. Disher.....	Foot or horseback.	12	12 do ...	50	00
Point Levi and do	Jaunes Lamontagne.....	Not specified.....	12	3 do ...	20	00
Point Levi and do	F. Bertrand.....	.....	12	9 do ...	60	00
Port Colborne and do	J. Harvey.....	Foot or horseback	12	12 do ...	60	00
Port Credit and do	James Hamilton.....	Not specified.....	12	9 do ...	75	00
Port Credit and do	M. Kinney.....	.....	12	3 do ...	25	00
Port Elmsley and do	Joseph McCormack.....	Not specified.....	3	7 months & 7 days.....	31	49
Port Hope and Lindsay Station.....	D. Smart.....	Vehicle.....	12	12 months...	120	99
Port Hope and G. T. Station.....	D. Smart.....	do	24	12 do ...	312	00
Port Hope and Peterboro' do	D. Smart.....	do	12	12 do ...	121	36
Portland and G. T. Station., the Post Office and Steamboat Landing.....	.....	Not specified.....	.....	Season of Navigation 1858.....	48	00
Port Sarnia and Station.....	David McCall.....	do	12	6 months ..	30	00
Port Stanley and do	James Tomlinson or sureties.....	Vehicle.....	24	12 do ...	313	00
Prescott and G. T. Railway	J. S. Gilman.....	do	24	12 do ...	240	00
Prescott and Ottawa Station	J. S. Gilman.....	do	12	7 months & 17 days.....	98	75
Preston and R. R. Station	J. Hespeler.....	do	12	12 months...	208	00
Princeton and do	R. C. Bastedo.....	Foot or horseback	24	3 do ...	25	00
Princeton and do	S. Yale.....	.....	24	9 do ...	74	88
Quebec and Grand Trunk Station at Point Levi.....	Charles Hough.....	Ferry or vehicle..	as req.	12 do ...	1410	75
Richmond Hill and Railway Station	R. Nichols.....	Horse or vehicle..	6	12 do ...	200	00
Rivière Beaudette and do	C. McPherson.....	Not specified.....	12	12 do ...	52	33
Rochester and do	P. Dumouchelle.....	Vehicle.....	12	12 do ...	60	00
Rockwood and do	R. Passmore.....	Foot.....	12	12 do ...	156	00
Ste. Anne and Railway Station and Steamboat Landing.....	J. Tremblay.....	Not specified.....	12	12 do ...	112	49
St. Catharines and Railroad S'tion.....	George Forbes.....	Vehicle.....	as req.	12 do ...	323	56
St. Ephraim d'Upton and do	S. B. Warner.....	Not specified.....	24	12 do ...	24	00
St. Flavien and do	J. Mailloux.....	do	2	5 do ...	16	67
St. Hyacinthe and do	A. Lunache.....	Vehicle.....	24	12 do ...	156	50
St. Mary's and do	James McKay.....	do	12 & as reqd.....	9 do ...	147	42
St. Thomas, East, and do	Lewis Voligny.....	Not specified.....	3 & 6	5 months & 12 days...	15	86
St. Thomas, West, and do	D. Drake.....	Vehicle.....	24	12 months...	313	00
Sebringville and do	S. R. Hesson.....	Horse or vehicle..	12	12 do ...	56	25
Seneca and do	P. Sullivan.....	Not specified.....	12	3 do ...	12	50
Seneca and do	James Little.....	.....	12	9 do ...	37	50
Skakespeare and do	R. Murray.....	Not specified.....	12	12 do ...	187	80
Shannonville and do	J. Doman.....	Horse or vehicle..	24	10½ do ...	274	00
Shannonville and do	H. Vancott.....	.....	.....	1½ do ...	15	60
Sherbrooke and do	E. Cheney.....	Vehicle.....	as req.	9 do ...	188	25
Sherbrooke and do	D. Cameron.....	.....	24	3 do ...	40	00
Smith's Falls and do	J. Wright.....	Vehicle.....	.....	1 month & 11 days...	7	00
Smith's Falls and do	S. L. Willson.....	.....	.....	6 months...	30	00

REPORT No. 2.—Detail of all payments made, and charges incurred for Mail Transportation, during the year ended 30th September, 1859.—(Continued.)

CONVEYANCE OF MAILS TO AND FROM RAILROADS.

Name of Route.	Name of Contractor.	Mode of Conveyance.	Number of Trips per week.	Period.	Amount.	
					\$	cts.
Somerset and Railroad Station...	H. Jutras.....	Horse or vehicle..	6	12 months...	124	80
South Quebec and do	W. McKenney.....	Foot	12	6 do ...	12	00
South Quebec and do	W. J. Wensley.....	do	6	9 do ...	18	00
Spencerville and do	W. B. Imrie.....	Not specified.....	6	12 do ...	60	00
Springville and do	W. Goodfellow.....	Horse or vehicle..	12	12 do ...	117	57
Stanford and do	James Huston.....	do do ..	12	12 do ...	80	00
Stratford and do	James Woods.....	Vehicle.....	36	12 do ...	359	85
Strathroy and do	T. Cook.....	Horse or vehicle..	12	9 do ...	39	00
Tannery West and do	J. Carroll.....	Foot.....	12	12 do ...	60	00
Tavistock and do	J. J. Voelcker.....	Not specified.....	12	12 do ...	50	00
Thamesville and do	W. Mahew.....	do	12	12 do ...	83	33
Thornhill and do	A. Gallanough.....	Horse or vehicle..	6	12 do ...	186	00
Thorold and do	Isaac Head.....	Vehicle.....	as req.	12 do ...	291	03
Toronto and do	James Mink.....	do	as req.	12 do ...	314	00
Toronto and do	C. Addison.....	.....	.....	1 trip.....	1	00
Toronto and do	M. Hart.....	.....	.....	1 trip.....	1	00
Trenton and do	N. Goulet.....	Stage.....	24	12 months...	275	00
Vaudreuil and do	C. Proulx.....	Not specified.....	12 & 24	12 do ...	173	75
Warwick, East, and do	L. McArthur.....	do	12	9 do ...	37	50
Warwick, East, and do	L. T. Dorais.....	.....	12	3 do ...	10	00
Waterville and do	B. A. Haskell.....	Not specified.....	6	6 do ...	30	00
Waterville and do	Isaac Woods.....	.....	6	3 do ...	15	00
Waterville and do	D. Pennoyer.....	.....	6	3 do ...	15	00
Watford and do	Richard Browne.....	Not specified.....	6	9 do ...	39	00
West Flamboro' and do	W. Colclough.....	Foot.....	12	12 do ...	200	00
Weston and do	George Wood.....	Foot or otherwise..	12	12 do ...	156	00
West Osgoode and do	James Johnston.....	Not specified.....	3	12 do ...	40	00
Whitby and do	N. Ray.....	Vehicle	24	12 do ...	312	00
Woodstock and do	Charles DeBlaquière.....	do	as req.	12 do ...	180	00
Total.....	.....	.....	.....	.....	\$ 32365	42

SIDNEY SMITH,

Postmaster General

H. A. WICKSTEED,
Accountant.

REPORT No. 2.—Detail of all payments made, and charges incurred for Mail Transportation, during the year ended 30th September, 1859.—(Continued.)

CONVEYANCE OF MAILS BY STEAMERS.

Name of Route.	Name of Contractor.	Number of Trips per week.	Period.	Amount.	
				\$	cts.
Aylmer and Portage du Fort	J. Aumond.....		Balance of seasons of 1857 & 1858.	360	00
Belleville and Picton	O. S. Gildersleeve.....	6	Seas. of 1857..	185	00
Belleville and Picton	F. A. Carrell	6	Seas. of 1858..	309	00
Bell Ewart and Orillia	Isaac May	3 & 6	Balance of seas. of 1858..	519	80
Cobourg and Rochester	Geo. Schofield.....		35 trips.....	140	00
Collingwood and Owen Sound	W. H. Smith	6	2m's & 4 days	1483	25
Collingwood and Red River Route	T. J. Park		On account...	100	00
Collingwood and Sault Ste. Marie	D. McCormick.....		6 trips.....	480	00
Collingwood, Sault Ste. Marie and Red River	E. M. Carruthers.....		On account...	1340	00
Magog and Newport	Fogg and Harrower		Seas. of 1858..	264	00
Montreal and Ottawa City	Sir George Simpson..		Half of seas. of 1858, & on acc't of seas. of 1859.....	3200	00
Montreal and Quebec	A. Milloy		1 trip.....	20	00
Montreal and Quebec, serving way Offices	Richelieu Company..		Seas. of 1858 and 18 trips with English mails	3560	00
Niagara and Toronto	A. Heron	6	1 month & 26 days..	180	00
Niagara and Toronto	D. Milloy		5 months & 19 days..	576	00
Portland, U. S., and St. Johns, N. B.....	H. S. Favor.....		12 months...	400	00
Total.....				\$ 13117	05

SIDNEY SMITH,

Postmaster General.

H. A. WICKSTEED,

Accountant.

CONVEYANCE OF MAILS BY RAILROADS.

Buffalo and Lake Huron Railway Company.....	J. Mackirdy		In full to 31st Dec., 1858..	8122	42
Brockville and Ottawa Railway Company.....	R. Hervey.....		On account...	500	00
Chippawa and Niagara.....	J. B. Robertson.....		117 days.....	175	50
Grand Trunk Railway Company.....	J. Hardman.....		1 trip.....	50	00
Portland and Montreal.....					
Industry and Lanoraie.....	C. W. Panneton.....	6	Summer of 1858.....	20	00
London and Port Stanley.....	E. Adams.....	12	12 months.....	960	00
Beaverton, Lindsay and Port Hope.....	D. McLeod.....	6	In full to 31st December, '58	924	00
Beaverton, Lindsay and Port Hope.....	Thomas Ridout.....		8 months and 9 days.....	962	57

REPORT No. 2.—Detail of all payments made, and charges incurred for Mail Transportation, during the year ended 30th September, 1859.—(Continued.)

CONVEYANCE OF MAILS BY RAILROADS.

Name of Route.	Name of Contractor.	Number of Trips per week.	Period.	Amount.	
				\$	cts.
Port Hope, Millbrook and Peterboro'.....	John Fowler.....	6	6 months.....	407	46
Montreal, Rouse's Point and St. Johns.....	W. A. Merry.....		12 months.....	6078	50
Northern Railway Company.....	Thomas Hamilton.....		On account of period ending 31st Dec. 1858	1200	00
Northern Railway Company.....	Thomas Hamilton.....	6	9 months.....	2115	00
Great Western Railway Company, for additional expenses incurred in consequence of exchanging mails at night at the stations.....	C. J. Brydges.....		2 do.....	17	28
Amount expended for maintenance of distributing office at the Paris Railroad Station for the Great Western and Buffalo and Lake Huron Lines of Railway.....			12 do.....	1589	25
Total.....				\$ 23278	98

H. A. WICKSTEED,
Accountant.

SIDNEY SMITH,
Postmaster General.

REPORT No. 2.—(Continued).

Detail of all payments made for making and repairing Mail Bags, Mail Locks, &c., during the year ended 30th September, 1859.

Tradesmen's Names.	Particulars of Disbursement.	Amounts.	
		\$	cts.
D. Campbell.....	Repairing mail bags, &c.....	186	53
Bryce McMurrich & Co.....	Linen for mail bags.....	94	04
J. D. Bryce & Co.....	Cotton bags.....	1	75
Macnee & Waddell.....	Linen for mail bags.....	14	40
T. Hutchison & Co.....	do do.....	16	00
B. Twohey.....	Linen mail bags.....	109	20
W. Wilson.....	Linen for mail bags.....	26	43
H. C. Jones.....	Mail locks and keys.....	263	37
J. McLaren.....	Making and repairing mail bags 15 months.....	2666	48
Rice Lewis & Son.....	Padlocks for mail bags, &c.....	9	60
E. Menton.....	Making canvass bags.....	8	60
Mrs. Hall.....	do do.....	1	05
Mrs. Monroc.....	do do.....	21	00
Margaret Wilson.....	Making linen bags.....	14	00
A. Fleming.....	Repairing a mail bag.....	2	50
A. McDonagh.....	do do.....	0	25
D. McGillivray.....	do do.....	0	12

REPORT No. 2.—(Continued.)

Detail of payments made for making and repairing Mail Bags, Mail Locks, &c., during the year ended 30th September, 1859.

Tradesmen's Names.	Particulars of Disbursement.	Amounts.	
		\$	cts.
John Sydie.....	Repairing a mail bag.....	1	25
A. Levasseur.....	Repairing and oiling mail bags.....	2	25
John Wilson.....	Repairing a mail bag.....	0	70
L. Martineau.....	Repairing mail bags.....	0	50
John Hopkins.....	do do.....	00	37
A. Tremblay.....	do do.....	00	30
O. La France.....	do do.....	00	33
J. Rapelji.....	do do.....	00	64
Robert Calderwood.....	A strap for mail bag.....	00	50
E. Florence.....	Repairing a mail bag.....	00	50
Thos. Bailey.....	Repairing mail bags.....	00	50
A. Gerrie.....	do do.....	00	37
E. Stephens.....	do do.....	00	25
J. McGavin.....	do do.....	00	87
J. Hunter.....	Repairing mail bag.....	00	50
W. Fitzpatrick.....	do do.....	2	50
J. Morris.....	do do.....	00	75
R. Whitely.....	do do.....	00	37
H. Hunton.....	do do.....	00	50
A. McKechine.....	do do.....	00	25
J. Lalor.....	Repairing post-office lock.....	1	00
Field and Davidson.....	Repairing mail bags, &c.....	233	89
Hunterstown Lumber Company.....	Repairing a mail bag.....	00	50
A. MacNamara.....	do do.....	00	75
H. McConnell.....	do do.....	00	25
M. Thompson.....	do do.....	00	12
M. McCreighton.....	English mail labels.....	8	50
J. Lane.....	Repairing mail bags.....	1	00
S. Vian.....	do do.....	00	33
L. Fiolas.....	do do.....	00	75
E. Bell.....	do do.....	00	37½
J. Fleming.....	do do.....	00	25
S. Booth.....	do do.....	00	25
W. E. Page.....	do do.....	00	32
Thos. Martin.....	do do.....	1	50
J. S. Vallée.....	do do.....	00	33
W. Morrisson.....	do do.....	00	24
J. Henclon.....	do do.....	00	25
P. C. Leonard.....	do do.....	00	25
G. Frier.....	do do.....	00	05
J. Henney.....	do do.....	6	50
E. W. Bishop.....	do do.....	4	07
E. Dougherty.....	do do.....	3	50
T. Jamison.....	do do.....	00	25
J. Becker.....	do do.....	00	75
G. Lucas.....	do do.....	1	25
Thomas Murphy.....	do do.....	147	16
R. J. Shaw.....	Rings for canvass mail bags.....	1	20
Miss E. Belleau.....	Making canvass bags.....	3	60
J. Lewis.....	Sheepskins for labels.....	10	80
W. H. Meyers.....	Repairing mail bag.....	00	25
Isaac Moineau.....	do do.....	1	25
H. DeRosier.....	do do.....	00	50
J. Adams.....	do do.....	00	25
J. Lefèvre.....	do do.....	00	05
F. X. Poussant.....	do do.....	00	10
J. Charbonneau.....	do do.....	00	40
F. X. Rivart.....	do do.....	00	50
J. McCallan.....	do do.....	00	12
S. H. Snow.....	do do.....	00	40
W. Blackburn.....	do do.....	00	50
Charles Vale & Co.....	Repairing mail boxes.....	\$1	25

REPORT No. 2.—(Continued.)

Detail of all payments made for making and repairing Mail Bags, Mail Locks, &c., during the year ended 30th September, 1859.

Traders' Names.	Particulars of Disbursements.	Amounts.	
		\$	cts.
S. B. Duplessis.....	Repairing mail boxes.....	45	00
George Hewitt.....	Repairing mail bag.....	00	75
R. Thompson.....	do do.....	00	37
C. Merrill.....	do do.....	00	50
A. Laha.....	do do.....	00	37
A. D. Meloche.....	do do.....	2	00
R. Gower.....	do do.....	00	20
G. Depich.....	do do.....	00	37
C. Alger.....	do do.....	00	12
	Total.....	\$ 4014	75½

SIDNEY SMITH,
Postmaster General.

H. A. WICKSTEED,
Accountant.

REPORT No. 3.

A Report in detail of all charges for Salaries and Commissions, showing in each case, the name of the person, the service or duty performed, and the amount paid for the year ended 30th September, 1859.

Name.	Service.	Amount.	
		\$	cts.
POST OFFICE DEPARTMENT.			
H. F. Hayward.....	Temporary Clerk, 64 days	128	00
R. M. Gillivray.....	do do 13 days	13	00
J. Hennessy.....	Assistant Messenger to 27th August, 1859.....	284	00
J. Darcy.....	do do from 26th July, 1859.....	29	00
R. Stack.....	Laborer, 173 days	173	00
E. S. Freer.....	Post Office Inspector, C. E.....	2000	00
C. W. Hayden.....	Second Class Clerk.....	900	00
W. Ross.....	Third do do	600	00
James F. Looft.....	Fourth do do	500	00
C. A. Clarke.....	Temporary Clerk, 1 month.....	40	00
P. Neligan.....	Messenger	273	75
M. Mullen.....	Laborer, 31 days.....	20	66
M. Sweetnam.....	Post Office Inspector, Kingston Division	2000	00
T. A. Mulkins.....	Second Class Clerk.....	900	00
G. Sweetnam.....	Temporary Clerk, 15 days	18	75
John Dewe.....	Post Office Inspector, Toronto Division.....	2000	00
H. W. Jackson.....	Second Class Clerk.....	1000	00
J. T. Medworth.....	Third do do	800	00
T. Jolley.....	Third do do	600	00
J. Loughman.....	Laborer.....	365	00
Gilbert Griffin.....	Post Office Inspector, London Division.....	2000	00
Geo. Cox.....	Second Class Clerk	1000	00
C. P. Weyland.....	Third do do	600	00
P. Power.....	Fourth do do	500	00
V. H. Byron.....	Messenger to 31st March, 1859.....	120	00
Geo. Carter.....	do from 1st April, 1859.....	120	00
QUEBEC POST OFFICE.			
J. Sewell.....	Post Master.....	2000	00
R. G. Patton.....	Assistant Post Master.....	1400	00
D. Logie.....	Second Class Clerk.....	900	00
R. Glover.....	Second do do	1000	00
F. M. Beoit.....	Second do do	900	00
P. Verner.....	Third Class Clerk to 17th September, 1859.....	674	74
J. E. Boldue.....	do do do to 30th September, 1859.....	720	00
P. Gingras.....	do do do	600	00
J. Grey.....	do do do	600	00
A. Smith.....	do do do from 1st December, 1858.....	500	00
B. Laeasse.....	Fourth do do	560	00
S. Marchildon.....	Fourth do do to 25th November, 1858.....	75	94
H. Dumlevie.....	Fourth do do from 16th August, 1859.....	62	49
J. O. Brunet.....	Letter Carrier to 31st March, 1859.....	800	00
F. Bouchard.....	do do to 30th September, 1859.....	560	00
S. Johnston.....	do do to 21st March, 1859.....	280	00
T. Sammon.....	do do to 31st March, 1859.....	180	00
L. Morel.....	do do from 1st April, 1859.....	180	00
O. Robitaille.....	do do 13 days.....	13	00
F. Auger.....	do do from 14th April, 1859.....	167	00
P. Neville.....	do do from 1st April, 1859.....	150	00
G. McGlimm.....	Messenger from 5th April, 1859.....	146	66
T. Daly.....	Porter.....	240	00
Mrs. Davison.....	Housekeeper.....	60	00

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name.	Service.	Amount.	
		\$	cts.
MONTREAL POST OFFICE.			
J. B. Meilleur.....	Postmaster.....	2000	00
J. Simpson.....	Assistant Postmaster.....	1400	00
J. W. Cooper.....	Second Class Clerk.....	1200	00
B. McEvenue.....	do do do.....	1000	00
M. Emery.....	do do do.....	900	00
H. Haddell.....	do do do.....	900	00
McDuff Simpson.....	do do do.....	900	00
M. Murphy.....	do do do.....	900	00
J. Maitland, Jr.....	do do do.....	900	00
U. Benoit.....	do do do.....	700	00
J. McKeon.....	do do do.....	600	00
A. Robertson.....	do do do.....	600	00
L. Malard.....	do do do.....	600	00
W. McGillivray.....	do do do.....	600	00
J. Muir.....	Fourth Class Clerk.....	500	00
O. Raymond.....	do do do.....	500	00
M. Mullen.....	do do do.....	500	00
T. G. Ready.....	Temporary Clerk from 5th March to 16th May, 1859.....	32	32
P. O'Reilly.....	Letter Carrier.....	560	00
J. Drew.....	do do.....	560	00
A. E. S. Auger.....	do do.....	560	00
L. Lafontaine.....	do do.....	560	00
S. Johnston.....	do do from 1st April, 1859.....	280	00
J. Mullen.....	Porter.....	384	00
W. Fenton.....	Assistant Porter.....	300	00
M. Mullen, Ser.....	Laborer from 1st November, 1858.....	222	65
KINGSTON POST OFFICE.			
R. Deacon.....	Postmaster.....	1840	00
D. Delany.....	Assistant Postmaster to 1st December, 1858, Third Class Clerk from 9th December, 1858.....	800	00
A. Magurn.....	do do do.....	800	16
J. Commerford.....	do do do to 5th August, 1859.....	542	00
A. Smith.....	do do do to 30th November, 1858.....	100	22
R. Barker.....	Fourth Class Clerk to 30th September, 1859.....	500	00
J. Hopkins.....	do do do from 1st December, 1858.....	416	00
C. L. Stephens.....	do do do from 10th April, 1859.....	227	66
W. Shannon.....	do do do from 19th September, 1859.....	15	13
J. Farrell.....	Letter Carrier.....	440	05
J. Kelly.....	Messenger.....	300	00
S. Nicholson.....	Laborer, 44 days.....	22	00
TORONTO POST OFFICE.			
J. Lesslie.....	Postmaster.....	2000	00
G. H. Backus.....	Assistant Postmaster.....	1400	00
J. H. Davis.....	Second Class Clerk.....	900	00
J. Caruthers.....	do do do.....	900	00
A. Fenwick.....	do do do.....	900	00
H. A. Johnson.....	do do do.....	800	00
D. Spry.....	do do do.....	600	00
A. Graham.....	do do do.....	600	00
A. Cooper.....	do do do.....	600	00
A. Barley.....	do do do.....	600	00
A. Langley.....	Third Class Clerk.....	600	00
A. Corke.....	do do.....	600	00
W. F. Bowes.....	do do.....	600	00
S. Byrne.....	do do to 31st March, 1859.....	300	0
J. McAlpine.....	do do to 30th September, 1859.....	600	0

REPORT No. 2.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name.	Service.	Amount.	
		\$	cts.
H. G. Dunlevie.....	Third Class Clerk to 15th August, 1859.....	437	51
W. Hope.....	do do to 30th September, 1859.....	500	00
J. McLachlin.....	do do	500	00
J. Forsyth.....	Fourth Class Clerk.....	500	00
J. Hopkins.....	do do to 30th November, 1858.....	53	34
J. W. Meagher.....	do do from 9th December, 1858, to 31st March, 1859.....	156	26
G. B. Douglas.....	Temporary Clerk from 11th April, 1859	226	67
R. Sinclair, Jr.....	do do from 18th April to 6th June, 1859.....	65	33
John McCloskey.....	Letter Carrier from 1st April, 1859.....	220	00
J. Ross.....	do do	200	00
James McLoskey.....	do do	150	00
Peter Ross.....	do do	150	00
T. Herrington.....	do do from 11th April, 1859.....	141	67
H. Falkener.....	Box Collector.....	150	00
A. Herstone.....	do do	150	00
J. Bond.....	do do from 25th March to 1st April.....	70	00
E. Faulkner.....	For services performed in absence of Letter Carriers.....	22	50
W. Fenwick.....	Messenger.....	320	00
Mrs. Fenwick.....	House Keeper.....	80	00
HAMILTON POST OFFICE.			
E. Ritchie.....	Postmaster.....	2000	00
F. E. Ritchie.....	Assistant Postmaster.....	1400	00
C. Howard.....	Second Class Clerk.....	900	00
A. Crisp.....	do do	900	00
H. Colback.....	Third Class Clerk.....	640	00
J. B. Eager.....	do do	600	00
H. A. Eager.....	do do	600	00
J. A. Smith.....	do do	600	00
G. H. Armstrong.....	do do	600	00
P. E. Bucke.....	do do	600	00
C. W. Brega.....	Fourth Class Clerk.....	500	00
A. Burns.....	Porter.....	300	00
Thos. Hilliard.....	Allowance for night charge of mails at Railroad Station for two years, to 30th Sept., 1858.....	100	00
LONDON POST OFFICE.			
L. Lawless.....	Postmaster.....	1840	00
R. Spence.....	Assistant Postmaster to 31st July, 1859	833	33
R. J. C. Dawson.....	Third Class Clerk, to 31st September, 1859.....	800	00
J. Maitland.....	do do	600	00
J. Gordon.....	do do	600	00
R. D. Campbell.....	do do	600	00
F. French.....	Temporary Clerk to 31st December, 1858; fourth Class Clerk from 1st January, 1859.....	500	00
J. D. Sharman.....	Temporary Clerk from 1st February to 30th June, 1859; and fourth Class Clerk from 1st July, 1859.....	333	33
R. Dawson.....	Temporary Clerk from 1st February, to 7th March, 1859.....	51	30
CLIFTON POST OFFICE.			
W. H. Hammond.....	Clerk.....	480	00
M. Byron.....	Clerk.....	320	00
PORT HOPE POST OFFICE.			
J. Birmingham.....	Allowance for attending at the Railroad Station at night to receive and despatch the mails.....	60	00

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name.	Service.	Amount.	
		\$	cts.
RAILWAY MAIL SERVICE.			
[Foreign.]			
T. O. Butler.....	Foreign Mail Clerk.....	1000	00
A. A. DeGaspe	do do	1000	00
R. McGillivray.....	do do	1000	00
M. Maloué.....	do do	1000	00
[Home.]			
W. Cuppage.....	Mail Clerk, first class.....	800	00
A. McCarthy.....	do do night duty, two months.....	362	74
G. McDonnell.....	do do do do	333	32
H. A. Murphy.....	Mail Clerk, first class.....	800	00
J. T. C. Murphy.....	do do	800	00
P. Purdon.....	do do night duty, two months.....	876	65
E. D. Rorrison.....	do do do do	813	32
C. L. Walker.....	do do one-half night duty, two months.....	816	66
J. Wynn.....	do do night duty.....	333	32
R. H. Bengough.....	do second class.....	637	22
A. Carruthers.....	do do	637	22
N. W. Curtis.....	do do night duty, two months.....	646	67
J. Davidson.....	do do	608	22
F. Dettmers.....	do do	800	00
T. Doody.....	do do to 31st August, 1859.....	660	00
J. J. Pegan.....	do do night duty.....	793	33
A. Findlay.....	do do do	780	00
R. Habbie.....	do do to 31st October, 1858.....	53	33
M. N. Hays.....	do do to 31st May, 1859.....	400	00
T. McCormick.....	do do	640	00
A. G. McWhinnie.....	do do	830	00
W. Mathews.....	do do	636	67
P. Norris.....	do do night duty.....	793	34
P. Pennock.....	do do	640	00
D. A. Ross.....	do do Second Class Mail Clerk to 30th April, and Acting Foreign Mail Clerk from 1st May to 30th June; and Second Class Clerk from 1st July.....	696	66
W. Sheppard.....	do do to 30th September, 1859.....	640	00
T. Telfer.....	do do	640	00
J. D. Thompson.....	do do night duty.....	773	34
A. Walmsley.....	do do night duty, including arrears from 12th June, 1858.....	824	08
H. Willis.....	do do	636	67
E. G. Bennett.....	Acting Mail Clerk to 30th November, 1858, and Mail Clerk, third Class, from 1st December, 1858, to 31st January, 1859.....	160	00
J. Collins.....	Temporary Clerk from 1st October to 15th December, and Third Class Mail Clerk from 16th December, 1858, to 17th Sept., 1859.....	487	66
A. Green.....	Temporary Clerk to 30th September, 1859.....	480	00
A. Kirby.....	do do	480	00
J. McKay.....	Mail Clerk, Third Class.....	506	67
J. H. Noyes.....	do do	480	00
J. Pantou.....	do do	480	00
J. J. Ross.....	do do	480	00
J. Sautler.....	do do from 16th August, 1858.....	540	87
T. Valiquet.....	do do from 1st October, 1858.....	480	00
R. N. Weyland.....	do do [acting] to 28th February, and Third Class from 1st March, 1859.....	480	00
J. G. Wright.....	Third Class Clerk to 30th September, 1859.....	493	33
M. Wright.....	Mail Clerk, Third Class, acting to 31st December, 1858, and Third Class Mail Clerk from 1st January, 1859.....	480	00
W. Beaty.....	Temporary Mail Clerk, two months and 19 days.....	104	50
P. W. Farquhar.....	do do 5 months.....	240	00
J. B. Hill.....	do do to 30th September, 1859.....	540	00
W. Lindsay.....	do do	540	00

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name.	Service.	Amount.	
		\$	cts.
W. M. Murphy.....	Temporary Mail Clerk 1 month, 6 days.....	62	00
F. Pridham.....	Steamboat Mail Conductor, Summer Season, 1858, and Temporary Mail Clerk from 1st December.....	630	00
H. C. Sheppard.....	do do 5 days.....	10	00
C. H. Paneton.....	Services of a Man to exchange the Mails at the Stations on the Industry and Lanoraie Railroad, during Summer Season of 1858.....	20	00
Baggage men on the G. T. R. R.....	Compensation for taking charge of the Mails, between London and Toronto for year ending 31st December, 1858.....	50	00
Baggage men on the O. S. and H. R. R.....	Allowance for receiving and delivering the Mail Bags on that Road. for year ending 31st December, 1858.....	50	00
A. Bosquin.....	Wages for cleaning Mail Cars during Winter 1858 and 1859.....	6	00
M. Pepin.....	do do do.....	6	00
Carried to end of Report No. 3.....		\$ 119478	22

SIDNEY SMITH,
Postmaster General.

H. A. WICKSTEED,
Accountant.

REPORT No. 3.—(Continued.)

A REPORT in detail of all charges for Salaries and Commissions, shewing in each case the name of the person, the service or duty performed, and the amount paid for the year ended 30th September, 1859.

Name of Post Office.	Office.	Amount.	
		\$	cts.
Abbott's Corners.....	Postmaster.....	8	32
Abbottsford.....	do.....	47	54
Abercorn.....	do.....	5	06
Aberfoyle.....	do.....	48	41
Abingdon.....	do.....	10	94
Acton.....	do.....	140	66
Actonvale.....	do (Accounts not received).....		
Adamsville.....	do.....	23	50
Adare.....	do.....	30	14
Addison.....	do.....	39	38
Adelaide.....	do.....	69	63
Admaston.....	do.....	16	21
Adolphustown.....	do.....	41	28
Agincourt.....	do.....	26	95
Alberton.....	do.....	16	10
Albion.....	do.....	191	15
Aldboro'.....	do.....	71	72
Aldershott.....	do.....	13	17
Alexandria.....	do.....	138	83
Alfred.....	do.....	10	11
Allanburg.....	do.....	47	13
Allan Park.....	do.....	23	11
Allan's Corners.....	do.....	39	72
Allendale.....	do (From 1st June, 1859).....	5	91
Allisonville.....	do.....	9	27
Alliston.....	do (From 1st February, 1859).....	4	22
Allumette Island.....	do.....	40	65
Alma.....	do.....	27	51
Almira.....	do.....	12	17
Almonite (late Ramsay).....	do.....	202	00
Aluwiek.....	do (Closed 31st March, 1859).....	22	79
Alton.....	do.....	36	48
Altona.....	do.....	28	27
Alvinston.....	do.....	22	00
Ameliasburg.....	do.....	27	84
Amherstburg.....	do.....	345	09
Amherst Island.....	do.....	55	90
Amiens.....	do.....	28	32
Ancaster.....	do.....	198	13
Ancienne Lorette.....	do.....	7	65
Angus.....	do.....	70	14
Antrim.....	do (From 1st February, 1859).....	5	65
Appleby.....	do.....	16	23
Appleton.....	do.....	19	50
Apto.....	do.....	9	15
Argyle.....	do.....	18	04
Arkona.....	do.....	108	55
Arkwright.....	do.....	24	75
Arlington.....	do.....	24	95
Armitage.....	do (From 1st May, 1859).....	1	06
Arnprior.....	do.....	212	44
Artesesia.....	do.....	43	16
Arthabaska Station.....	do (From 1st January, 1859).....	27	78
Arthur.....	do.....	101	09
Arva.....	do.....	50	47
Ashburn.....	do (From 1st July, '58, to 31st March, 1859. Subsequent accounts not received).....	42	64
Ashburnham.....	do (From 1st January, 1859).....	29	32
Ashfield.....	do (Closed 31st October, 1858).....	0	09
Ashgrove.....	do.....	14	93
Ashton.....	do.....	42	13
Asphodel.....	do.....	32	17

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Athelston	Postmaster.....	18	72
Atherly	do	37	65
Athlone	do	18	69
Athol	do	25	63
Auburn	do	13	79
Audley	do	14	02
Anghrim	do	16	95
Aultsville	do	86	68
Aurora	do	190	94
Avon	do	15	78
Avon Bank	do	13	84
Aylmer, East.....	do	505	72
Aylmer, West.....	do	185	53
Aylwin	do	25	34
Ayr	do	408	60
Ayton	do	10	04
Baby's Point	do	39	06
Babyville	do	5	34
Baden	do	46	20
Bagot	do	(To 30th of June, 1859; subsequent ac- counts not received.).....	19 91
Bagotville	do	29	35
Balderson	do	13	84
Baldwin	do	6	91
Ballauntrae	do	5	74
Ballinafad	do	26	27
Ballyeroy	do	(From 1st of July, 1858.).....	20 43
Ballymahinch.....	do	8	02
Balmoral	do	(From 1st of July, 1858.).....	30 40
Balsam	do	13	97
Baltimore	do	64	89
Bandou	do	10	10
Barnett	do	25	62
Barnston	do	62	19
Barrie	do	809	58
Bartonville	do	30	08
Bath	do	172	61
Batiscan	do	35	42
Batiscan Bridge.....	do	54	09
Battersca	do	20	93
Dayfield	do	187	01
Bayham	do	60	15
Beachville	do	132	44
Beamsville	do	198	16
Bear Brook	do	11	16
Beauharnois.....	do	215	39
Beaumont	do	21	16
Beaufort	do	21	81
Beaverton	do	(To 30th of June, 1859; subsequent ac- counts not received.).....	150 67
Béaucœur	do	68	56
Budford	do	66	81
Belfast	do	13	98
Belford	do	33	54
Belfountain	do	7	05
Belle Rivière	do	30	80
Belleville	do	1585	95
Bell Ewart.....	do	75	80
Bell's Corners.....	do	49	84
Belmont	do	62	16
Belmore	do	19	11
Belœil	do	64	73
Benmiller	do	12	44
Bennie's Corners.....	do	18	60
Bentlock	do	413	52

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Berkeley.....	Postmaster.....	11	31
Berlin.....	do.....	791	37
Berthier, en Bas.....	do.....	35	30
Berthier, on Haut.....	do.....	430	75
Bervie.....	do.....	15	96
Berwick.....	do.....	50	78
Bethany.....	do (From 1st May, 1859).....	7	45
Bewdley.....	do.....	26	01
Bie.....	do.....	77	97
Binbrook.....	do.....	53	17
Birkhall.....	do.....	4	45
Birmingham.....	do.....	9	17
Birr.....	do.....	27	71
Bishop's Mills.....	do.....	7	63
Black Creek.....	do.....	22	22
Blair.....	do.....	33	23
Blandford.....	do.....	2	06
Blessington.....	do.....	7	74
Bloomfield.....	do.....	50	32
Bloomsburg.....	do.....	16	37
Blythe.....	do.....	28	37
Blytheswood.....	do.....	13	32
Bobcaygeon.....	do.....	63	61
Bodmin.....	do.....	22	68
Bomanton.....	do.....	12	69
Bond Head.....	do.....	99	02
Bongard's Corners.....	do.....	17	56
Boscobel.....	do.....	1	94
Boston.....	do.....	35	17
Bothwell.....	do.....	85	90
Boucherville.....	do.....	36	41
Bourg Louis.....	do.....	8	19
Bowen.....	do.....	30	85
Bowmanville.....	do.....	790	29
Bowmore.....	do (From 1st July, 1858).....	61	15
Bradford.....	do.....	331	53
Brampton.....	do.....	444	75
Branchton.....	do.....	56	69
Brantford.....	do.....	1702	36
Breslaw.....	do.....	28	20
Brewer's Mills.....	do.....	26	29
Brewster.....	do.....	6	27
Bridgenorth.....	do.....	17	82
Bridgeport.....	do (To 31st December, 1858. Subsequent accounts not received).....	8	75
Bridgewater.....	do (From 1st November, 1858).....	23	79
Brighton.....	do.....	519	16
Bristol.....	do.....	41	12
Britonville.....	do.....	5	35
Broek.....	do.....	16	71
Brockville.....	do.....	1805	15
Brome.....	do.....	35	57
Bromemere.....	do.....	5	68
Brompton.....	do.....	6	85
Brompton Falls.....	do.....	88	49
Bronte.....	do.....	84	83
Brooke.....	do.....	21	60
Brooklin.....	do.....	173	38
Brooksdale.....	do (From 1st May, 1859).....	7	34
Brougham.....	do.....	70	51
Broughton.....	do.....	3	59
Brownsburg.....	do.....	3	96
Brownsville.....	do.....	34	84
Bruce.....	do.....	34	03
Brucefield.....	do.....	126	08

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Bruce Mines	Postmaster.....	130	59
Brudenell.....	do (From 1st September, 1859).....		80
Brunswick.....	do	14	15
Buckhorn.....	do	9	25
Buckingham.....	do	142	41
Buckland.....	do (From 1st of July, 1859.).....	0	26
Burford.....	do (From 1st July, 1858.).....	240	28
Burgessville.....	do	44	30
Burnbrae.....	do	27	51
Burnstown.....	do	67	03
Burritt's Rapids.....	do	79	95
Bute.....	do	49	15
Buttonville.....	do	34	03
Buxton.....	do	39	60
Byron.....	do	23	56
Cacouina.....	do	136	14
Cæsaren.....	do	19	52
Cainsville.....	do	44	95
Caintown.....	do	13	78
Caistor.....	do	20	86
Caistorville.....	do	26	96
Calabogie.....	do	6	12
Caldwell.....	do	6	61
Caledon.....	do	42	84
Caledon East.....	do	47	09
Caledonia Flats.....	do	5	76
Caledonia Springs.....	do	15	25
Calumet Island.....	do	41	76
Camborne.....	do (From 1st of November, 1858.).....	7	40
Cambay.....	do	19	89
Camden, East.....	do	84	00
Campbellford.....	do	121	94
Campbell's Cross.....	do	39	70
Campbellville.....	do	28	37
Canboro'.....	do	53	67
Canestoga.....	do	49	33
Canfield.....	do	77	06
Cannifton.....	do (From 31st January to 31st December, 58; subsequent accounts not received.).....	51	68
Canning.....	do	25	73
Cannington.....	do	62	66
Canrobert.....	do	11	28
Cantley.....	do	10	63
Canton.....	do	32	15
Cape Cove.....	do	21	21
Cape Rich.....	do (From 1st July to 31st December, 1858; subsequent accounts not received.).....	8	87
Cap St. Ignace.....	do	67	25
Cap Sante.....	do	58	10
Carillon.....	do	69	98
Carleton, (B. C.).....	do	191	43
Carleton Place.....	do	144	07
Carlingford.....	do	19	38
Carlisle.....	do	33	48
Carlow.....	do	15	81
Carlton West.....	do	14	43
Carluke.....	do	24	49
Carp.....	do	30	97
Carronbrook.....	do	64	75
Carthage.....	do	4	43
Cartwright.....	do	59	68
Cashel.....	do (From 1st July, 1858, to 30th June, 1859; subsequent accounts not received.).....	16	57
Cashmere.....	do	21	74
Casselman.....	do	3	05
Castibar.....	do	26	30

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1858.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Castleford	Postmaster.....	25	10
Castlemore	do	16	52
Castleton	do	46	80
Catheart	do	23	48
Caughnawaga	do	105	59
Cavagnol	do	19	52
Cavan	do	59	23
Cayuga	do	221	29
Cedar Grove.....	do	13	31
Cedars	do	44	06
Centre Augusta.....	do	2	87
Centreville	do	45	32
Chambly	do	328	84
Champlain	do	34	47
Charlesbourg	(Accounts not received.).....		
Charleston	do	15	26
Charleville	do	5	88
Chateauguy	(From 1st July, 1859.).....	6	96
Chateauguy Basin (late Chateauguy).....	do	33	35
Château Richer.....	do	105	55
Chatham, East.....	do	76	44
Chatham, West.....	do	1200	32
Chatsworth	do	69	07
Chelsea.....	do	58	69
Cheltenham	do	55	78
Cherry Creek.....	do	13	49
Cherry Valley.....	do	19	18
Chertsey	do	3	40
Chester	do	10	00
Chesterfield	do	62	19
Chichester	do	22	25
Chicoutimi	do	84	76
Chippawa.....	do	344	37
Churchill	do	9	02
Churchville	do	52	91
Clachan	do	4	85½
Claremont	do	54	94
Clarence	do	41	12
Clarenceville.....	do	59	36
Clarendon	do	12	15
Clarendon Centre.....	do	43	85
Clareview.....	do	4	92
Clarke.....	do	98	39
Claude	do	25	39
Clayton	do	41	23
Clear Creek	do	21	93
Clearville	do	50	10
Clifford	do	10	97
Clifton	do	848	78
Clinton	do	495	67
Clover Hill.....	do	32	54
Cloyne	(From 1st January, 1859).....	10	86
Clunas	do	30	65
Clyde	do	22	77
Coaticook.....	do	138	85
Cobden	do	40	81
Cobourg	do	1632	12
Codrington	do	24	92
Colborne.....	do	271	10
Colchester	do	45	09
Coldsprings	do	27	48
Coldstream	do	12	88
Coldwater	do	21	30
Colebrook	(From 1st July, 1858).....	30	50
Coleraine	do	27	92

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Colinville	Postmaster	5	00
Collfield	do (From 1st August, 1859.).....	2	48
Collingwood	do	656	47
Collin's Bay	do	16	61
Columbus	do	90	55
Comber	do	18	79
Conar's Mills	do	17	88
Compton	do	316	63
Concord	do	37	31
Consecon	do (From 1st July, 1858.).....	117	30
Constance	do	23	25
Contrecoeur	do	32	73
Cook-hire	do	60	13
Cookstown	do	156	69
Cookeville	do	83	39
Copetown	do	53	12
Cornwall	do	750	70
Corunna	do	44	97
Côteau du Lac.....	do	57	51
Côteau Landing.....	do	171	20
Côteau Station.....	do (From 1st June, 1859.).....	2	78
Côte des Neiges.....	do	18	18
Coventry	do	13	47
Covey Hill	do	15	71
Cowansville	do	101	94
Craighurst	do	36	37
Craig Leith.....	do	6	49
Cranbourne	do	3	15
Credit	do	80	35
Creek Bank	do	22	88
Creemore Mills.....	do	47	08
Cressy	do	22	82
Crinan	do (From 1st July, 1859.).....	00	56
Cromarty	do	23	85
Crosshill	do	32	57
Crosspoint.....	do	31	81
Croton	do	19	85
Crowland	do	31	08
Croydon	do	14	14
Culloden	do	30	88
Cumminsville.....	do	35	94
Cumnock	do	17	19
Curran	do	16	22
Daillebont	do	32	28
Dalesville.....	do	22	24
Dalhousie Mills.....	do	29	41
Dalston	do (From 1st March, 1859.).....	6	12
Danforth	do (From 1st April, 1859).....	5	44
Danville	do	246	80
Dartford	do	18	14
Dawn Mills.....	do	43	11
Dealtown.....	do	15	58
De Cewsville.....	do	17	27
Delaware	do	147	54
Delhi.....	do	95	30
Delta.....	do	56	57
Demorestville.....	do	60	75
Deniston	do	5	46
De Rainsay.....	do	5	25
Dereham.....	do	203	30
Derry, West.....	do	25	52
Deschambault.....	do	57	13
Devizes	do (From 1st March, 1859.).....	2	29
Devon	do (From 1st April, 1858).....	55	04
Dewittville.....	do	24	40

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Dexter	Postmaster.....	9	52
Dickinson's Landing.....	do	202	45
Dingle.....	do	58	05
Dixon's Corners.....	do	22	32
Donegal.....	do	12	18
Doon.....	do	50	12
Doran.....	do	8	36
Dorchester.....	do	33	72
Dorchester Station.....	do	35	78
Dorking.....	do (From 1st April, 1859.).....	2	06
Dougherty.....	do	7	65
Douglas.....	do	52	19
Douglstown.....	do	16	42
Downeyville.....	do (From 1st July, 1858).....	20	67
Drayton.....	do	40	76
Dresden.....	do	67	15
Draw's Mills.....	do	2	18
Drumbo.....	do	120	82
Drummondville, East.....	do	115	70
Drummondville, West.....	do	204	60
Duart.....	do	42	14
Dudswell.....	do	17	91
Dumblane.....	do	9	79
Dunany.....	do	5	10
Dunbar.....	do	14	09
Dunbarton.....	do	66	93
Dundalk.....	do	14	92
Dundas.....	do (To 30th June, 1859; subsequent ac- counts not received.).....	523	84
Dundee.....	do	63	98
Dungannon.....	do	36	17
Dunham.....	do	119	12
Dunkeld.....	do	16	06
Dunnville.....	do	403	47
Durance.....	do (From 1st April, 1859.).....	00	69
Durham.....	do	66	41
Eardley.....	do	13	04
East Arthabaska.....	do	27	77
East Clifton.....	do	1	92
East Farnham.....	do	29	10
East Frampton.....	do	12	08
East Glenelg.....	do	9	87
East Hawkesbury.....	do	16	48
East Hereford.....	do	1	99
Easton's Corners.....	do	70	63
East Oro.....	do	8	54
East Williamsburg.....	do	16	25
Eastwood.....	do	58	32
Eaton.....	do	66	58
Eddystone.....	do	9	61
Eden.....	do	34	27
Eden Mills.....	do	33	82
Edgeworth.....	do	13	79
Edmonton.....	do	66	51
Edwardsburgh.....	do	80	77
Eganville.....	do	74	58
Eglington.....	do	52	82
Egmondville.....	do	100	05
Egremont.....	do	28	83
Elbe.....	do	13	77
Eldon.....	do	9	81
Elgin.....	do	28	73
Elginburg.....	do	15	43
Elginfield.....	do	52	25
Elizabethville.....	do	12	94

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Ellengowan	Postmaster.....	7	05
Ellesmere	do	36	39
Elmvale.....	do (From 1st June, 1859).....	2	06
Elora	do	557	16
Embro'	do	166	50
Embrun	do (From 1st November, 1858.).....	10	13
Ennis	do	13	13
Enniskillen	do	52	26
Enterprise	do	2	32
Epping	do (From 1st December, 1858.).....	3	04
Epsom	do	45	11
Eramosa	do	18	43
Erin	do	179	41
Erinsville	do	9	90
Eroll	do	34	85
Escott	do	20	32
Esquesing	do	60	62
Etobicoke	do	92	98
Euphrasia	do	42	21
Everton	do	33	48
Exeter	do	129	20
Fairview	do	14	79
Falkirk	do	86	93
Farmersville	do	116	51
Farmington	do	4	27
Farnham Centre.....	do	26	45
Fenelon Falls.....	do	69	03
Fenwick	do	27	14
Fergus	do	478	68
Ferguson's Falls	do	15	82
Fernoy	do	5	60
Feversham	do	14	39
Fingal	do	139	63
Fish Creek	do (From 1st July, 1858.).....	46	94
Fitch Bay	do	14	38
Fitzalan	do	2	30
Fitzroy Harbor.....	do	106	79
Flinton	do (From 1st December, 1858.).....	3	85
Florence	do	119	92
Fonthill	do	157	58
Forester's Falls	do	17	71
Forestville.....	do	18	80
Forfar	do	15	59
Fort Coulonge.....	do	15	02
Fort Erie.....	do	129	16
Fort William	do	42	71
Fournier	do	2	97
Fox River.....	do	21	68
Frampton	do	19	26
Frankford	do	81	81
Franktown.....	do	161	52
Frankville.....	do	48	90
Fredericksburg	do	55	29
Freelton	do	51	57
Freiburg.....	do	30	46
Frelighsburg.....	do	90	20
French Village.....	do	31	59
Frost Village	do	72	98
Fullarton	do	52	45
Fulton	do	10	37
Galt	do	936	20
Galway	do (From 1st April, 1859).....	1	20
Gananoque	do	463	10
Galafraxa	do	42	04
Garthby	do	4	62

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Gaspé Basin.....	Postmaster.....	147	50
Gentilly.....	do.....	45	96
Georgetown.....	do.....	285	73
Georgetown.....	do.....	43	59
Georgetown.....	do.....	109	88
Gilbert's Mills.....	do.....	4	57
Glanford.....	do.....	80	44
Glanville.....	do.....	10	21
Glanworth.....	do.....	33	94
Glenallan.....	do.....	78	44
Glenora.....	do.....	98	64
Glenora.....	do.....	32	69
Glenora.....	do.....	13	01
Glenora.....	do.....	21	77
Glenora.....	do.....	48	12
Glenora.....	do.....	45	89
Glenora.....	do.....	29	69
Goble's Corners.....	do.....	1028	94
Goderich.....	do.....	3	32
Golden Creek.....	do.....	10	31
Goodwood.....	do.....	38	71
Gore's Landing.....	do.....	30	61
Gornley.....	do.....	34	94
Gorrie.....	do.....	29	87
Gosfield.....	do.....	5	20
Gosport.....	do.....	14	97
Gould.....	do.....	16	42
Gourack.....	do.....	9	02
Gower Point.....	do.....	253	47
Grafton.....	do.....	28	84
Grahamsville.....	do.....	232	41
Granby.....	do.....	68	09
Grande Bale.....	do.....	32	96
Grande Grève.....	do.....	42	37
Grande Ligne.....	do.....	15	58
Grand River.....	do.....	21	15
Greenbank.....	do.....	20	56
Greenbush.....	do.....	20	58
Greenock.....	do.....	4	84
Green Point.....	do.....	41	96
Greensville.....	do.....	47	85
Greenwood.....	do.....	124	48
Grenville.....	do.....	30	65
Grey.....	do.....	16	13
Griersville.....	do.....	169	84
Grimsby.....	do.....	25	94
Gronlines.....	do.....	20	60
Grovesend.....	do.....	1662	55
Guelph.....	do.....	13	72
Guy'sboro'.....	do.....	55	77
Hagersville.....	do.....	32	98
Halifax.....	do.....	7	84
Halloway.....	do.....	7	40
Ham.....	do.....	12	96
Hamburg.....	do.....	83	19
Hampton.....	do.....	17	69
Hannon.....	do.....	45	81
Hanover.....	do.....	16	81
Harlem.....	do.....	5	79
Harley.....	do.....	6	60
Harold.....	do.....	297	31
Harpurhey.....	do.....	18	15
Harricetsville.....	do.....	4	05
Harrington, East.....	do.....	19	28
Harrington, West.....	do.....		

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$.	cts.
Harrisburg.....	Postmaster.....	154	62
Harriston.....	do.....	44	94
Harrow.....	do.....	15	73
Harrowsmith.....	do.....	40	32
Hartford.....	do.....	20	23
Harwich.....	do.....	17	22
Harwood.....	do.....	21	67
Hastings.....	do.....	68	74
Hatley.....	do.....	85	11
Havlock.....	do [From 1st January, 1859.].....	4	96
Hawkesbury.....	do.....	146	48
Hawkestone.....	do.....	9	04
Hawkesville.....	do.....	73	63
Hay.....	do.....	45	48
Haysville.....	do.....	44	30
Hazledean.....	do [From 1st February, 1859.].....	6	56
Headford.....	do.....	10	76
Headville.....	do.....	15	75
Hebron.....	do [From 1st May, 1859.].....	00	89
Heckston.....	do.....	26	66
Heidelberg.....	do.....	20	38
Hemmingford.....	do.....	72	40
Henderson's Corners.....	do [From 1st April to 31st July, 1858.].....	1	26
Henryville.....	do.....	81	38
Herdman's Corners.....	do.....	9	05
Hereford.....	do.....	7	10
Hespeler.....	do.....	98	11
Highland Creek.....	do [To 31st March, 1859; subsequent accounts not received.].....	25	84
Hillier.....	do.....	50	28
Hillsboro'.....	do.....	32	83
Hillsburgh.....	do.....	76	49
Hilton.....	do.....	21	27
Holland Landing.....	do.....	179	52
Hollen.....	do.....	46	02
Holyrood.....	do.....	6	44
Homer.....	do [From 1st May, 1859.].....	8	32
Hopetown.....	do.....	15	16
Hornby.....	do.....	65	79
Horning's Mills.....	do.....	13	23
Houghton.....	do [To 30th June, 1859; subsequent accounts not received.].....	34	77
Howick.....	do.....	28	62
Hubbell's Falls.....	do.....	53	54
Hull.....	do.....	68	88
Hullsville.....	do.....	29	02
Humber.....	do.....	32	74
Humberstone.....	do.....	70	83
Hunterstown.....	do.....	26	51
Huntingdon.....	do.....	226	90
Huntingville.....	do.....	38	58
Huntley.....	do.....	8	49
Huston.....	do.....	17	59
Hyde Park Corner.....	do [From 1st July, 1859.].....	2	72
Indiana.....	do.....	63	34
Industry.....	do.....	185	35
Ingersoll.....	do.....	951	21
Inkerman.....	do.....	31	63
Innertip.....	do.....	65	20
Innisfil.....	do.....	31	90
Innisville.....	do.....	18	79
Inverhuron.....	do.....	26	51
Invermay. (late Arran.).....	do.....	64	89
Inverness.....	do.....	61	84
Iona.....	do.....	84	82
Iron Hill.....	do.....	2	90
Iroquois.....	do.....	164	42

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.
		\$ | cts
Islay	Postmaster.....	5 | 77
Isle aux Grues.....	do (From 1st July, 1858.).....	8 | 38
Isle aux Noix.....	do	27 | 92
Isle Perrot.....	do	5 | 82
Isle Verte.....	do	117 | 59
Ivanhoe.....	do	6 | 22
Ivy.....	do	7 | 71
Jarratt's Corners.....	do	18 | 73
Jarvis.....	do	90 | 77
Jersey, River Chaudière.....	do (From 1st July, 1858.).....	7 | 26
Jerseyville.....	do	40 | 80
Johnson.....	do	11 | 71
Johnson's Corners.....	do	7 | 38
Johnson's Mills.....	do	10 | 63
Johaville.....	do	7 | 06
Jordan.....	do	105 | 61
Kaladar.....	do (To 31st August, 1859; subsequent accounts not received.).....	8 | 72
Kamouraska.....	do	159 | 49
Kars.....	do	25 | 27
Ratesville.....	do	29 | 79
Keenansville.....	do (From 1st July, 1858.).....	46 | 24
Keeno.....	do	122 | 19
Keith.....	do	6 | 75
Kelvin.....	do	20 | 17
Kemptville.....	do	311 | 96
Kendall.....	do	20 | 27
Kenilworth.....	do	25 | 86
Kenmore.....	do	25 | 84
Kennebec Line.....	do	00 | 71
Kenyon.....	do	26 | 36
Kertch.....	do	36 | 71
Keswick.....	do	40 | 22
Kettleby Mills.....	do	43 | 30
Kilbride.....	do	25 | 01
Kildare.....	do (To 31st December, 1858; subsequent accounts not received.).....	8 | 04
Kilkeeny.....	do	3 | 94
Killarney.....	do	9 | 16
Kilmanagh.....	do	4 | 44
Kilmarnock.....	do (From 1st April, 1859.).....	4 | 51
Kilsyth.....	do	13 | 38
Kinburn.....	do	15 | 79
Kincardine.....	do	343 | 98
King.....	do	83 | 71
Kingsey.....	do	30 | 14
Kingsey Falls.....	do	14 | 11
Kingston Mills.....	do	15 | 61
Kingsville.....	do	61 | 34
Kinkora.....	do	12 | 47
Kinloss.....	do	12 | 86
Kinnmount.....	do (From 1st May, 1859.).....	2 | 51
Kinsale.....	do	15 | 40
Kintail.....	do	17 | 54
Kippen.....	do	29 | 58
Kirkton.....	do	22 | 17
Kirkwall.....	do	34 | 55
Klineburgh.....	do	44 | 73
Knowlton.....	do	100 | 84
Knowlton Falls.....	do	24 | 87
Komoka.....	do	116 | 21
La Baie.....	do	85 | 56
Labarre.....	do	8 | 86
La Beauce.....	do	110 | 70
L'Acadie.....	do	22 | 55

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	Cts.
Lachevaie	Postmaster	6	25
Lachine	do	182	35
Lacbute	do	118	57
Lacolle	do	105	45
Lafontaine	do	2	37
La Guerre	do	9	46
Lake Beauport	do (From 1st May, 1859.)	2	02
Lakefield	do	9	78
Lakeside	do	28	21
Lake Temiscouata	do	11	79
L'Amaroux	do	21	32
Lambeth	do	75	60
Lambton	do	18	96
Lanark	do	151	29
Lancaster	do (From 1st July, '58, to 30th June, '59; subsequent account not received.)	362.	02
Lance à Giles	do	26	24
Langside	do	5	68
Lauoraie	do (From 1st January, 1858.)	60	42
Lansdowne	do (To 30th June, 1859; subsequent account not received.)	26	20
La Pigeonnière	do	23	75
Laprairie	do	136	21
La Présentation	do	11	48
Largie	do	11	12
L'Assomption	do	152	17
Laterrière	do	5	56
Lattas Mills	do	17	85
Laval	do	3	19
Lavaltrie	do (From 1st October, 1856.)	57	82
L'Avenir	do	40	67
Lawrencetown	do	35	76
Leamington	do	43	95
Leaskdale	do	19	68
Leavens	do	13	70
Leeds	do	148	83
Le Foulon	do	6	51
Lefrey	do	49	89
Leith	do	25	71
Lemonville	do	16	52
Lenoxville	do	221	43
Lenox	do	7	63
L'Épiphanie	do	10	24
Les Eboulemens	do	39	80
Les Eoureuils	do	12	30
Les Escoumains	do (From 1st July, 1858.)	11	90
Leskard	do	19	56
Lifford	do	35	10
Limchouse	do	39	91
Lime Lake	do (From 1st February, 1859.)	1	77
Lindsay	do	563	14
Linton	do	12	03
Linwood	do	19	54
Lippincott	do	24	14
Lisadel	do	31	32
Lisbon	do	14	14
L'Islet	do	233	29
Listowell	do	54	69
Litchfield	do	11	85
Little Britain	do	43	00
Little Rideau	do	9	37
Lloydtown	do	234	50
Lobo	do	56	24
Lochaber	do	11	05
Lochiel	do	40	70

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Lockton.....	Postmaster.....	15	52
Long Island Locks.....	do.....	29	24
Long Point.....	do.....	14	58
Longueuil.....	do.....	144	97
Longwood.....	do.....	57	08
Lonsdale.....	do.....	22	26
Lorette.....	do.....	15	26
L'Orignal.....	do.....	285	54
Lorraine.....	do.....	6	92
Losky.....	do.....	46	78
Lotbiniere.....	do.....	71	14
Leughboro'.....	do.....	59	45
Low.....	do.....	10	87
Lower Ireland.....	do.....	6	40
Lowville.....	do.....	39	44
Lucan.....	do.....	31	01
Lunenburg.....	do.....	11	39
Luton.....	do.....	18	45
Lyn.....	do.....	136	57
Lynden.....	do.....	67	91
Lyndhurst.....	do.....	17	18
Lynedoch.....	do.....	31	87
Lyons.....	do.....	14	69
McDonald's Corners.....	do.....	42	59
McGillivray.....	do.....	92	19
Macnider.....	(From 1st May, 1859.).....	3	04
Macville.....	do.....	12	78
Maddington.....	do.....	4	64
Maloe.....	do.....	185	96
Magdalen Islands.....	(Summer season.).....	19	82
Magog.....	do.....	55	14
Maidstone.....	do.....	23	68
Maitland.....	do.....	73	01
Malakoff.....	do.....	6	66
Mallorytown.....	do.....	67	62
Malta.....	do.....	16	29
Malton.....	(From 1st July, 1858, to 30th June, 1859; subsequent account not received.).....	44	48
Malvern.....	do.....	22	58
Manchester.....	do.....	37	09
Manilla.....	do.....	168	16
Manitowauing.....	do.....	16	61
Manningville.....	do.....	56	12
Mansfield.....	do.....	4	53
Manvers.....	do.....	45	71
Maple.....	do.....	72	06
Maple Grove.....	do.....	29	87
Mapleton.....	do.....	14	90
Mara.....	do.....	9	92
Marbleton.....	do.....	9	89
March.....	do.....	17	20
Marden.....	(From 1st March, 1859.).....	11	65
Markham.....	do.....	183	52
Marlow.....	do.....	2	42
Marmion.....	(From 1st March, 1859.).....	4	15
Marmora.....	do.....	44	51
Marshville.....	do.....	52	71
Martintown.....	do.....	89	87
Martinville.....	do.....	5	00
Marysville.....	do.....	21	69
Mascouche.....	do.....	52	00
Maskinongé.....	do.....	120	46
Massawippi.....	do.....	44	30
Matane.....	do.....	68	60
Mawcook.....	(From 1st January, 1859.).....	3	70

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Mayfield	Postmaster	15	00
Mayne.....	do	13	00
Meadowvale.....	do	25	49
Medonte.....	do	11	50
Melancthon.....	do	28	51
Melbourne.....	do	215	85
Melbourne Ridge.....	do	16	35
Melrose.....	do	10	74
Melville.....	do	8	81
Menie.....	do	28	44
Merrickville.....	do	341	95
Mersea.....	do	18	77
Merton.....	do (To 31st August, 1859.).....	13	99
Metis.....	do	73	01
Meyersburg.....	do (From 1st September, 1859.).....	00	13
Middleville.....	do	14	88
Mile End.....	do	9	73
Milford.....	do	56	60
Milbank.....	do	49	39
Mill Brook.....	do	206	05
Mille Isles.....	do	2	31
Mille Roches, (late Moulinette.).....	do	76	93
Mille Vaches.....	do	8	91
Mill Grove.....	do	25	47
Mill Haven.....	do	17	68
Milliken.....	do (From 1st April, 1859.).....	5	30
Milnesville.....	do	24	46
Milton, East.....	do	33	34
Milton, West.....	do	295	37
Mimico.....	do	25	28
Minden.....	do (From 1st June, 1859.).....	2	46
Mitchell.....	do	368	53
Mohawk.....	do	159	58
Moira.....	do	13	76
Molesworth.....	do	11	24
Monkton.....	do (From 1st December, 1858.).....	12	23
Mono Centre.....	do	19	20
Mono Mills.....	do	160	38
Montague.....	do (From 1st April, 1859.).....	3	37
Montcalm.....	do	9	73
Monte-Bello.....	do	38	94
Montmagny.....	do	289	98
Mont St. Hilaire.....	do	17	54
Montrose.....	do	11	44
Moore.....	do	78	07
Morgantown.....	do (To 31st December, 1858.).....	00	94
Morningdale Mills.....	do	10	74
Morpeth.....	do	250	65
Morrisbank.....	do	27	28
Morrisburg.....	do	392	01
Morrisdale.....	do	21	89
Morriston.....	do	76	53
Morton.....	do	31	84
Morven.....	do	21	94
Moscow.....	do	16	30
Mountain.....	do	8	61
Mount Albion.....	do	36	01
Mount Brydges.....	do	169	37
Mount Elgin.....	do	61	09
Mount Forest.....	do	157	35
Mount Healy.....	do	26	95
Mount Johnson.....	do	20	78
Mountjoy.....	do (From 1st April, 1859.).....	7	30
Mount Pleasant.....	do	36	19
Mount St. Louis.....	do	5	50

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Mount St. Patrick.....	Postmaster.....	10	17
Mount Vernon.....	do.....	78	98
Mount Webster.....	do.....	6	45
Muddy Branch, (late Migncault.).....	do.....	3	51
Mulmur.....	do.....	20	75
Muncey.....	do.....	20	73
Murray.....	do.....	43	57
Murray Bay.....	do.....	113	01
Murvale.....	do.....	10	62
Musselburg.....	do.....	12	90
Nain.....	do.....	70	20
Nanticoke.....	do.....	53	50
Napanee.....	do.....	531	12
Napier.....	do.....	47	69
Napierville.....	do.....	95	70
Nashwood.....	do.....	9	06
Nassagiveya.....	do.....	58	64
Nelson.....	do.....	65	63
Neustadt.....	do.....	23	60
New Aberdeen.....	do.....	20	68
Newark.....	do.....	19	30
Newbliss.....	do.....	9	03
Newboro'.....	do.....	97	98
Newburg.....	do.....	118	06
Newbury.....	do.....	208	75
New Carlisle.....	do.....	51	58
New Castle.....	do.....	479	39
New Dundee.....	do.....	38	25½
New Durham.....	do.....	38	87
New Glasgow.....	do.....	44	37
New Hamburg.....	do.....	156	68
New Ireland.....	do.....	12	74
Newland.....	do.....	32	79
New Liverpool.....	do.....	41	02
New Lowell.....	do.....	16	35
New Market.....	do.....	375	28
Newport.....	do.....	37	07
New Richmond.....	do.....	58	30
Newry.....	do.....	(Closed 30th April, 1859.)	4
New Sarum.....	do.....	(Accounts not received.)	41
Newtown Robinson.....	do.....	30	97
Niagara.....	do.....	584	85
Nicolet.....	do.....	134	38
Nilestown.....	do.....	32	89
Nissouri.....	do.....	14	60
Nithburg.....	do.....	24	57
Nobleton.....	do.....	40	27
Norham.....	do.....	39	99
Normanby.....	do.....	34	61
Normandale.....	do.....	12	25
Normanton.....	do.....	57	28
North Adjala.....	do.....	18	17
North Augusta.....	do.....	61	37
North Douro.....	do.....	49	81
North Eldon.....	do.....	71	38
North Ely.....	do.....	14	04
North Georgetown.....	do.....	21	93
North Glanford.....	do.....	9	31
North Gower.....	do.....	61	16
North Lancaster.....	do.....	38	35
North Pelham.....	do.....	27	95
North Port.....	do.....	39	38
North Stanbridge.....	do.....	8	45
North Stukeley.....	do.....	18	62
North Sutton.....	do.....	11	78
North Wakefield.....	do.....	(From 1st May, 1859.)	5

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	99
North Walsingham.....	Postmaster.....	8	99
North Williamsburg.....	do.....	38	17
Norton Creek.....	do.....	39	24
Norval.....	do.....	87	30
Norwich.....	do.....	184	28
Norwood.....	do.....	112	40
Notfield.....	do.....	18	13
Nottawa.....	do.....	45	47
Nottawasaga Station.....	do.....	71	23
Notre Dame du Portage.....	do.....	14	51
Oakland.....	do.....	107	204
Oak Ridges.....	do.....	44	56
Oakville.....	do.....	420	90
Oakwood.....	do.....	126	65
Oban.....	do.....	24	07
Odessa.....	do.....	135	79
Oil Springs.....	do (From 1st April, 1859.).....	2	13
Omagh.....	do.....	26	50
Omence.....	do (From 1st July, 1858.).....	174	01
Oncida.....	do.....	34	02
Oncodaga.....	do.....	71	38
Onslow.....	do.....	51	67
Ontario.....	do.....	74	34
Orangeville.....	do.....	250	70
Orillia.....	do.....	277	78
Orinond.....	do.....	8	83
Ormstown.....	do.....	93	32
Oro.....	do.....	14	97
Orono.....	do.....	194	44
Orwell.....	do.....	55	66
Osborne.....	do.....	77	51
Osgoode.....	do.....	72	42
Oshawa.....	do.....	762	57
Osprey.....	do.....	15	78
Osprings.....	do.....	20	16
Ossian.....	do (From 1st March, 1859.).....	3	15
Ottawa City.....	do.....	2332	94
Ottawa Glass Works.....	do.....	32	38
Otterville.....	do.....	173	47
Quiseau.....	do.....	4	39
Oungah.....	do.....	7	19
Owen Sound.....	do.....	590	76
Oxford Centre.....	do.....	20	76
Oxford Mills.....	do.....	47	23
Oznabruok Centre.....	do.....	23	08
Paisley.....	do.....	81	87
Pakenham.....	do.....	300	57
Palermo.....	do.....	84	73
Panmure.....	do.....	9	56
Papineauville.....	do.....	82	54
Paris.....	do.....	722	38
Parma.....	do.....	13	02
Paspébiac.....	do.....	77	03
Pefferlaw.....	do.....	31	85
Polham Union.....	do.....	6	87
Pembroke.....	do.....	323	78
Penetanguishene.....	do.....	139	31
Peninsula-Gaspé.....	do.....	2	14
Penville.....	do.....	21	93
Percé.....	do.....	104	66
Perrytown.....	do.....	36	75
Perth.....	do.....	695	13
Petawawa.....	do (From 1st May, 1859.).....	3	03
Peterboro.....	do.....	1035	68
Petersburg.....	do.....	64	70

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Peveril.....	Postmaster.....	10	45
Philipsburg, East.....	do.....	67	59
Philipsburg, West.....	do.....	38	92
Phillipsville.....	do.....	26	68
Pickering.....	do.....	120	06
Picton.....	do.....	716	91
Pierreville.....	do.....	44	32
Pigeon Hill.....	do.....	8	65
Pike River.....	do.....	92	65
Pine Orchard.....	do.....	16	75
Pine River.....	do.....	49	17
Pittserry.....	do.....	11	58
Plantagenet.....	do.....	57	06
Plattsville.....	do.....	81	07
Playfair.....	do.....	9	38
Point Abino.....	do.....	49	16
Point Alexander.....	do.....	13	81
Pointe au Cléne.....	do.....	6	95
Pointe aux Anglais.....	(Closed during quarter ended 31st March, 1859.).....	3	02
Pointe aux Trembles, en haut.....	do.....	51	89
Pointe aux Trembles, en bas.....	do.....	37	65
Pointe Claire.....	(To 31st December, 1858; subsequent accounts not received.).....	12	83
Pointe du Lac.....	do.....	17	24
Point Fortune.....	do.....	29	47
Point Levi.....	do.....	99	55½
Point Levi, East.....	do.....	45	06
Pointe Platou.....	do.....	3	16
Point St. Peter.....	do.....	31	41
Portage du Fort.....	(From 1st July, 1858.).....	354	66
Port Albert.....	do.....	30	59½
Port au Persil.....	do.....	4	17
Port Bruce.....	do.....	24	26
Port Burwell.....	do.....	279	85
Port Colborne.....	do.....	211	28½
Port Credit.....	do.....	52	99
Port Dalhousie.....	do.....	140	17
Port Daniel.....	do.....	14	65
Port Dover.....	do.....	295	83
Port Elmsley.....	do.....	16	86
Port Head.....	do.....	7	50
Port Hoover.....	do.....	17	25
Port Hope.....	do.....	1403	49
Portland.....	do.....	33	55
Port Maitland.....	do.....	16	88
Port Nelson.....	do.....	23	24
Portneuf.....	(From 1st July, 1858.).....	96	62
Port Perry.....	do.....	121	86
Port Robinson.....	do.....	202	11
Port Rowan.....	do.....	152	79
Port Royal.....	do.....	23	11
Port Ryerse.....	do.....	26	08
Port St. Francis.....	(From 1st January, '56, to 30th June, '58.).....	7	29
Portsmouth.....	do.....	75	31
Port Sarnia.....	do.....	886	85
Port Stanley.....	do.....	264	32
Port Talbot.....	do.....	13	72
Prescott.....	do.....	941	27
Preston.....	do.....	332	55
Priceville.....	do.....	18	99
Princeton.....	do.....	155	59
Prospect.....	do.....	16	41
Proton.....	do.....	20	43
Puslinch.....	do.....	54	16

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Queensboro'	Postmaster	7	84
Queenston	do	141	81
Queensville	do	55	17
Raglan	do	40	99
Railton	do	6	64
Rainham	do	17	15
Rainham Centre	do	26	82
Rapides des Joachims	do	22	91
Ratho	do	24	44
Ravenswood	do	9	69
Rawdon	do	38	14
Reach	do	160	20
Reading	do	44	57
Rednersville	do	31	81
Reekie	do	5	10
Renfrew	do	311	74
Renton	(From 1st April, 1859.)	1	83
Repentigny	do	32	72
Riceburg	(From 1st December, 1859.)	6	63
Riceville	do	12	48
Richmond, East	do	201	63
Richmond, West	do	106	81
Richmond Hill	do	199	91
Richview	do	26	17
Richwood	do	53	21
Ridgetown	do	59	50
Rigaud	do	109	67
Rimouski	do	223	39
Ringwood	do	15	84
Ripley	do	5	60
River Beaudette	do	17	90
River David	do	77	33
River Desert	do	13	87
River St. Louis	do	5	53
Riversdale	do	41	72
Rivière aux Canards	do	00	04
Rivière des Prairies	(To 31st March, 1859; subsequent ac counts not received.)	3	06
Rivière du Loup, en bas	do	262	53
Rivière du Loup, en haut	do	161	34
Rivière Ouelle	do	103	55
Rivière Trois Pistoles	do	48	36
Robinson	do	93	35
Roblu	do	11	57
Rochester	do	44	40
Rockford	do	15	67
Rockport	do	5	60
Rockton	do	67	04
Rockwood	do	98	01
Rodgerville	do	45	13
Rokeyby	(From 1st April, 1859.)	2	84
Rolph	do	26	94
Romney	do	18	24
Rond'eau	do	124	48
Rosebank	do	22	74
Rosetta	do	6	97
Roseneath	(From 1st April, 1859.)	22	05
Roseville	do	22	60
Rostin	do	19	67
Ross	do	52	40
Rothsay	do	26	09
Rouge Hill	do	17	98
Rougemont	do	12	70
Rowan Mills	do	37	25
Roxborough	do	14	28

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Roxborough, West.....	Postmaster.....	12	89
Roxton Falls.....	do.....	59	34
Ruisseau des Chênes.....	do.....	25	68
Runnymede.....	do.....	2	77
Russell.....	do.....	26	41
Russelltown.....	do.....	29	55
Ryckman's Corners.....	do.....	35	76
Ste. Adèle.....	do (To 31st December, 1858; subsequent accounts not received.).....	1	78
St. Agatha.....	do.....	28	56
Ste. Agathe.....	do.....	3	98
St. Aimé.....	do.....	34	87
St. Alban.....	do.....	5	42
St. Alexandre, Iberville.....	do (From 1st January, 1858, to 31st March, '59; subsequent accounts not received.).....	37	29
St. Alexandre, Kamouraska.....	do.....	27	35
St. Alexis.....	do.....	9	38
St. Alphonse.....	do.....	6	06
St. Auaclet.....	do (From 1st July, 1859.).....	00	69
St. André.....	do.....	24	95
St. André Avelin.....	do.....	24	11
St. Andrews, East.....	do.....	281	20
St. Andrews, West.....	do (From 1st July, 1858.).....	30	87
Ste. Angélique.....	do.....	18	89
St. Anicet.....	do.....	57	62
Ste. Anne, Bout de l'Isle.....	do.....	26	21
Ste. Anne de la Perade.....	do.....	81	32
Ste. Anne des Mouts.....	do.....	25	83
Ste. Anne des Plaines.....	do.....	21	43
Ste. Anne la Pocatière.....	do.....	189	51
St. Anns, Lincoln.....	do.....	24	74
St. Anselme.....	do.....	21	78
St. Antoine, Lotbinière.....	do.....	21	88
St. Antoine, Rivière Richelieu.....	do.....	21	27
St. Apollinaire.....	do (From 1st July, 1858.).....	4	29
St. Arsène.....	do.....	30	09
St. Athanase.....	do.....	101	50
St. Aubert.....	do.....	4	05
St. Augustin, Portneuf.....	do.....	8	86
St. Augustin, Two Mountains.....	do (From 1st July, 1858.).....	18	40
St. Barnabé, Saint Maurice.....	do.....	10	68
St. Barnabé, River Richelieu.....	do.....	9	82
St. Barthélemi.....	do.....	44	32
St. Bazile.....	do.....	10	22
St. Benoit.....	do.....	42	03
St. Bernard.....	do.....	7	15
St. Brigide.....	do (From 1st July, 1858, to 30th June, 1859; subsequent accounts not received.).....	14	35
St. Bruno.....	do.....	20	35
St. Casimir.....	do.....	21	63
St. Catherine's, East.....	do.....	12	80
St. Catharines, West.....	do.....	1685	25
St. Célestin.....	do.....	10	57
St. Césaire.....	do.....	140	38
St. Charles, River Richelieu.....	do (To 30th June, 1859; subsequent account not received.).....	52	98
St. Charles, River Boyer.....	do.....	28	73
St. Christophe.....	do (From 1st July, 1858.).....	100	46
St. Claire.....	do.....	21	31
St. Clements.....	do.....	25	06
St. Clet.....	do.....	19	67
St. Columbin.....	do.....	20	21
St. Constant.....	do (From 1st May, 1856.).....	67	19
Ste. Croix.....	do.....	31	35
St. Cuthbert.....	do.....	18	77

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
St. Cyrille.....	Postmaster.....	1	62
St. Damase.....	do.....	24	19
St. Davids.....	do.....	43	07
St. Denis, River Richelieu.....	do.....	103	90
St. Denis de la Bouteillerie.....	do.....	(From 1st April, 1858, to 31st March, '59; subsequent accounts not received.)	
St. Didace.....	do.....	29	77
St. Dominique.....	do.....	6	75
St. Edouard.....	do.....	16	73
St. Elizabeth.....	do.....	21	81
St. Eloi.....	do.....	31	71
St. Elzéar.....	do.....	5	21
St. Ephrem d'Upton.....	do.....	(From 1st July, 1858, to 31st Aug., '59.)	
St. Esprit.....	do.....	6	50
St. Etienne.....	do.....	42	34
St. Eustache.....	do.....	25	49
St. Evariste de Forsyth.....	do.....	7	00
St. Fabien.....	do.....	153	31
St. Famille.....	do.....	4	10
St. Félix de Valois.....	do.....	(From 1st January, 1859.)	
St. Fidèle.....	do.....	24	09
St. Flavie.....	do.....	7	03
St. Flavien.....	do.....	17	31
St. Foy.....	do.....	1	54
St. François.....	do.....	35	02
St. François, Montnaguy.....	do.....	(From 1st May, 1859.)	
St. François, Beauce.....	do.....	2	17
St. François, d'Orléans.....	do.....	(From 1st April, 1858.)	
St. Gabriel.....	do.....	18	13
St. Genevieve.....	do.....	33	45
St. George, Beauce.....	do.....	19	06
St. George, Brant.....	do.....	37	34
St. Gertrude.....	do.....	4	94
St. Gervais.....	do.....	31	11
St. Giles.....	do.....	40	65
St. Grégoire.....	do.....	13	99
St. Hélène.....	do.....	106	74
St. Hélène de Bagot.....	do.....	6	59
St. Helens.....	do.....	56	47
St. Hénédiuc.....	do.....	36	83
St. Henri.....	do.....	(To 31st March, 1859; subsequent accounts not received.)	
St. Hermas.....	do.....	25	32
St. Hilaire.....	do.....	13	94
St. Hubert.....	do.....	10	55
St. Hugues.....	do.....	21	75
St. Hyacinthe.....	do.....	9	03
St. Irénée.....	do.....	47	33
St. Isidore, Dorchester.....	do.....	28	53
St. Isidore, Laprairie.....	do.....	(From 1st July, 1858.)	
St. Ives.....	do.....	170	02
St. Jacobs.....	do.....	(From 1st March, 1859.)	
St. Jacques.....	do.....	7	83
St. Jacques le Mineur.....	do.....	75	77
St. Janvier.....	do.....	558	90
St. Jean Baptiste.....	do.....	7	47
St. Jean Chrysostôme, Chateauguay.....	do.....	20	52
St. Jean Chrysostôme, Lévi.....	do.....	18	44
St. Jean des Chailions.....	do.....	18	44
St. Jean de Matha.....	do.....	12	23
St. Jean d'Orléans.....	do.....	58	55
St. Jean, Port Joli.....	do.....	45	73
St. Jérôme.....	do.....	16	43
St. Jean Baptiste.....	do.....	(From 27th Oct., 1857, to 31st Dec., 1858; subsequent accounts not received.)	
St. Jean Chrysostôme, Chateauguay.....	do.....	6	99
St. Jean Chrysostôme, Lévi.....	do.....	(To 30th June, 1859; subsequent accounts not received.)	
St. Jean des Chailions.....	do.....	16	14
St. Jean de Matha.....	do.....	95	36
St. Jean d'Orléans.....	do.....	10	72
St. Jean, Port Joli.....	do.....	33	42
St. Jérôme.....	do.....	7	11
St. Jean Baptiste.....	do.....	15	25
St. Jean Chrysostôme, Chateauguay.....	do.....	88	59
St. Jean Chrysostôme, Lévi.....	do.....	(Accounts not received.)	
St. Jean des Chailions.....	do.....		
St. Jean de Matha.....	do.....		
St. Jean d'Orléans.....	do.....		
St. Jean, Port Joli.....	do.....		
St. Jérôme.....	do.....		

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
St. Johns, East.....	Postmaster.....	665	52
St. Johns, West.....	do (To 31st July, 1859.).....	19	92
St. Joseph.....	do.....	26	58
St. Joseph du Lac.....	do.....	8	15
St. Jude.....	do.....	21	63
Ste. Julie.....	do (From 1st January to 31st December, 1858; subsequent accounts not received).....	5	05
Ste. Julienne.....	do.....	23	98
St. Justin.....	do (From 1st April, 1859.).....	4	79
St. Lambert, Levi.....	do.....	8	10
St. Lambert, Montreal.....	do (From 1st June, 1859.).....	16	47
St. Laurent, d'Orléans.....	do.....	9	44
St. Laurent, Montreal.....	do (From 1st July, 1858.).....	49	05
St. Lazare.....	do.....	5	13
St. Léon.....	do.....	25	64
St. Liguori.....	do (Accounts not received.).....		
St. Lin.....	do.....	20	16
St. Louis de Gonzague.....	do.....	53	53
St. Luc.....	do.....	9	51
Ste. Luce.....	do (From 1st July, 1858, to 30th June, 1859; subsequent account not received.).....	37	70
St. Marc.....	do.....	27	23
St. Marcel.....	do.....	18	02
Ste. Marguerite.....	do.....	6	71
Ste. Marie de Monnoir.....	do.....	70	85
Ste. Marthe.....	do (Accounts not received.).....		
St. Martin.....	do.....	99	88
Ste. Martino.....	do.....	52	85
St. Mary's, Blanshard.....	do.....	585	84
St. Mathias.....	do.....	33	87
St. Maurice.....	do.....	16	58
St. Michel.....	do (To 30th June, 1859; subsequent accounts not received.).....	74	10
St. Modeste.....	do.....	4	49
Ste. Monique.....	do.....	21	86
St. Narcisse.....	do.....	5	20
St. Nicholas.....	do.....	46	26
St. Norbert.....	do.....	5	72
St. Onézime.....	do (From 1st January, 1859.).....	1	68
St. Ours.....	do.....	152	26
St. Pacôme.....	do.....	13	79
St. Paschal.....	do.....	45	83
St. Paul d'Industrie.....	do.....	17	19
St. Paul's Bay.....	do.....	114	76
St. Paul l'Hermite.....	do (To 31st March, 1859; subsequent accounts not received.).....	12	52
St. Philippe.....	do (Office closed during May and June '59.).....	20	20
Ste. Philomène.....	do.....	37	59
St. Pie.....	do.....	37	61
St. Pierre d'Orléans.....	do.....	7	06
St. Pierre Montmagny.....	do.....	22	06
St. Pierre les Beequets.....	do.....	63	39
St. Placide.....	do.....	16	62
St. Polycarpe.....	do.....	75	67
St. Prosper.....	do.....	7	85
St. Raphael.....	do.....	12	64
St. Raymond.....	do.....	14	69
St. Remi.....	do.....	100	42
St. Robert.....	do.....	10	24
St. Roch des Aunais.....	do.....	126	92
St. Roch l'Achigan.....	do.....	28	82
Ste. Rosalie.....	do.....	17	95
Ste. Rose.....	do.....	29	09
St. Sauveur.....	do.....	6	39
St. Sauveur de Québec.....	do.....	44	56

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Ste. Scholastique.....	Postmaster.....	52	53
St. Sévère.....	do.....	4	21
St. Simon de Yamaska.....	do.....	39	43
St. Simon de Rimouski.....	do.....	32	79
Ste. Sophie.....	do.....	10	63
St. Stanislas.....	do.....	31	01
St. Sulpice.....	do.....	10	65
St. Sylvester.....	do.....	25	57
St. Sylvester, East.....	do.....	20	49
Ste. Thérèse.....	do.....	63	24
St. Thomas, East.....	do.....	7	62
St. Thomas, West.....	do.....	733	75
St. Timothée.....	do.....		
	(To 30th June, 1859; subsequent ac-		
	counts not received.).....	32	09
St. Tite, (late St. Juste).....	do.....		
	(From 1st February, 1859.).....	3	15
St. Urbain.....	do.....		
	(To 30th June, 1859; subsequent ac-		
	counts not received.).....	15	51
Ste. Ursule.....	do.....	24	59
St. Valentine.....	do.....	25	28
St. Vallier.....	do.....	37	91
Ste. Victoire.....	do.....	13	53
St. Vincent.....	do.....	164	20
	(From 1st July, 1858.).....		
St. Vincent de Paul.....	do.....	29	64
St. Zéphirin.....	do.....	26	12
St. Zotique.....	do.....	10	08
Salem.....	do.....	7	88
Salford.....	do.....	38	38
Sandfield.....	do.....	20	62
Sandhill.....	do.....	58	09
Sand Point.....	do.....	28	27
Sandwich.....	do.....	232	23
Sandy Beach.....	do.....	00	68
	(From 1st August, 1859.).....		
Saugeen.....	do.....	150	79
Sault au Récollet.....	do.....	40	78
Sault Ste. Marie.....	do.....	60	98
Sawyerville.....	do.....	21	38
Scarboro'.....	do.....	50	87
Scone.....	do.....	9	56
Scotch Block.....	do.....	15	59
Scotland.....	do.....	79	43
Sebastopol.....	do.....	33	47
Sebringville.....	do.....	53	89
Seeley's Bay.....	do.....	25	35
Selby.....	do.....	23	93
Selkirk.....	do.....	76	26
Seneca.....	do.....	391	83
Shakespeare.....	do.....	157	64
Shamrock.....	do.....	00	50
	(From 1st August, 1859.).....		
Shannonville.....	do.....	79	87
Shanty Bay.....	do.....	14	44
Shantz.....	do.....	1	02
	(From 1st August, 1859.).....		
Sharon.....	do.....	83	74
Shawenegan.....	do.....		
	(To 31st December, 1858; subsequent		
	accounts not received.).....	00	97
Sheffield.....	do.....	47	88
Shefford Mountain.....	do.....	26	79
Sherbrooke.....	do.....	630	15
Sheridan.....	do.....	12	24
Sherrington.....	do.....	27	56
Shibley.....	do.....	9	99
Sillsville.....	do.....	7	55
Silver Creek.....	do.....	12	89
Silver Hill.....	do.....	22	96
Simcoe.....	do.....	905	79
Singhampton, (late Mortimer).....	do.....	25	88

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Skye.....	Postmaster (From 1st November, 1858.).....	8	84
Sligo.....	do.....	22	14
Smithfield.....	do.....	23	59
Smith's Falls.....	do.....	613	21
Smithville, Hastings.....	do.....		
	(To 30th June, 1859; subsequent account not received.).....	19	32
Smithville, Lincoln.....	do.....	119	51
Sombra.....	do.....	82	53
Somerset.....	do.....	127	26
Sonya.....	do.....	9	72
South Bolton.....	do.....	11	67
South Cayuga.....	do.....	29	30
South Douro.....	do.....	9	50
South Dummer.....	do.....	13	69
South Durham.....	do.....	30	40
South Elmsley.....	do.....	14	08
South Ely.....	do.....	20	19
South Finch.....	do.....	25	69
South Gloster.....	do.....	15	91
South Gower.....	do.....	16	14
South Granby.....	do.....	26	90
South Hinchinbrook.....	do.....	20	47
South March.....	do.....	20	82
South Monaghan.....	do.....	64	55
South Mountain.....	do.....	27	52
South Potton.....	do.....	23	19
South Quebec.....	do.....		
	(From 1st July, 1858.).....	63	67
South Roxton.....	do.....	7	35
South Westmeath.....	do.....	61	04
South Zorra.....	do.....	50	71
Sparta.....	do.....	102	35
Spencer Cove.....	do.....		
	(From 1st January, 1858.).....	77	11
Spencerville.....	do.....	56	27
Spooner Pond.....	do.....		
	(Closed.).....	1	65
Spring Arbour.....	do.....		
	(Re-opened 1st February, 1859.).....	12	82
Springford.....	do.....	56	82
Springville.....	do.....	60	45
Stafford.....	do.....	8	56
Stamford.....	do.....	82	30
Stanbridge, East.....	do.....	63	47
Standon.....	do.....	3	29
Stanford.....	do.....	183	94
Stanley's Mills.....	do.....	31	07
Stanstead.....	do.....	316	71
Stevensville.....	do.....	38	18
Stirling.....	do.....	208	56
Stittsville.....	do.....		
	(Closed 31st January, 1859.).....	00	75
Stoco.....	do.....	9	70
Stoneham.....	do.....	7	14
Stoney Creek.....	do.....	82	48
Stornoway.....	do.....	20	00
Storrington.....	do.....	21	78
Stottville.....	do.....	76	59
Stouffville.....	do.....	155	70
Strabane.....	do.....	34	21
Straffordville.....	do.....	126	45
Stratford.....	do.....	1079	47
Strathburn.....	do.....	29	20
Strathroy.....	do.....	213	70
Streetsville.....	do.....	236	89
Stromness.....	do.....		
	(From 1st January, 1859.).....	22	89
Stukeley.....	do.....	21	57
Sullivan.....	do.....	17	46
Summerstown.....	do.....	19	15
Summerville.....	do.....	42	39

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name of Post-Office.	Office.	Amount.	
		\$	cts
Sunnidale	Postmaster	10	35
Sunnidale Station	do	27	71
Sutherland's Corners	do	8	40
Sutton	do	35	99
Sweaburg	do	16	42
Sweetsburgh	do	27	40
Switzerville	do	12	03
Sydenham Place	do	26	96
Sylvan	do	48	46
Tadousac	do	14	48
Talbotville Royal	do	27	22
Tamarack	do (To 31st March, 1859.)	00	06
Tamworth	do (From 1st July, 1858.)	49	32
Tannery West	do	30	76
Tapleystown	do	20	95
Tatlock	do	5	17
Tannton	do	9	23
Tavistock	do	66	98
Tecumseth	do	25	72
Teeswater	do	33	78
Telfer	do	17	29
Templeton	do	25	66
Teohauts	do	20	31
Terrehonne	do	95	46
Teviotdale	do	21	12
Thamesford	do	102	74
Thamesville	do	97	02
Thistleton	do	40	97
Thomasburg	do	15	12
Thornbury	do	35	89
Thorndale	do (From 1st April, 1859.)	8	70
Thornhill	do	150	05
Thornton	do	25	55
Thorold	do	381	92
Thorpville	do	15	61
Three Rivers	do	895	89
Thurlow	do	24	32
Thurso	do	81	65
Tilbury East	do	25	78
Toledo	do	57	97
Tottenham	do	18	17
Townsend Centre	do (From 1st April, 1859.)	3	68
Trafalgar	do	77	34
Treadwell	do (Re-opened 1st February, 1859.)	3	77
Trecastle	do	22	40
Trenholm	do (From 1st July, 1858.)	15	43
Trenton	do	322	63
Tring	do	12	74
Trois Pistoles	do	65	86
Trois Saumons	do	18	40
Trout River	do	5	11
Trowbridge	do	30	06
Troy	do	25	24
Tullamore	do	39	69
Tuscarora	do	59	39
Tweed	do (From 1st July, '58, to 31st March, '59; subsequent accounts not received.)	37	88
Tyrconnell	do	22	08
Tyrone	do	44	58
Union	do	55	92
Unionville	do	53	14
Upton	do	15	20
Utica	do	21	63
Uxbridge	do	154	42
Valcartier	do	20	43
Valleentyne	do (Closed.)	6	14

REPORT No. 3.—Detail of all charges for Salaries Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Valleyfield.....	Postmaster.....	49	18
Vankleek Hill.....	do.....	207	19
Varencus.....	do (From 1st July, 1858.).....	82	04
Varna.....	do.....	26	14
Vandreuil.....	do.....	96	67
Verchères.....	do.....	79	88
Vernonville.....	do.....	20	07
Verona.....	do (From 1st January, 1859.).....	2	99
Victoria Corners.....	do.....	9	32
Victoria Square.....	do.....	25	19
Vienna.....	do.....	545	58
Villanova.....	do.....	18	20
Vittoria.....	do.....	132	98
Vroomanton.....	do.....	35	87
Wainfleet Centre.....	do (Closed 31st December, 1858.).....	2	38
Wakefield.....	do.....	51	47
Walkerton.....	do.....	125	28
Wallace.....	do (To 31st December, 1858; subsequent accounts not received.).....	6	30
Wallaceburg.....	do.....	111	97
Wallacetown.....	do.....	41	71
Walmer.....	do.....	9	39
Walsingham.....	do.....	45	71
Walter's Falls.....	do.....	22	63
Wanstead.....	do (From 1st August, 1859.).....	3	98
Wardsville.....	do.....	133	74
Warkworth.....	do.....	85	25
Warner.....	do.....	5	71
Warrington.....	do (From 1st May, 1859.).....	10	27
Warsaw.....	do.....	36	56
Warwick, C. E.....	do.....	47	29
Warwick, C. W.....	do.....	97	40
Washington.....	do.....	51	70
Waterdown.....	do.....	149	16
Waterford.....	do.....	190	34
Waterloo, C. E.....	do.....	200	09
Waterloo, C. W.....	do.....	247	96
Waterloo, Kingston.....	do.....	44	25
Waterville.....	do.....	59	61
Watford.....	do.....	33	95
Watson's Corners.....	do.....	24	30
Waverley.....	do.....	4	33
Weglon.....	do.....	8	37
Weimar.....	do.....	4	66
Welland.....	do.....	225	99
Welland Port.....	do.....	50	49
Wellesley.....	do.....	60	05
Wellington.....	do.....	138	67
Wellington Square.....	do.....	223	30
Wellman's Corners.....	do (Accounts not received.).....		
West Arran.....	do.....	19	79
West Bolton.....	do.....	9	31
West Brome.....	do.....	36	77
Westbury.....	do.....	6	43
West Essa.....	do.....	52	63
West Farnham.....	do.....	91	21
Westfield.....	do.....	14	09
West Flamboro'.....	do.....	112	34
West Huntingdon.....	do.....	15	47
West Huntley.....	do.....	9	82
West McGillivray.....	do.....	30	33
Westmeath.....	do.....	53	29
Weston.....	do.....	188	12
West Osgoode.....	do.....	16	24
Westover.....	do.....	15	41

REPORT No. 3.—Detail of all charges for Salaries, Commissions, &c., for the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Westport	Postmaster	76	17
West's Corners	do	35	48
West Shefford	do	15	33
West Winchester	do	29	62
West Woolwich	do	66	04
Whitby	do	997	97
White Hall	do (Closed 31st October, 1858)	00	65
White Lake	do	46	68
Whitfield	do	4	41
Wick	do	30	76
Widder	do	135	74
Wilkesport	do	11	99
William Henry	do	428	67
Williams	do	37	24
Williamstown	do	108	92
Williscroft	do	5	15
Willocks	do	6	80
Willowdale	do	104	98
Wilton	do	31	12
Winchester	do (To 31st December, 1858; subsequent accounts not received.)	19	91
Windham Centre	do	21	18
Windsor	do	894	74
Windsor Mills	do	43	94
Winfield	do (From 1st March, 1859.)	7	27
Winterbourne, (late Woolwich)	do	62	71
Wisbeach	do	57	38
Woburn	do	30	91
Wolfe Island	do	64	94
Wolfstown	do	3	10
Wolverton	do	20	65
Woodbridge	do	115	24
Woodburn	do	19	13
Woodford	do	7	20
Woodside	do	16	37
Woodslee	do	9	34
Woodstock	do	1162	81
Woodville	do	56	11
Wooler	do	20	79
Wotton	do	33	79
Wroxeter	do	23	57
Wyoming	do	22	12
Yamachiche	do	90	59
Yamaska	do	118	83
Yorker	do (From 1st March, 1859.)	10	17
York	do	107	29
York Mills	do	76	50
Yorkville	do (To 30th June, 1859; subsequent account not received.)	216	72
Zetland	do	15	07
Zimmerman	do	29	79
Zurich	do	52	94
Brought forward from first part of Report No. 3		\$126400	52
		119478	22
Total		\$245878	74

H. A. WICKSTEED,
Accountant.

SIDNEY SMITH,
Postmaster General.

(A. in Report No. 4.)

ACCOUNT of Travelling Expenses incurred in the Service of the Post Office Department in Canada, for the year ended 30th September, 1859.

Name.	Service.	Amount.	
		\$	cts.
Hon. Sidney Smith	Travelling Expenses in proceeding from Toronto to Montreal, Quebec, Ottawa and Oakwood.....	172	50
E. S. Freer, P.O.I. Montreal Div....	Travelling allowance and mileage	691	10
E. S. Freer, P.O.I. Montreal Div....	Expenses in proceeding to Repentigny.....	13	40
M. Sweetnam, P.O.I. Kingston Div..	Travelling allowance and mileage	451	00
J. Dewe, P.O.I. Toronto Division..	do do do	152	90
H. W. Jackson, Clerk in P. O. I. Office, Toronto.....	do do do	4	00
J. T. Medworth, Clerk in P. O. I. Office, Toronto	do do do	22	30
Thos. Jolly, Clerk in P.O.I. Office, Toronto	do do do	8	80
Thos. Jolly, Clerk in P.O.I. Office, Toronto	Daily allowance whilst in charge of P. O. at Wellington Square	12	00
G. E. Griffin, P.O.I. London Division.	Travelling allowance and mileage	467	60
G. E. Griffin, P.O.I. London Division.	R.R. Fares paid in Travelling from Windsor to Detroit, Milwaukee and Chicago, on P. O. business	38	75
Geo. Cox, Clerk in P.O.I. Office, London	Travelling allowance whilst on P. O. business.....	41	12
P. Dower, Clerk in P.O.I. Office, London	do do do	4	00
W. G. Sheppard, acting P. O. I., Quebec Division.....	Travelling allowance and Mileage	564	50
W. G. Sheppard, acting P. O. I., Quebec Division.....	Allowance to cover removal expenses from Toronto to Quebec.....	60	00
W. Lindsay.....	Expenses incurred whilst in charge of the Lanoraie and Lavaltrie Post Offices	13	40
J. Comerford.....	Expenses incurred in conducting a mail between Kingston and Port Hope	1	10
I. F. Groulx	Travelling Expenses from Industry to Montreal.....	1	00
R. Barker, Clerk, Kingston P. O....	Board and Lodging whilst engaged as Mail Clerk on the Ottawa and Prescott Railroad.....	12	00
British Mail Clerks	Expenses incurred whilst in charge of Mail, including Fares paid to Hudson River R.R. Co., (the fares to be recovered from the United States).....	1084	43
	Total.....\$	3885	90

SIDNEY SMITH,
Postmaster General.

H. A. WICKSTEED,
Accountant.

(B. IN REPORT No. 4.)

ACCOUNT of sums paid in discharge of Tradesmen's bills, for articles supplied for the service of the Post Office Department in Canada, for the year ended 30th September, 1859.

Name.	Particulars.	Amount.	
		\$	cts.
Rawdon, Wright & Co.....	Supply of letter and newspaper stamps.....	238	69
American Bank Note Company.....	Engraving do do.....	1487	40
D. G. Berri.....	Stamps and seals for Post-Office Department.....	1034	54
N. B. Bigelow and A. Hardy.....	do do do.....	10	50
Boston Hand Stamp Company.....	do do do.....	19	50
James Ellis.....	do do do.....	263	75
Levey Brothers.....	A paper case for the Post-Office Department.....	25	00
Charles Vale & Co.....	Iron steel receiving boxes.....	567	00
Jacques & Hay.....	Repairing furniture Post-Office Department.....	38	63
Jacques & Hay.....	Blinds, &c., for windows Toronto Post-Office.....		
W. Ross & Co.....	Soap for Post-Office Department.....	4	48
J. McGee.....	Tinsmith's work for do.....	48	13
Consumers' Gas Company, Toronto.....	Stained Glass for Street Lamps.....	88	50
J. E. Ellis.....	Repairing and attending Clocks.....	4	00
A. Hamilton.....	Painting and Glazing for Post Office Department.....	7	15
J. French.....	Carpenter's Work for do.....	12	50
T. Curry.....	Keys, &c., for Desks, for do.....	1	75
H. Hayward.....	Lettering Slides for Accountant's Office.....	7	30
Benjamin & Co.....	Material for making Stamping Pads.....	6	92
S. Duplessis.....	Locks, Keys, and repairs to street letter boxes, &c.....	25	50
J. H. Rodgers.....	Caps for Mail Clerks.....	6	50
Rutherford & Saunders.....	do do.....	14	00
John Boyd.....	Repairing a Copying Press for Montreal Post Office.....	5	25
Gillard & Peacock.....	Carpenter's work for do.....	82	95
Ferrier & Co.....	Hardware for do.....	2	20
T. M. Bryson.....	Two gross tin boxes for stamping material, for do.....	10	80
Thomas Jenking.....	Brushes for cleaning stamps.....	8	85
Brouse & Co.....	Tinsmith and Plumber's work for do.....	44	45
J. D. Bryce & Co.....	Carpets for Kingston Post Office.....	42	47
W. Wilson.....	do do.....	83	69
Penitentiary Cabinet Warehouse.....	Furniture for do.....	145	00
G. Howe.....	Painting, &c., do.....	59	15
Thomas Overrend.....	Assorting case for English Mails.....	15	00
Freeland & Taylor.....	Soap for Toronto Post Office.....	4	15
L. A. Carrier.....	A box-stove for acting P. O. I.....	10	00
W. Drum.....	Office furniture for do.....	51	35
P. O'Neill.....	A Rug for do.....	1	50
G. Roberge.....	Carpet, &c., for do.....	19	47
J. Belcau.....	Press for forms for do.....	15	00
R. Smart.....	An office chair for P. O. Car on Brockville and Ottawa R.R.....	2	00
N. H. Putnam.....	Repairing Stamp for Dorchester Post Office.....	00	25
Copp & Brothers.....	Tinsmith's work for Hamilton Post Office.....	27	63
G. Harding.....	Plumber's work for do.....	12	72
J. Miller.....	Glazing and Frosting windows for do.....	10	68
J. E. Toyne.....	A Ventilator for do.....	2	87
H. & R. Young.....	Plumber's work for do.....	6	50
Thomas Tindell.....	Carpenter's work for do.....	15	60
A. Gagne.....	Letter-box for Kamouraska Post Office.....	7	00
S. Mucklstone & Co.....	Oil, twine, &c., for Kingston do.....	13	48
J. Johnson.....	Cleaning clock for do do.....	00	62
G. Chown.....	Tinsmith's work for do do.....	4	33
Milo & Rodger.....	Glazing letter-boxes for do do.....	2	50
Noble & Lewis.....	Painting and glazing London do.....	2	25
C. Mearns.....	Stamping pads for do do.....	1	75
A. Campbell.....	Carpenter's work for do do.....	6	73
J. G. Begg.....	Cleaning and repairing clock for do.....	2	50
S. A. Morrell.....	Soap, &c., for do do.....	3	75
J. Wood & Sons.....	Repairing & cleaning clock Montreal do.....	3	25
Thomas Jenkins.....	Brushes for do.....	4	00
Gillard & Peacock.....	Carpenter's work for do.....	182	32
J. H. Evans.....	Stone Pipes, &c., for do.....	53	24
J. Gillespie.....	Tinsmith's Work for do.....	5	50
Thos. Costen.....	Hanging Bell in do.....	3	00

ACCOUNT of Sums paid in discharge of Tradesmen's Bills, &c., for the year ended 30th September, 1859.—(Continued.)

Name.	Particulars.	Amount.	
		\$	cts.
J. R. Vick	Repairing Stamps for Owen Sound Post Office.....	0	50
Wm. McLeod	A Letter Box for R. R. Station at Perth.....	2	75
R. J. Shaw	Twine, &c., for Quebec Post Office.....	43	15
W. Wiggs	Carpenter's Work for do.....	282	24
John Robe.....	Tinsmith's Work for do.....	18	45
Steamer Bowmanville.....	Freight of an Iron Safe from Toronto for do.....	1	55
John Kempt	Mason's Work in do.....	20	40
T. Andrews	Plumber and Tinsmith's Work for do.....	91	15
Charles McDouald.....	Repairing Window in do.....	1	30
J. E. Petitelere.....	Painter's Work in acting P.O.'s Office, Quebec.....	20	04
James Reilly	An Office Sign for do.....	2	50
B. Morin	Signboard, &c., furnished the St. Isidore P.O. in March quarter, 1855.....	5	00
H. Shannon	Repairing Stamp for Smithville Post Office.....	0	13
G. Booth.....	Painting and Glazing in Toronto Post Office.....	26	30
John Ellis	Repairing Stamps and Seals for do.....	4	00
James Ellis	Cleaning and Repairing Clocks for do.....	20	00
M. Hewitt	A Spade for do.....	1	20
C. Vale & Co.....	Repairing Hot Air Furnaces for do.....	42	22
McBain & Wetherall.....	Carpenter's Work for do.....	170	22
G. Harding.....	Plumber's Work for do.....	39	78
Ritchie & Harris	Repairing Furnaces for do.....	17	65
Rice, Lewis and Son.....	Scales and Weights, &c., for do.....	34	00
Piper & Brother	Tin Ware for do.....	2	90
S. Suglen	Portable Printing Press and Electrotypes for do.....	30	00
Cumming & Wells.....	Plumber's Work for do.....	52	98
G. W. Drew	Brushes and Baskets for do.....	8	63
W. H. Holcomb.....	Sign Board for Troy Post Office.....	6	00
	Total.....	\$ 5832	53

SIDNEY SMITH,
Postmaster General.

H. A. WICKSTEED,
Accountant.

(C IN REPORT No. 4.)

ACCOUNT of sums paid for Rents and Taxes on account of the Post Office Department in Canada, for the year ended 30th September, 1859.

Name.	Particulars.	Amount.	
		\$	cts.
Metropolitan Gas and Water Co.....	Eleven months' supply of water to Post Office Department.....	55	00
Municipality of Paris.....	Taxes on Post Office buildings at Paris.....	22	40
W. & J. Carling.....	Rent of London Post Office.....	240	00
Corporation of Toronto.....	Rate for watering the streets.....	14	40
Corporation of Kingston.....	Seven months' rent of Post Office building.....	133	00
Kingston Water Works.....	Nine months' supply of water.....	11	50
Corporation of Kingston.....	Taxes, Kingston Post Office, for year ending 31st Dec., 1858.....	26	40
C. O'Reilly.....	Cleaning chimnies in London Post Office.....	0	75
Seminary of St. Sulpice, Montreal.....	Ground rent Post Office, Montreal.....	800	00
Montreal Water Works.....	Twelve months' supply water do.....	75	00
J. Dupuis.....	Sweeping chimnies do.....	5	70
Quebec Water Works.....	Twelve months' supply of water, Quebec Post Office.....	120	00
Metropolitan Gas and Water Co.....	do do do Toronto do.....	80	00
Aylmer, East.....	Allowance towards office rent, fuel and light.....	60	00
Barrie.....	do do do do.....	80	00
Belleville.....	do do do do.....	160	00
Berlin.....	do do do do.....	120	00
Bowmanville.....	do do do do.....	120	00
Brantford.....	do do do do.....	200	00
Brockville.....	do do do do.....	240	00
Clatham, W.....	do do do do.....	200	00
Clifton.....	do do do do.....	240	00
Cobourg.....	do do do do.....	200	00
Cornwall.....	do do do do.....	120	00
Dundas.....	do do do do to 30th June, '59.....	90	00
Galt.....	do do do do to 30th Sept. '59.....	160	00
Goderich.....	do do do do.....	80	00
Guelph.....	do do do do.....	200	00
Ingersoll.....	do over-credited \$5, to be deducted from next acct.....	105	00
Niagara.....	Allowance towards office rent, fuel and light.....	120	00
Ottawa.....	do do do do.....	300	00
Owen Sound.....	do do do do.....	80	00
Paris.....	do do do do.....	160	00
Perth.....	do do do do.....	120	00
Peterboro'.....	do do do do.....	200	00
Picton.....	do do do do.....	80	00
Port Hope.....	do do do do.....	200	00
Port Sarnia.....	do do do do.....	120	00
Prescott.....	do do do do.....	200	00
Preston.....	do do do do.....	100	00
St. Catharines, W.....	do do do do.....	160	00
St. Hyacinthe.....	do do do do.....	80	00
St. Johns, E.....	do do do do.....	80	00
St. Thomas, W.....	do do do do.....	80	00
Sandwich.....	do do do do.....	80	00
Sherbrooke.....	do do do do.....	80	00
Simcoe.....	do do do do.....	80	00
Smith's Falls.....	do do do do.....	80	00
Stratford.....	do do do do.....	120	00
Three Rivers.....	do do do do.....	120	00
Whitby.....	do do do do.....	120	00
William Henry.....	do do do do.....	80	00
Windsor.....	do do do do.....	80	00
Woodstock.....	do do do do.....	160	00
	Total.....	\$ 7049	15

SIDNEY SMITH,
Postmaster General.

H. A. WICKSTEED,
Accountant.

(D. IN REPORT No. 4.)

REPORT in detail of the Expenditure of the Department for Stationery, Printing and Advertising, during the year ended 30th September, 1859.

Name.	Particulars.	Amount.	
		\$	cts.
Desbarats and Derbshire.....	Stationery, &c. for Post Office Department.....	34	80
Thompson & Co.....	do do do.....	515	44
Jas. Ralston.....	1 Copy of the Cyclopaedia of Commerce for P. O. Department.....	8	75
A. H. Wagner.....	Ink for do.....	4	25
H. Rowsell.....	30 Receipt Books for do.....	92	40
Huntin, Brother & Co.....	Wrapping Paper for do.....	16	60
J. Taylor & Brother.....	do do.....	10	50
John Smith.....	Supplement to Imperial Dictionary for do.....	4	37
Sage & Sons.....	Railroad Map, United States and Canada for do.....	4	50
R. McGillivray.....	Map of Quebec for do.....	4	50
R. Bahmer.....	Map of County of Halton for do.....	6	00
J. Lovell.....	Printing Work for do.....	2934	94
Thompson & Co.....	do do.....	9604	07
Gillespie & Robertson.....	do do.....	426	50
Peter Sinclair.....	Stationary for Acting P. O. Inspector, Quebec.....	14	70
J. T. Brousseau.....	do do do.....	25	00
Weir & Dunn.....	A Copying Press for do.....	17	15
C. Hill.....	Mounting a Map for do.....	1	50
A. Buntin & Co.....	Stationary, P. O. Inspector, Montreal.....	79	85
R. A. Miller.....	do do do.....	262	31
E. Pickup.....	do do do.....	8	05
H. B. Martin.....	Mounting Maps for do.....	6	75
B. Hill.....	do do do.....	7	50
J. McGinnis.....	A Map for do.....	3	00
J. Duff.....	Stationary for P. O. Inspector, Kingston.....	90	99
T. W. Robison.....	do do do.....	56	98
E. J. Barker.....	Printing do do.....	94	50
F. Rowlands.....	do do do.....	108	15
Armstrong & Benedict.....	do do do.....	57	88
G. Baker.....	A Map of the Counties of Carleton and Russell for do.....	3	50
J. Bain.....	Stationary, &c. for P. O. Inspector, Toronto.....	7	00
Maclen & Co.....	A Map of the North Shore, Lake Huron, &c., for do.....	4	73
R. Lewis & Son.....	Office Knives for do.....	3	65
Eastwood, Woodall & Son.....	Stationery for do.....	77	10
R. McPhail.....	do do.....	251	84
L. Cohn.....	Letter Fyles for do.....	21	50
J. B. Carter.....	Mounting Map for do.....	2	75
Taylor & Wilson.....	Stationery, P. O. Inspector, London.....	81	97
J. Gilleau.....	do do do.....	118	61
Talbot & Foote.....	Printing Work for do.....	26	30
S. Foote.....	do do do.....	699	40
"Ayr Observer".....	3 years' subscription to 25th October, 1857.....	7	50
Belleville "Independent".....	1 do do to 24th Feby., 1859.....	4	00
Brantford "Courier".....	3 do do to 1st January, 1860.....	12	00
Brantford "Expositor".....	1 do do to 20th Sept., 1859.....	1	50
Cayuga "Sentinel".....	1 do do to Nov. 18, Vol. 6.....	2	00
Cobourg "Star".....	1 do do to 1st Jan., 1859, and advertising.....	5	50
Dundas "Warder".....	1 do do to August, 1859.....	4	00
Guelpth "Advertiser".....	1 do do to 28th Feby., 1857.....	2	50
Hamilton "Morning Banner".....	2 do, and 7 months' subscription, to 15th Decr., 1857.....	10	33
Hamilton "Spectator".....	1 1/2 year's subscription to 1st Jan., 1859, and advertising.....	20	40
Ingersoll "Chronicle".....	2 do do to August, 1859.....	5	00
Kingston "British Whig".....	4 do do to 6th November, 1859.....	24	00
London "Free Press".....	2 do do to 5th May, 1859.....	12	00
London "Prototype".....	1 do do to 31st Dec., 1859, and advertising.....	19	45
Merrickville "Chronicle".....	1 do do do do.....	4	00
Millbrook "Messenger".....	1 do do to 1st May, 1859.....	2	00
Montreal "Canada Bank Note Reporter".....	1 do do to 1st October, 1859.....	1	50
Montreal "Commercial Advertiser".....	1 do do to 1st January, 1859.....	5	00
Montreal "Gazette".....	1 do do to 31st December, 1858.....	8	00
Montreal "L'Avenir".....	1 do do to 1st January, 1858.....	1	50
Montreal "Pilot".....	1 do do to 1st December, 1858.....	6	00

REPORT in detail of the Expenditure of the Department, &c., for the year ended 30th September, 1859.—(Continued.)

Name.	Particulars.	Amount.	
		\$	cts.
Napanee "Reformer".....	½ year's subscription to 24th February, 1858.....	1	25
Norfolk "Messenger".....	2 do do to September, 1859, and advertising.....	15	30
Orono "Sun".....	2 do do to 31st December, 1858.....	5	00
Ottawa "Tribune".....	Subscription, &c., to 1st May, 1860.....	7	82
Ottawa "Union".....	½ year's subscription to 30th September, 1859.....	2	00
Paris "Star".....	2½ do do to 31st December 1859.....	6	25
Perth "British Standard".....	1 do do to 18th June, 1859, and advertising.....	9	04
Preston "Observer".....	1 do do to 26th June, 1859.....	2	00
Quebec "Mercury".....	1 do do to 1st May, 1859, and advertising.....	8	90
Stanstead "Journal".....	1 do do to 25th March, 1859, and advertising.....	4	80
Three Rivers "Inquirer".....	1 do do to 3rd December, 1858.....	2	00
Toronto "Atlas".....	Subscription from 10th July to 15th November, 1858.....	2	08
Toronto "Colonist".....	13½ months' subscription to 15th November, 1858.....	6	75
Toronto "Colonist and Atlas".....	13½ do do to 1st January, 1860.....	6	75
Toronto "Canadian Freeman".....	1 year's subscription to 16th July, 1859.....	2	50
Toronto "Merchant's Magazine".....	1 do do to April, 1860.....	4	00
Toronto "Message".....	1 do do to 17th October, 1858.....	2	50
Toronto "Mirror".....	Subscription from 7th May, 1857, to 1st January, 1860.....	6	45
Waterloo "German Canadian Farmer's Friend".....	1 year's subscription to No. 48, vol. 2.....	2	50
Whitby "Chronicle".....	1 do do to 31st Dec., 1859, and advertising.....	11	56
Windsor "Herald".....	1 do do to December, 1858.....	2	00
Barrie "Advance".....	Advertising.....	2	30
Beaverton "Weekly Post".....	do.....	3	25
Belleville "Independent".....	do.....	2	00
Belleville "Intelligencer".....	do.....	3	50
Brant "Herald".....	do.....	3	00
Brantford "Courier".....	do.....	102	10
Brockville "Monitor".....	do.....	8	40
Brockville "Recorder".....	do.....	2	00
Caledonia "Sachem".....	do.....	2	84
Cayuga "Sentinel".....	do.....	4	40
Chatbam "Planet".....	do.....	2	88
Cobourg "Star".....	do.....	2	30
Colborne "Transcript".....	do.....	6	00
Dundas "Warder".....	do.....	21	00
Fergus "Freeholder".....	do.....	2	20
Galt "Reporter".....	do.....	11	50
Ingersoll "Chronicle".....	do.....	2	31
Kemptville "Progressionist".....	do.....	14	22
Kingston "Commercial Advertiser".....	do.....	5	04
Kingston "Herald and Advertiser".....	do.....	8	00
Kingston "Daily News".....	do.....	3	80
Kingston "Morning Herald".....	do.....	6	25
Kingston "Whig".....	do.....	5	04
Lindsay "Advocate".....	do.....	2	00
London "Prototype".....	do.....	16	20
Millbrook "Messenger".....	do.....	3	40
Montreal "Commercial Advertiser".....	do.....	25	70
Montreal "Gazette".....	do.....	17	40
Montreal "L'Ordre".....	do.....	3	41
Montreal "Herald".....	do.....	6	00
Montreal "Pilot".....	Printing Time Bills.....	17	64
Montreal "La Minerve".....	Advertising.....	11	87
Montreal "Temperance Advocate".....	do.....	17	80
Niagara "Mail".....	do.....	3	00
Omemeo "Warder".....	do.....	3	77
Orono "Sun".....	do.....	5	00
Ottawa "Banner".....	do.....	2	52
Ottawa "Citizen".....	do.....	23	98
Ottawa "Tribune".....	do.....	10	30
Owen Sound "Times".....	do.....	5	08
Pembroke "Observer".....	do.....	3	95
Perth "British Standard".....	do.....	4	80
Peterboro "Review".....	do.....	2	10

REPORT in detail of the Expenditure of the Department, &c., for the year ended 30th September, 1859.—(Continued.)

Name.	Particulars.	Amount.	
		\$	cts.
Prescott "Messenger".....	Advertising	3	36
Prescott "Telegraph".....	do	1	80
Preston "Observer".....	do	4	86
Quebec "Canadien".....	do	11	80
Quebec "Courrier du Canada".....	do	11	30
Quebec "Colonist".....	do	4	60
Quebec "Gazette".....	do	13	00
"Journal de Québec".....	do	18	00
Quebec "Mercury".....	do	26	32
Quebec "Military Gazette".....	do	4	50
Quebec "Morning Chronicle".....	do	16	87
Renfrew "Journal".....	do	6	30
Richmond "County Advocate".....	do	4	00
St. Catharines "Journal".....	do	7	73
St. Hyacinthe "Courrier".....	do	7	50
St. Johns "News".....	do	4	80
St. Thomas "Despatch".....	do	2	60
Sandwich "Maple Leaf".....	do	9	10
Sarnia "Tribune".....	do	2	64
Stratford "Examiner".....	do	13	65
Three Rivers "Inquirer".....	do	21	00
Three Rivers "L'Ere Nouvelle".....	do	25	40
Toronto "Atlas".....	do	2	42
Toronto "Colonist".....	do	60	50
Toronto "Leader".....	do	40	73
Toronto "Mirror".....	do	20	55
Toronto "Old Countryman".....	do	20	00
Toronto "Times".....	do	38	40
Victoria "Herald".....	do	3	00
Waterloo "Canadian Farmers' } Friend".....	do	4	00
Wellington "Mercury".....	do	1	70
Whitby "Chronicle".....	do	3	00
Whitby "Ontario Reporter".....	do	8	50
Windsor "Herald".....	do	2	20
Aberfoyle Post Office.....	Advertising unclaimed letters	00	50
Ancaster do	do do	13	97
Aurora do	do do	4	84
Aylmer, East do	do do	4	91
Aylmer, West do	do do	6	15
Ayr do	do do	8	28
Baden do	do do	6	15
Barrie do	do do	9	21
Belleville do	do do &c.	37	21
Bentick do	do do	12	02
Berlin do	do do	13	08
Bowmanville do	do do	16	72
Bradford do	do do	11	31
Brantford do	do do &c.	24	70
Bridgeport do	do do	2	47
Brighton do	do do	3	29
Brockville do	do do &c.	33	69
Burford do	do do	1	17
Carleton Place do	do do	3	42
Castleton do	do do	3	88
Cayuga do	do do	1	82
Chatbam, West do	do do	19	73
Chippawa do	do do	1	21
Clarke do	do do	5	54
Cobourg do	do do &c.	15	01
Colborne do	do do	10	15
Collingwood do	do do	4	80
Cookstown do	do do	3	97
Colloden do	do do	10	98
Dereham do	do do	12	59
Dorchester do	do do	3	13
Drummondville, West do	do do	6	37
Dunnville do	do do	10	21

REPORT in detail of the Expenditure of the Department, &c., for the year ended
30th September, 1859.—(Continued.)

Name.	Particulars.	Amount.	
		\$	cts.
Easton's Corners Post Office.....	Advertising unclaimed letters.....	2	03
Eden Mills do	do do	00	77
Flora do	do do	6	17
Enniskillen do	do do	5	34
Fergus do	do do	6	68
Freelton do	do do	2	25
Galt do	do do	14	52
Garafraxa do	do do	2	35
Goderich do	do do	3	54
Granby do	do do	00	50
Greensville do	do do	00	67
Grimsbv do	do do	00	50
Guelph do	do do	25	07
Hamilton do	do do &c-	208	44
do do	Stationery	191	87
Hampton do	Advertising unclaimed letters	2	45
Hawksbury do	do do	3	60
Hawksville do	do do	5	21
Hespeler do	do do	5	53
Ingersoll do	do do &c-	37	12
Inkerman do	do do	00	50
Iuniesil do	do do	00	96
Kemptrille do	do do	7	68
Kincardine do	do do	10	93
Kingston do	do do &c-	81	56
do do	Stationery	182	20
Komoka do	Advertising unclaimed letters.....	3	40
London do	do do &c-	155	86
do do	Stationery	70	25
Maitland do	Advertising unclaimed letters.....	3	34
Manchester do	do do	2	42
Markham do	do do	4	30
Merrickville do	do do	14	02
Millbrook do	do do	11	25
Montreal do	do do &c-	548	60
do do	Stationery	577	04
Mount Elgin do	Advertising unclaimed letters.....	4	62
Napanee do	do do	19	52
Newburg do	do do	4	42
Newcastle do	do do	8	49
New Hamburg do	do do	7	39
Newmarket do	do do	4	81
Niagara do	do do	11	45
Oakville do	do do	00	84
Omamee do	do do	3	49
Orono do	do do	7	28
Ottawa do	do do &c-	54	52
Owen Sound do	do do &c-	19	82
Paris do	do do	27	69
Pembroke do	do do &c-	14	27
Perth do	do do &c-	35	55
Peterboro' do	do do &c-	28	85
Petersburg do	do do	5	89
Phillipsburg, W. do	do do	6	51
Pictou do	do do	39	35
Plattsville do	do do	00	40
Port Dover do	do do	7	95
Port Hope do	do do	32	29
Port Perry do	do do	5	43
Port Sarnia do	do do	17	48
Port Stanley do	do do	00	77
Prescott do	do do	18	07
Preston do	do do	11	36
Princeton do	do do	14	39
Quebec do	do do &c.	379	60
do do	Stationery	542	27
Rench do	Advertising unclaimed letters.....	9	46
Richmond, E. do	do do	2	89

REPORT in detail of the Expenditure of the Department, during the year ended 30th September, 1859.—(Continued.)

Name.	Particulars.	Amount.	
		\$	cts.
Richmond Hill Post Office.....	Advertising unclaimed letters.....	8	73
St. Agatha do	do do	1	33
St. Catharines do	do do	49	83
St. Clement do	do do	4	41
St. Hyacinthe do	do do	18	82
St. Jacobs do	do do	3	81
St. Johns, E. do	do do	7	50
St. Mary's, Blanshard do	do do	18	99
St. Thomas, W. do	do do	12	20
Sandwich do	do do	2	53
Saugeen do	do do	1	53
Seneca do	do do	8	47
Sheffield do	do do	1	87
Sherbrooke do	do do &c.	14	53
Simcoe do	do do	8	69
Smith's Falls do	do do &c.	40	60
South Zorra do	do do	2	14
Sparta do	do do	2	03
Stratford do	do do	17	87
Streetsville do	do do &c.	3	42
Tavistock do	do do	3	54
Thamesford do	do do	12	13
Thornhill do	do do	1	82
Thorold do	do do	11	97
Three Rivers do	do do &c.	77	74
Toronto do	do do &c.	477	30
Toronto do	Stationery	248	62
Union do	Advertising unclaimed letters.....	00	62
Vienna do	do do	34	51
Victoria do	do do	2	20
Warkworth do	do do	3	22
Waterloo do	do do	11	36
Weimar do	do do	00	60
Welland do	do do	1	41
Wellesley do	do do	7	05
West Flamboro do	do do	7	87
West Woolwich do	do do	4	93
William Henry do	do do	5	53
Windsor do	do do &c.	36	58
Woodstock do	do do	25	90
Total.....		\$ 21978	59

SIDNEY SMITH,
Postmaster General.

H. A. WICKSTEED,
Accountant.

E. IN REPORT NO. 4.

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery, during the year ended 30th September, 1859.

Name of Post Office.	Office.	Amount.
		¢
Abbott's Corners.....	Postmaster.....	2 00
Abbottsford.....	do.....	6 00
Abercorn.....	do.....	2 00
Aberfoyle.....	do.....	2 50
Abingdon.....	do.....	2 00
Acton.....	do.....	3 00
Actonvale.....	do.....	(Accounts not received).....
Adamsville.....	do.....	2 00
Adare.....	do.....	2 00
Addison.....	do.....	4 00
Adelaide.....	do.....	8 00
Admaston.....	do.....	2 00
Adolphustown.....	do.....	4 00
Agincourt.....	do.....	2 00
Alberton.....	do.....	2 00
Albion.....	do.....	4 00
Aldboro'.....	do.....	4 00
Aldershott.....	do.....	2 00
Alexandria.....	do.....	3 00
Alfred.....	do.....	2 00
Allanburg.....	do.....	3 00
Allan Park.....	do.....	2 00
Allan's Corners.....	do.....	4 00
Allendale.....	do.....	(From 1st June, 1859).....
Allisonville.....	do.....	2 00
Alliston.....	do.....	(From 1st February, 1859).....
Allumette Island.....	do.....	2 00
Alma.....	do.....	2 00
Almira.....	do.....	2 00
Almonte (late Ramsay).....	do.....	4 00
Alwick.....	do.....	(Closed 31st March, 1859).....
Alton.....	do.....	2 00
Altona.....	do.....	2 00
Alvinston.....	do.....	2 00
Ameliasburg.....	do.....	2 00
Amherstburg.....	do.....	20 00
Amherst Island.....	do.....	2 00
Amiens.....	do.....	2 00
Ancaster.....	do.....	8 00
Ancienne Lorette.....	do.....	2 00
Angus.....	do.....	2 00
Antrim.....	do.....	(From 1st February, 1859).....
Appleby.....	do.....	2 00
Appleton.....	do.....	2 00
Apto.....	do.....	2 00
Argyle.....	do.....	2 00
Arkona.....	do.....	2 00
Arkwright.....	do.....	2 00
Arlington.....	do.....	2 00
Armitage.....	do.....	(From 1st May, 1859).....
Arnprior.....	do.....	2 00
Artemesia.....	do.....	2 00
Arthabaska Station.....	do.....	(From 1st January, 1859).....
Arthur.....	do.....	2 00
Arva.....	do.....	2 00
Ashburn.....	do.....	(From 1st July, '58, to 31st March, 1859. Subsequent accounts not received).....
Ashburnham.....	do.....	(From 1st January, 1859).....
Ashfield.....	do.....	(Closed 31st October, 1858).....
Ashgrove.....	do.....	2 00
Ashton.....	do.....	4 00
Aspodel.....	do.....	2 00

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery, during the year ended 30th September, 1859.—(Continued).

Name of Post Office.	Office.	Amount.
		\$ cts.
Athelston	Postmaster.....	2 00
Atherly	do	2 00
Athlone	do	12 00
Athol	do	13 00
Auburn	do	12 00
Audley	do	12 00
Aughrim	do	14 00
Aultsville	do	4 00
Aurora	do	5 00
Avon	do	2 00
Avon Bank	do	2 00
Aylmer, East.....	do	16 00
Aylmer, West.....	do	6 00
Aylwin	do	2 00
Ayr	do	10 00
Ayton	do	2 00
Baby's Point	do	4 00
Babyville	do	2 00
Baden	do	2 00
Bagot	do	(To 30th of June, 1859; subsequent accounts not received.....)
		1 50
Bagotville	do	2 00
Balderson	do	2 00
Baldwin	do	2 00
Ballantrae	do	(Overcredited 17 cents, September, 1858.)
		1 83
Ballinasfad	do	2 00
Ballycrov	do	(From the 1st of July, 1858.).....
		2 50
Ballynabineh	do	2 00
Balmoral	do	(From the 1st of July, 1858.).....
		2 50
Balsam	do	2 00
Baltimore	do	2 00
Bandon	do	2 00
Barnett	do	2 00
Barnston	do	3 00
Barrie	do	12 00
Bartonville	do	2 00
Bath	do	12 00
Bathcan	do	2 00
Bathcan Bridge.....	do	4 00
Battersen	do	2 00
Bayfield	do	3 00
Bayham	do	8 00
Beachville	do	6 00
Beamsville	do	6 00
Bear Brook	do	2 00
Beaubarnois.....	do	12 00
Beaumont.....	do	2 00
Beaufort	do	2 00
Beaverton.....	do	(To 30th of June, 1859; subsequent accounts not received.).....
		7 50
Béaucour	do	4 00
Belford	do	8 00
Belfast	do	2 00
Belford	do	2 00
Belfountain	do	2 00
Belle Rivière	do	2 00
Belleville	do	24 00
Bell Ewart.....	do	2 00
Bell's Corners.....	do	2 00
Belmont	do	2 00
Belmore	do	2 00
Beleuil	do	4 00
BennMiller	do	2 00
Bennie's Corners.....	do	2 00
Bentnick.....	do	12 00

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery, during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Berkeley.....	Postmaster.....	2	00
Berlin.....	do.....	32	00
Berthier, en Bas.....	do.....	4	00
Berthier, en haut.....	do.....	16	00
Bervie.....	do.....	2	00
Berwick.....	do.....	2	00
Bethany.....	(From 1st May, 1859).....	0	83
Bewdley.....	do.....	2	00
Bie.....	do.....	2	00
Binbrook.....	do.....	2	00
Birkhall.....	do.....	2	00
Birmingham.....	do.....	2	00
Birr.....	do.....	2	00
Bishop's Mills.....	do.....	2	00
Black Creek.....	do.....	2	00
Blair.....	do.....	2	00
Blandford.....	do.....	2	00
Blessington.....	do.....	2	00
Bloomfield.....	do.....	3	00
Bloomsburg.....	do.....	2	00
Blythe.....	do.....	2	00
Blytheswood.....	do.....	2	00
Bobcaygeon.....	do.....	2	00
Bodmin.....	do.....	2	00
Bomanton.....	do.....	2	00
Bond Head.....	do.....	8	00
Bongard's Corners.....	do.....	2	00
Boscobel.....	do.....	2	00
Boston.....	do.....	2	00
Bothwell.....	do.....	2	00
Boucherville.....	do.....	2	00
Bourg Louis.....	do.....	2	00
Bowen.....	do.....	2	00
Bowmanville.....	do.....	12	00
Bowmore.....	(From 1st July, 1858).....	5	00
Bradford.....	do.....	8	00
Brampton.....	do.....	8	00
Branchton.....	do.....	2	00
Brantford.....	do.....	40	00
Breslaw.....	do.....	2	00
Brewer's Mills.....	do.....	2	00
Brewster.....	do.....	2	00
Bridgenorth.....	do.....	2	00
Bridgeport.....	(To 31st December, 1858. Subsequent accounts not received).....	0	50
Bridgewater.....	(From 1st November, 1858).....	1	53
Brighton.....	do.....	24	00
Bristol.....	do.....	2	00
Britonville.....	do.....	2	00
Brock.....	do.....	2	06
Brockville.....	do.....	48	00
Brome.....	do.....	4	00
Bromemere.....	do.....	2	00
Brompton.....	do.....	2	00
Brompton Falls.....	do.....	6	00
Bronte.....	do.....	2	00
Brooke.....	do.....	2	00
Brooklin.....	do.....	6	00
Brooksdale.....	(From 1st May, 1859).....	0	83
Brougham.....	do.....	3	00
Broughton.....	do.....	2	00
Brownsburg.....	do.....	2	00
Brownsville.....	do.....	2	00
Bruce.....	do.....	2	00
Brucefield.....	do.....	2	00

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery, during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Bruce Mines	Postmaster.....	8	00
Brudenell.....	do (From 1st September, 1859).....	2	00
Brunswick.....	do.....	0	17
Buckhorn.....	do.....	2	00
Buckingham.....	do.....	6	00
Buckland.....	do (From the 1st of July, 1859).....	0	50
Burford.....	do (From the 1st July, 1858).....	15	00
Burgessville.....	do.....	2	00
Burnbrae.....	do.....	2	00
Burnstown.....	do.....	3	75
Burritt's Rapids.....	do.....	3	00
Bute.....	do.....	2	00
Buttonville.....	do.....	2	00
Buxton.....	do.....	2	00
Byron.....	do.....	2	00
Caecuna.....	do.....	4	00
Cæsarea.....	do.....	2	00
Cainsville.....	do.....	2	00
Caintown.....	do.....	2	00
Caistor.....	do.....	2	00
Caistorville.....	do.....	2	00
Calabogie.....	do.....	2	00
Caldwell.....	do.....	2	00
Caledon.....	do.....	2	00
Caledon East.....	do.....	2	00
Caledonia Flats.....	do.....	2	00
Caledonia Springs.....	do.....	4	00
Calumet Island.....	do.....	2	00
Camborne.....	do (From the 1st of November, 1858).....	1	83
Cambay.....	do.....	2	00
Caunden, East.....	do.....	4	00
Campbellford.....	do.....	8	00
Campbell's Cross.....	do.....	2	00
Campbellville.....	do.....	2	00
Camboro.....	do.....	6	00
Canestoga.....	do.....	2	00
Canfield.....	do.....	8	00
Cannifton.....	do (From 31st January to 31st December, '58; subsequent accounts not received.).....	2	00
Canning.....	do.....	2	00
Cannington.....	do.....	6	00
Canrobert.....	do.....	2	00
Cantley.....	do.....	2	00
Canton.....	do.....	2	00
Cape Cove.....	do.....	3	00
Cape Rich.....	do (From 1st July to 31st December, 1858; subsequent accounts not received.).....	1	00
Cap St. Ignace.....	do.....	2	00
Cap Santé.....	do.....	8	00
Carillon.....	do.....	16	00
Carleton (E. C.).....	do.....	16	00
Carleton Place.....	do.....	8	00
Carlingford.....	do.....	2	00
Carlisle.....	do.....	2	00
Carlou.....	do.....	2	00
Carlton West.....	do.....	2	00
Carlukc.....	do.....	2	00
Carp.....	do.....	2	00
Carronbrook.....	do.....	2	00
Carthage.....	do.....	2	00
Cartwright.....	do.....	2	00
Cashel.....	do (From 1st July, 1858, to 30th June, 1859; subsequent accounts not received.).....	2	00
Cashinere.....	do.....	2	00
Casselman.....	do.....	2	00
Castlebar.....	do.....	2	00

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery, during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Castleford	Postmaster.....	4	00
Castlemore	do	2	00
Castleton	do	2	00
Cathcart	do	2	00
Caughnawaga	do	2	00
Caragnol	do	2	00
Cavan	do	4	00
Cayuga	do	12	00
Cedar Grove.....	do	2	00
Cedars	do	4	00
Centre Augusta.....	do	2	00
Centreville	do	3	00
Chambly	do	20	00
Champlain	do	2	00
Charlesbourg	(Accounts not received.).....		
Charleston	do	2	00
Charleville	do	2	00
Chateauguay	(From 1st July, 1859.).....	0	50
Chateauguay Basin (late Chateauguay).....	do	6	00
Chateau Richer.....	do	3	00
Chatham, East.....	do	3	00
Chatham, West.....	do	48	00
Chatsworth	do	6	00
Chelsea	do	4	00
Cheltenham	do	4	00
Cherry Creek.....	do	2	00
Cherry Valley.....	do	2	00
Chertsey	do	2	00
Chester	do	2	00
Chesterfield	do	2	00
Chichester	do	2	00
Chicoutimi	do	2	00
Chippawa.....	do	12	00
Churchill	do	2	00
Churchville	do	4	00
Clachan	do	2	00
Claremont	do	2	00
Clarence.....	do	2	00
Clarenceville.....	do	4	00
Clarendon	do	2	00
Clarendon Centre.....	do	2	00
Clareview.....	do	2	00
Clarke.....	do	1	00
Claude	do	2	00
Clayton	do	2	00
Clear Creek.....	do	2	00
Clearville.....	do	2	00
Cifford	do	2	00
Clifton	do	120	00
Clinton	do	3	00
Clover Hill.....	do	2	00
Cloyne	(From 1st January, 1859).....	1	50
Clunas	do	2	00
Clyde	do	2	00
Coaticook.....	do	2	00
Cobden	do	2	00
Cobourg	do	48	00
Codrington	do	2	00
Colborne.....	do	10	00
Colchester	do	3	00
Coldsprings.....	do	2	00
Coldstream	do	2	00
Coldwater.....	do	2	00
Colebrook	(From 1st July, 1858).....	2	50
Coleraine	do	2	00

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery,
during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Colinville	Postmaster	2	00
Collfield	do (From 1st August, 1859.).....	0	33
Collingwood	do	20	00
Collie's Bay	do	2	00
Columbus	do	4	00
Comber	do	2	00
Comer's Mills	do	2	00
Compton	do	12	00
Concord	do	2	00
Consecon	do (From 1st of July, 1858.).....	5	00
Constance	do	2	00
Contrecoeur	do	2	00
Cookshire	do	2	00
Cookstown	do	5	00
Cookeville	do	8	00
Capetown	do	3	00
Coruwall	do	32	00
Corunna	do	4	00
Côteau du Lac	do	8	00
Côteau Landing	do	12	00
Côteau Station	do (From 1st of June, 1859.).....	0	67
Côte des Neiges	do	2	00
Coventry	do	2	00
Covey Hill	do	2	00
Cowansville	do	8	00
Craigburst	do	2	00
Craig Leith	do	2	00
Cranbourne	do	2	00
Credit	do	8	00
Creek Bank	do	2	00
Creemore Mills	do	2	00
Cressy	do	2	00
Crinan	do (From 1st of July, 1859.).....	0	50
Cromarty	do	2	00
Crossbill	do	2	00
Crosspoint	do	2	00
Crotou	do	2	00
Crowland	do	2	00
Croydon	do	2	00
Culloden	do	2	00
Cumminsville	do	4	00
Cumnock	do	2	00
Currau	do	2	00
Daillebout	do	2	00
Dalesville	do	2	00
Dalhousie Mills	do	2	00
Dalston	do (From 1st March, 1859.).....	1	17
Danforth	do (From 1st April, 1859.).....	1	00
Danville	do	4	00
Dartford	do	2	00
Dawn Mills	do	2	00
Dealtown	do	2	00
De Cewsville	do	2	00
Delaware	do	16	00
Delhi	do	4	00
Delta	do	8	00
Demorestville	do	2	00
Deniston	do	2	00
De Ramsay	do	2	00
Dereham	do	4	00
Derry, West	do	2	00
Deschambault	do	2	00
Devizes	do (From 1st March, 1859.).....	1	17
Devon	do (From 1st April, 1858.).....	3	00
Dewittville	do	2	00

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery,
during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount
		\$ cts.
Dexter	Postmaster	2 00
Dickinson's Landing	do	4 00
Dingle	do	2 00
Dixon's Corners	do	2 00
Donegal	do	2 00
Doon	do	2 00
Doran	do	2 00
Dorchester	do	2 00
Dorchester Station	do	2 00
Dorking	do (From 1st April, 1859.)	1 00
Dougherty	do	2 00
Douglas	do	3 00
Douglstown	do	2 00
Downeyville	do (From 1st July, 1858)	2 50
Drayton	do	2 00
Dresden	do	3 00
Drew's Mills	do	2 00
Drumbo	do	2 00
Drummondville, East	do	6 00
Drummondville, West	do	8 00
Duart	do	2 00
Dudswell	do	2 00
Dumblanc	do	2 00
Dunany	do	2 00
Dunbar	do	2 00
Dunbarton	do	2 00
Dundalk	do	2 00
Dundas	do (To 30th June, 1859; subsequent ac- counts not received.)	12 00
Dundee	do	4 00
Dungannon	do	2 00
Dunham	do	6 00
Dunkeld	do	2 00
Dunsville	do	16 00
Durance	do (From 1st April, 1859.)	1 00
Durham	do	3 00
Eardley	do	2 00
East Arthabaska	do	2 00
East Clifton	do	2 00
East Farnham	do	2 00
East Frampton	do	2 00
East Glenelg	do	2 00
East Hawkesbury	do	2 00
East Herford	do	2 00
Easton's Corners	do	2 00
East Oro	do	2 00
East Williamsburg	do	4 00
Eastwood	do	2 00
Eaton	do	8 00
Eddystone	do	2 00
Eden	do	2 00
Eden Mills	do	3 00
Edgeworth	do	2 00
Edmonton	do	6 00
Edwardsburgh	do	4 00
Eganville	do	2 00
Eglington	do	2 00
Egmondville	do	2 00
Egremont	do	2 00
Elbe	do	2 00
Eldon	do	2 00
Elgin	do	2 00
Elginburg	do	2 00
Elginfield	do	2 00
Elizabethville	do	2 00

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery, during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Ellengowan	Postmaster.....	2	00
Ellesmere	do	2	00
Elmvale	do (From 1st June, 1859).....	0	67
Elora	do	16	00
Embro'	do	4	00
Embrun	do (From 1st November, 1858.).....	1	83
Ennis	do	2	00
Enniskillen	do	2	00
Enterprise	do	2	00
Epping	do (From 1st December, 1858.).....	1	67
Epsom	do	2	00
Eramosa	do	2	00
Erin	do	3	00
Erinsville	do	2	00
Eroll	do	4	00
Escott	do	2	00
Esquesing	do	4	00
Etobicoke	do	6	00
Euphrasia	do	2	00
Everton	do	2	00
Exeter	do	2	00
Fairview	do	2	00
Falkirk	do	2	00
Farmersville	do	8	00
Farmington	do	2	00
Farnham Centre.....	do	2	00
Fenelon Falls.....	do	2	00
Fenwick	do	2	00
Fergus	do	16	00
Ferguson's Falls	do	2	00
Fermoy	do	2	00
Foversham	do	2	00
Fingal	do	4	00
Fish Creek	do (From 1st July, 1858.).....	2	50
Fitch Bay	do	2	00
Fitzalan	do	2	00
Fitzroy Harbor.....	do	6	00
Flinton	do (From 1st December, 1858.).....	1	67
Florence	do	2	00
Fonthill	do	4	00
Forester's Falls	do	2	00
Forestville.....	do	2	00
Forfar	do	2	00
Fort Coulonge.....	do	2	00
Fort Erie.....	do	6	00
Fort William	do	2	00
Fournier	do	2	00
Fox River.....	do	2	00
Frampton	do	3	00
Frankford	do	2	00
Franktown.....	do	12	00
Frankville.....	do	2	00
Fredericksburg.....	do	8	00
Frelton	do	2	00
Freiburg	do	2	00
Freighsburg.....	do	8	00
French Village.....	do	2	00
Frost Village	do	4	00
Fullarton	do	2	00
Fullon	do	2	00
Galt	do	24	00
Galway	do (From 1st April, 1859).....	0	83
Gananogue	do	8	00
Garafraxa.....	do	2	00
Garthby	do	2	00

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery, during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Gaspé Basin.....	Postmaster.....	16	00
Gentilly.....	do.....	12	00
Georgetown.....	do.....	4	00
Georgeville.....	do.....	4	00
Georgina.....	do (Over credited 0.25 to be deducted next acct.)	3	25
Gilbert's Mills.....	do.....	2	00
Glanford.....	do.....	4	00
Glanmire.....	do (From 1st December, 1858.)	1	67
Glanworth.....	do.....	2	00
Glenallan.....	do.....	4	00
Gloncoo.....	do.....	2	00
Glenelg.....	do.....	4	00
Glenloyd.....	do.....	2	00
Glenlyon.....	do.....	2	00
Glen Morris.....	do.....	2	00
Glen William.....	do.....	2	00
Goble's Corners.....	do.....	2	00
Goderich.....	do.....	16	00
Golden Creek.....	do.....	2	00
Goodwood.....	do.....	2	00
Gore's Landing.....	do.....	2	00
Gornley.....	do.....	2	00
Gorrie.....	do.....	2	00
Gosfield.....	do.....	3	00
Gosport.....	do.....	2	00
Gould.....	do.....	2	00
Gourock.....	do.....	2	00
Gower Point.....	do.....	2	00
Grafton.....	do.....	6	00
Grahamsville.....	do.....	2	00
Granby.....	do.....	12	00
Grande Baie.....	do (From 1st January, 1857.)	5	50
Grande Grève.....	do.....	2	00
Grande Ligne.....	do.....	2	00
Grand River.....	do.....	2	00
Greenbank.....	do.....	2	00
Greenbush.....	do.....	2	00
Greenock.....	do.....	2	00
Green Point.....	do.....	2	00
Greensville.....	do.....	2	00
Greenwood.....	do.....	2	00
Grenville.....	do.....	16	00
Grey.....	do.....	2	00
Griersville.....	do.....	2	00
Grimsby.....	do.....	8	00
Grondines.....	do.....	2	00
Grovesend.....	do.....	2	00
Guelph.....	do.....	48	00
Guysboro'.....	do.....	2	00
Hagersville.....	do.....	3	00
Halifax.....	do.....	2	00
Halloway.....	do (From 1st April, 1859.)	1	00
Ham.....	do.....	2	00
Hamburg.....	do.....	2	00
Hampton.....	do.....	2	00
Hannon.....	do.....	2	00
Hanover.....	do.....	2	00
Harlem.....	do.....	2	00
Harley.....	do (From 1st April, 1859.)	1	00
Harold.....	do (To 30th June, 1859; subsequent ac- counts not received.)	1	50
Harpurhey.....	do.....	4	00
Harrietsville.....	do.....	2	00
Harrington, East.....	do.....	2	00
Harrington, West.....	do.....	2	00

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery, during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Harrisburg.....	Postmaster.....	12	00
Harrison.....	do.....	2	00
Harrow.....	do.....	2	00
Harrowsmith.....	do.....	2	00
Hartford.....	do.....	2	00
Harwich.....	do.....	2	00
Harwood.....	do.....	2	00
Hastings.....	do.....	2	00
Hatley.....	do.....	4	00
Havelock.....	do.....	1	50
Hawkesbury.....	[From 1st January, 1859.].....	12	00
Hawkestone.....	do.....	2	00
Hawkesville.....	do.....	2	00
Hay.....	do.....	3	00
Haysville.....	do.....	3	00
Hazledenn.....	do.....	1	33
Headford.....	[From 1st February, 1859.].....	2	00
Headville.....	do.....	2	00
Hebron.....	do.....	0	83
Heckston.....	[From 1st May, 1859.].....	2	00
Heidelberg.....	do.....	2	00
Hemmingford.....	do.....	3	00
Henderson's Corners.....	do.....	0	67
Henryville.....	[From 1st April to 31st July, 1858.].....	8	00
Herdman's Corners.....	do.....	2	00
Hereford.....	do.....	2	00
Hespeler.....	do.....	2	00
Highland Creek.....	do.....		
	[To 31st March, 1859; subsequent accounts not received.].....	1	00
Hillier.....	do.....	6	00
Hillsboro'.....	do.....	2	00
Hillsburgh.....	do.....	2	00
Hilton.....	do.....	2	00
Holland Landing.....	do.....	16	00
Hollen.....	do.....	2	00
Holyrood.....	do.....	2	00
Homer.....	do.....	0	83
Hopetown.....	[From 1st May, 1859.].....	2	00
Horby.....	do.....	4	00
Horning's Mills.....	do.....	2	00
Houghton.....	do.....		
	[To 30th June, 1859; subsequent accounts not received.].....	3	00
Howick.....	do.....	2	00
Hubbell's Falls.....	do.....	2	00
Hull.....	do.....	4	00
Hullsville.....	do.....	2	00
Humber.....	do.....	2	00
Humberstone.....	do.....	2	00
Hunterstown.....	do.....	2	00
Huntingdon.....	do.....	10	00
Huntingville.....	do.....	2	00
Huntley.....	do.....	3	00
Huston.....	do.....	2	00
Hyde Park Corner.....	do.....	0	50
Indiana.....	[From 1st July, 1859.].....	6	00
Industry.....	do.....	3	00
Ingersoll.....	do.....	32	00
Inkermann.....	do.....	2	00
Innerkip.....	do.....	2	00
Innisfil.....	do.....	2	00
Innisville.....	do.....	2	00
Inverhuron.....	do.....	2	00
Invermay, (late Arran.).....	do.....	4	00
Inverness.....	do.....	2	00
Iona.....	do.....	2	00
Iron Hill.....	do.....	2	00
Iroquois.....	do.....	6	00

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery, during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Islay	Postmaster.....	2	00
Isle aux Grues.....	do (From 1st July, 1858.).....	2	50
Isle aux Noix.....	do	3	00
Isle Perrot.....	do	2	00
Isle Verte.....	do	8	00
Ivanhoe.....	do	2	00
Ivy.....	do	2	00
Jarratt's Corners.....	do	2	00
Jarvis.....	do	3	00
Jersey, River Chaudière.....	do (From 1st July, 1858.).....	2	50
Jerseyville.....	do	2	00
Johnson.....	do	2	00
Johnson's Corners.....	do	2	00
Johnson's Mills.....	do	2	00
Johnville.....	do	2	00
Jordan.....	do	4	00
Kaladar.....	do (To 31st August, 1859; subsequent ac counts not received.).....	1	83
Kamouraska.....	do	8	00
Kars.....	do	2	00
Katesville.....	do	2	00
Keenansville.....	do (From 1st July, 1858.).....	2	50
Keene.....	do	4	00
Keith.....	do	2	00
Kelvin.....	do	2	00
Kemptville.....	do	6	00
Kendall.....	do	2	00
Kenilworth.....	do	2	00
Kenmore.....	do	2	00
Kennebec Line.....	do	2	00
Kenyon.....	do	2	00
Kertch.....	do	2	00
Keswick.....	do	2	00
Kettleby.....	do	2	00
Kilbride.....	do	4	00
Kildare.....	do (To 31st December, 1858; subsequent accounts not received.).....	0	50
Kilkenny.....	do	2	00
Killarney.....	do	2	00
Kilmanagh.....	do	2	00
Kilmarnock.....	do (From 1st April, 1859.).....	1	00
Kilsyth.....	do	2	00
Kinburn.....	do	2	00
Kinecardine.....	do	4	00
King.....	do	4	00
Kingsey.....	do	4	00
Kingsey Falls.....	do	2	00
Kingston Mills.....	do	2	00
Kingsville.....	do	2	00
Kinkora.....	do	2	00
Kinloss.....	do	2	00
Kinmount.....	do (From 1st May, 1859.).....	0	83
Kinsale.....	do	2	00
Kintail.....	do	2	00
Kippen.....	do	2	00
Kirkton.....	do	2	00
Kirkwall.....	do	2	00
Klineburgh.....	do	2	00
Knowlton.....	do	2	00
Knowlton Falls.....	do	2	00
Komoka.....	do	2	00
La Baie.....	do	8	00
Labarre.....	do	2	00
La Beauce.....	do	6	00
L'Acadie.....	do	8	00

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery, during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Lachenaie	Postmaster	2	00
Lachine	do	8	00
Lachute	do	6	00
Lacolle	do	3	00
Lafontaine	do	2	00
La Guerre	do	2	00
Lake Beauport	(From 1st May, 1859.)	0	83
Lakefield	do	2	00
Lakeside	do	2	00
Lake Temiscouata	do	2	00
L'Amaroux	do	2	00
Lambeth	do	2	00
Lambton	do	2	00
Lanark	do	8	00
Lancaster	(From 1st July, '58, to 30th June, '59; subsequent account not received.)	18	00
Lance à Giles	do	2	00
Langside	do	2	00
Lanoraie	(From 1st January, 1858.)	3	50
Lansdowne	(To 30th June, 1859; subsequent ac- count not received.)	1	30
La Pigeonnière	do	2	00
Laprairie	do	8	00
La Présentation	do	2	00
Largie	do	2	00
L'Assomption	do	10	00
Laterrière	do	2	00
Lattas Mills	do	2	00
Laval	do	2	00
Lavaltrie	(From 1st October, 1856.)	6	00
L'Avenir	do	2	00
Lawrenceville	do	2	00
Leamington	do	2	00
Leaskdale	do	2	00
Leavens	do	2	00
Leeds	do	4	00
Le Foulon	do	2	00
Lefroy	do	2	00
Leith	do	2	00
Lemonville	do	2	00
Lenoxville	do	10	00
Lenox	do	2	00
L'Epiphanie	do	2	00
Les Eboulemens	do	2	00
Les Ecureuils	do	2	00
Les Escoumains	(From 1st July, 1858.)	2	50
Leskard	do	2	00
Lifford	do	2	00
Limehouse	do	2	00
Lime Lake	(From 1st February, 1859.)	1	33
Lindsay	do	16	00
Linton	do	2	00
Linwood	do	2	00
Lippincott	do	2	00
Lisadel	do	2	00
Lisbon	do	2	00
L'Islet	do	4	00
Listowell	do	2	00
Litchfield	do	4	00
Little Britain	do	2	00
Little Rideau	do	2	00
Lloydtown	do	4	00
Lobo	do	2	00
Lochaber	do	3	00
Lochiel	do	3	00

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery, during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Lockton.....	Postmaster.....	2	00
Long Island Locks.....	do.....	2	00
Long Point.....	do.....	2	00
Longueuil.....	do.....	4	00
Longwood.....	do.....	2	00
Lonsdale.....	do.....	2	00
Lorette.....	do.....	2	00
L'Original.....	do.....	12	00
Lorraine.....	do.....	2	00
Losky.....	do.....	2	00
Lotbiniere.....	do.....	3	00
Loughboro'.....	do.....	3	00
Low.....	do.....	2	00
Lower Ireland.....	do.....	2	00
Lowville.....	do.....	2	00
Lucan.....	do.....	2	00
Lunenburg.....	do.....	2	00
Luton.....	do.....	2	00
Lyn.....	do.....	4	00
Lynden.....	do.....	2	00
Lyndhurst.....	do.....	2	00
Lynedoch.....	do.....	2	00
Lyons.....	do.....	2	00
McDonald's Corners.....	do.....	2	00
McGillivray.....	do.....	4	00
Macnider.....	do (From 1st May, 1859.).....	0	82
Macville.....	do.....	2	00
Maddington.....	do.....	2	00
Madoc.....	do.....	3	00
Magdalen Islands.....	do (Summer season.).....	1	16
Magog.....	do.....	2	00
Maidstone.....	do.....	2	00
Maitland.....	do.....	3	00
Malakoff.....	do.....	2	00
Mallorytown.....	do.....	2	00
Malta.....	do.....	2	00
Malton.....	do (From 1st July, 1858, to 30th June, 1859; subsequent account not received.).....	8	00
Malvern.....	do.....	2	00
Manchester.....	do.....	2	00
Manilla.....	do.....	6	00
Manitowaning.....	do.....	2	00
Manningville.....	do.....	3	00
Mansfield.....	do.....	2	00
Manvers.....	do.....	2	00
Maple.....	do.....	2	00
Maple Grove.....	do.....	2	00
Mapleton.....	do.....	2	00
Mara.....	do.....	2	00
Marbleton.....	do.....	2	00
March.....	do.....	4	00
Marden.....	do (From 1st March, 1859.).....	1	17
Markham.....	do.....	6	00
Marlow.....	do.....	2	00
Marmion.....	do (From 1st March, 1859.).....	1	17
Marmora.....	do.....	2	00
Marshville.....	do.....	5	00
Martintown.....	do.....	4	00
Martinville.....	do.....	2	00
Marysville.....	do.....	2	00
Ma'c'uche.....	do.....	2	00
Ma'k'ongge.....	do.....	3	00
Massawippi.....	do.....	2	00
Matane.....	do.....	2	00
Mawcook.....	do (From 1st January, 1859.).....	1	50

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery,
during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Mayfield	Postmaster.....	2	00
Mayne.....	do.....	2	00
Mendowdale.....	do.....	2	00
Medonte.....	do.....	4	00
Melancthon.....	do.....	2	00
Melbourne.....	do.....	9	00
Melbourne Ridge.....	do.....	2	00
Melrose.....	do.....	2	00
Melville.....	do.....	2	00
Menic.....	do.....	2	00
Merrickville.....	do.....	10	00
Mersea.....	do.....	2	00
Merton.....	do (To 31st August, 1859.).....	1	53
Metis.....	do.....	5	50
Meyersburg.....	do (From 1st September, 1859.).....	0	17
Middleville.....	do.....	2	00
Mile End.....	do.....	2	00
Milford.....	do.....	2	00
Milbank.....	do.....	2	00
Mill Brook.....	do.....	8	00
Mille Isles.....	do.....	2	00
Mille Roches, (late Moulinette.).....	do.....	4	00
Mille Vaches.....	do.....	2	00
Mill Grove.....	do.....	2	00
Mill Haven.....	do.....	2	00
Milliken.....	do (From 1st April, 1859.).....	1	00
Milnesville.....	do.....	2	00
Milton, East.....	do.....	2	00
Milton, West.....	do.....	4	00
Mimico.....	do.....	2	00
Minden.....	do (From 1st June, 1859.).....	0	67
Mitchell.....	do.....	4	00
Mohawk.....	do.....	4	00
Moir.....	do.....	2	00
Molesworth.....	do.....	2	00
Monkton.....	do (From 1st December, 1858.).....	1	67
Mono Centre.....	do.....	2	00
Mono Mills.....	do.....	4	00
Montague.....	do (From 1st April, 1859.).....	1	00
Montcalm.....	do.....	2	00
Monte-Bello.....	do.....	2	00
Montmagny.....	do.....	8	00
Mont St. Hilaire.....	do.....	2	00
Montrose.....	do.....	2	00
Moore.....	do.....	6	00
Morgantown.....	do (Closed 31st December, 1858.).....	0	50
Morningdale Mills.....	do.....	2	00
Morpeth.....	do.....	8	00
Morrisbank.....	do.....	2	00
Morrisburg.....	do.....	6	00
Morrisdale.....	do.....	2	00
Morrison.....	do.....	1	00
Morton.....	do.....	2	00
Morven.....	do.....	3	00
Moscow.....	do.....	2	00
Mountain.....	do.....	2	00
Mount Albion.....	do.....	2	00
Mount Brydges.....	do.....	8	00
Mount Elgin.....	do.....	2	00
Mount Forest.....	do.....	2	00
Mount Healy.....	do.....	2	00
Mount Johnson.....	do.....	2	00
Mountjoy.....	do (From 1st April, 1859.).....	1	00
Mount Pleasant.....	do.....	2	00
Mount St. Louis.....	do.....	2	00

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery,
during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Mount St. Patrick.....	Postmaster.....	2	00
Mount Vernon.....	do.....	2	00
Mount Webster.....	do.....	2	00
Muddy Branch, (late Migneault.).....	do.....	2	00
Mulmur.....	do.....	2	00
Muncey.....	do.....	2	00
Murray.....	do.....	4	00
Murray Bay.....	do.....	10	00
Murvale.....	do.....	2	00
Musselburg.....	do.....	2	00
Nairn.....	do.....	2	00
Nanticoke.....	do.....	2	00
Napanee.....	do.....	16	00
Napier.....	do.....	2	00
Napierville.....	do.....	3	00
Nashwood.....	do.....	2	00
Nassagiweya.....	do.....	4	00
Nelson.....	do.....	16	00
Neustadt.....	do.....	2	00
New Aberdeen.....	do.....	2	00
Newark.....	do.....	2	00
Newbliss.....	do.....	2	00
Newboro'.....	do.....	4	00
Newburg.....	do.....	4	00
Newbury.....	do.....	12	00
New Carlisle.....	do.....	10	00
New Castle.....	do.....	8	00
New Dundee.....	do.....	2	00
New Durham.....	do.....	2	00
New Glasgow.....	do.....	8	00
New Hamburg.....	do.....	8	00
New Ireland.....	do.....	2	00
Newland.....	do.....	2	00
New Liverpool.....	do.....	4	00
New Lowell.....	do.....	2	00
New Market.....	do.....	6	00
Newport.....	do.....	2	00
New Richmond.....	do.....	2	00
Newry.....	do.....	1	17
New Sarum.....	(Closed 30th April, 1859.).....		
Newtown Robinson.....	(Accounts not received.).....		
Niagara.....	do.....	2	00
Nicolet.....	do.....	32	00
Nicolet.....	do.....	10	00
Nilestown.....	do.....	2	00
Nissouri.....	do.....	2	00
Nithburg.....	do.....	2	00
Nobleton.....	do.....	2	00
Norham.....	do.....	8	00
Normanby.....	do.....	2	00
Normandale.....	do.....	3	00
Normanton.....	do.....	2	00
North Adjala.....	do.....	2	00
North Augusta.....	do.....	3	00
North Douro.....	do.....	2	00
North Eldon.....	do.....	2	00
North Ely.....	do.....	2	00
North Georgetown.....	do.....	4	00
North Glanford.....	do.....	2	00
North Gower.....	do.....	2	00
North Lancaster.....	do.....	2	00
North Pelham.....	do.....	2	00
North Port.....	do.....	2	00
North Stanbridge.....	do.....	3	00
North Stukeley.....	do.....	2	00
North Sutton.....	do.....	2	00
North Wakefield.....	do.....	0	83
	(From 1st May, 1859.).....		

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery, during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
North Walsingham.....	Postmaster.....	2	00
North Williamsburg.....	do.....	2	00
Norton Creek.....	do.....	2	00
Norval.....	do.....	4	00
Norwich.....	do.....	6	00
Norwood.....	do.....	7	00
Notfield.....	do.....	2	00
Nottawa.....	do.....	2	00
Nottawasaga Station.....	do.....	2	00
Notre Dame du Portage.....	do.....	2	00
Oakland.....	do.....	8	00
Oak Ridges.....	do.....	2	00
Oakville.....	do.....	8	00
Okwood.....	do.....	6	00
Oban.....	do.....	2	00
Odessa.....	do.....	4	00
Oil Springs.....	do (From 1st April, 1859.).....	1	00
Omagh.....	do.....	2	00
Omeme.....	do (From 1st July, 1858.).....	5	00
Oncida.....	do.....	2	00
Oncndaga.....	do.....	4	00
Onslow.....	do.....	2	00
Ontario.....	do.....	2	00
Orangeville.....	do.....	3	50
Orillia.....	do.....	6	00
Ormond.....	do.....	2	00
Ormstown.....	do.....	4	00
Oro.....	do.....	2	00
Orono.....	do.....	8	00
Orwell.....	do.....	3	00
Osborne.....	do.....	6	00
Osgoode.....	do.....	4	00
Oshawa.....	do.....	24	00
Osprey.....	do.....	2	00
Oseprings.....	do.....	2	00
Ossian.....	do (From 1st March, 1859.).....	1	17
Ottawa City.....	do.....	48	00
Ottawa Glass Works.....	do.....	2	00
Otterville.....	do.....	4	00
Oniseau.....	do.....	2	00
Oungah.....	do.....	2	00
Owen Sound.....	do.....	16	00
Oxford Centre.....	do.....	2	00
Oxford Mills.....	do.....	2	00
Oznabruok Centre.....	do.....	2	00
Paisley.....	do.....	2	00
Pakenham.....	do.....	8	00
Palermo.....	do.....	6	00
Pannure.....	do.....	2	00
Papineauville.....	do.....	4	00
Paris.....	do.....	40	00
Parma.....	do.....	2	00
Paspebiac.....	do.....	2	00
Pefferlaw.....	do.....	2	00
Pelham Union.....	do.....	2	00
Pembroke.....	do.....	4	00
Penetanguishene.....	do.....	16	00
Peninsula-Gaspé.....	do.....	2	00
Penville.....	do.....	2	00
Percé.....	do.....	8	00
Perrytown.....	do.....	2	00
Perth.....	do.....	36	00
Petawawa.....	do (From 1st May, 1859.).....	0	83
Peterboro'.....	do.....	24	00
Petersburg.....	do.....	10	00

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery, during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Peveril	Postmaster	2	00
Philipsburg, East	do	16	00
Philipsburg, West	do	2	00
Philipsville	do	2	00
Pickering	do	8	00
Picton	do	20	00
Pierreville	do	3	00
Pigeon Hill	do	2	00
Pike River	do	6	00
Pine Orchard	do	2	00
Pine River	do	2	00
Pittserry	do	2	00
Plantagenet	do	2	00
Plattsville	do	2	00
Playfair	do	2	00
Point Abino	do	2	00
Point Alexander	do	2	00
Pointe au Chêne	do	2	00
Pointe aux Anglais	do (Closed during quarter ended 31st March, 1859.)	1	50
Pointe aux Trembles, en haut	do	2	00
Pointe aux Trembles, en bas	do	2	00
Pointe Claire	do (To 31st December, 1858; subsequent accounts not received.)	0	50
Pointe du Lac	do	2	00
Point Fortune	do	2	00
Point Levi	do	4	00
Point Levi, East	do	2	00
Point Platon	do	2	00
Point St. Peter	do	16	00
Portage du Fort	do (From 1st July, 1858.)	10	00
Port Albert	do	2	00
Port au Persil	do	2	00
Port Bruce	do	2	00
Port Burwell	do	12	00
Port Colborne	do	4	00
Port Credit	do	2	00
Port Dalhousie	do	3	00
Port Daniel	do	2	00
Port Dover	do	12	00
Port Elmsley	do	2	00
Port Head	do	2	00
Port Hoover	do	2	00
Port Hope	do	32	00
Portland	do	2	00
Port Maitland	do	4	00
Port Nelson	do	2	00
Portneuf	do (From 1st July, 1858.)	5	00
Port Perry	do	2	00
Port Robinson	do	12	00
Port Rowan	do	5	00
Port Royal	do	2	00
Port Ryerse	do	2	00
Port St. Francis	do (From 1st January, '56, to 30th June, '58.)	7	00
Portsmouth	do	2	00
Port Sarnia	do	16	00
Port Stanley	do	12	00
Port Talbot	do	3	00
Prescott	do	24	00
Preston	do	20	00
Priceville	do	2	00
Princeton	do	3	00
Prospect	do	2	00
Proton	do	2	00
Puslinch	do	3	00

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery, during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Queensboro'	Postmaster	2	00
Queenston	do	80	00
Queensville	do	2	00
Raglan	do	2	00
Railton	do	2	00
Rainham	do	2	00
Rainham Centre	do	2	00
Rapides des Joachims	do	2	00
Ratho	do	2	00
Ravenswood	do	2	00
Rawdon	do	2	00
Reach	do	4	00
Reading	do	2	00
Rednersville	do	2	00
Reekie	do	2	00
Renfrew	do	8	00
Renton	do (From 1st April, 1859.)	1	00
Repentigny	do	4	00
Riceburg	do (From 1st December, 1858.)	1	67
Riceville	do	2	00
Richmond, East	do	12	00
Richmond, West	do	6	00
Richmond Hill	do	10	00
Richview	do	2	00
Richwood	do	2	00
Ridgetown	do	2	00
Rigaud	do	4	00
Rimouski	do	7	00
Ringwood	do	2	00
Ripley	do	2	00
River Beaudette	do	2	00
River David	do	2	00
River Desert	do	2	00
River St. Louis	do	2	00
Riversdale	do	2	00
Rivière aux Canards	do	0	50
Rivière des Prairies	do (To 31st March, 1859; subsequent ac counts not received.)	1	00
Rivière du Loup, en bas	do	20	00
Rivière du Loup, en haut	do	6	00
Rivière Ouelle	do	4	00
Rivière Trois Pistoles	do	2	00
Robinson	do	3	00
Roblin	do	2	00
Rochester	do	2	00
Rockford	do	2	00
Rockport	do	2	00
Rockton	do	4	00
Rockwood	do	2	00
Rodgerville	do	2	00
Rokeby	do (From 1st April, 1859.)	1	00
Rolph	do	2	00
Romney	do	2	00
Rond'eau	do	8	00
Rosebank	do	2	00
Rosetta	do	2	00
Roseneath	do (From 1st April, 1859.)	1	00
Roseville	do	2	00
Roslin	do	2	00
Ross	do	2	00
Rothsay	do	2	00
Rouge Hill	do	2	00
Rougemont	do	2	00
Rowan Mills	do	2	00
Roxborough	do	2	00

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery, during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Roxborough, West.....	Postmaster.....	2	00
Roxton Falls.....	do.....	2	00
Ruisseau des Chênes.....	do.....	2	00
Runnymede.....	do.....	2	00
Russell.....	do.....	2	00
Russeltown.....	do.....	2	00
Ryckman's Corners.....	do.....	2	00
Ste. Adèle.....	do.....	(To 31st December, 1858; subsequent accounts not received.).....	0 50
St. Agathe.....	do.....	2	00
Sto. Agathe.....	do.....	2	00
St. Aimé.....	do.....	2	00
St. Alban.....	do.....	2	00
St. Alexandre, Iberville.....	do.....	(From 1st January, 1858, to 31st March, '59; subsequent accounts not received.).....	2 50
St. Alexandre, Kamouraska.....	do.....	2	00
St. Alexis.....	do.....	2	00
St. Alphonse.....	do.....	2	00
St. Anaclet.....	do.....	(From 1st July, 1859.).....	0 50
St. André.....	do.....	2	00
St. André Avelin.....	do.....	2	00
St. André ws, East.....	do.....	6	00
St. André ws, West.....	do.....	(From 1st July, 1858.).....	2 50
Sto. Angélique.....	do.....	2	00
St. Anicet.....	do.....	2	00
Sto. Anne, Bout de l'Isle.....	do.....	4	00
Sto. Anne de la Pcrade.....	do.....	4	00
Sto. Anne des Monts.....	do.....	8	00
Sto. Anne des Plaines.....	do.....	2	00
Sto. Anne la Pocatière.....	do.....	4	00
St. Anns, Lincoln.....	do.....	2	00
St. Anselme.....	do.....	2	00
St. Antoine, Lotbinière.....	do.....	2	50
St. Antoine, Rivière Richelieu.....	do.....	2	00
St. Apollinaire.....	do.....	(From 1st July, 1858.).....	2 50
St. Arsène.....	do.....	2	00
St. Athanase.....	do.....	2	00
St. Aubert.....	do.....	2	00
St. Augustin, Portneuf.....	do.....	2	00
St. Augustin, Two Mountains.....	do.....	(From 1st July, 1858.).....	2 50
St. Barnabé, Saint Maurice.....	do.....	2	00
St. Barnabé, River Richelieu.....	do.....	2	00
St. Barthélemi.....	do.....	2	00
St. Bazile.....	do.....	2	00
St. Benoit.....	do.....	4	00
St. Bernard.....	do.....	2	00
St. Brigide.....	do.....	(From 1st July, 1858, to 30th June, 1859; subsequent accounts not received.).....	2 00
St. Bruno.....	do.....	2	00
St. Casimir.....	do.....	2	00
St. Catherine's, East.....	do.....	2	00
St. Catharines, West.....	do.....	32	00
St. Cèlestin.....	do.....	2	00
St. Césaire.....	do.....	4	00
St. Charles, River Richelieu.....	do.....	(To 30th June, 1859; subsequent account not received.).....	3 00
St. Charles, River Boyer.....	do.....	2	00
St. Christophe.....	do.....	(From 1st July, 1858.).....	2 50
St. Claire.....	do.....	2	00
St. Clements.....	do.....	2	00
St. Clet.....	do.....	2	00
St. Columbin.....	do.....	2	00
St. Constant.....	do.....	(From 1st May, 1856.).....	6 83
Sto. Croix.....	do.....	2	00
St. Cuthbert.....	do.....	2	00

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery, during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
St. Cyrille.....	Postmaster.....	2	00
St. Damase.....	do	2	00
St. Davids.....	do	2	00
St. Denis, River Richelieu.....	do	4	00
St. Denis de la Bouteillerie.....	do (From 1st April, 1858, to 31st March, '59; subsequent accounts not received.)	2	00
St. Didace.....	do	2	00
St. Dominique.....	do	2	00
St. Edouard.....	do (From 1st July, 1858.)	2	50
Ste. Elizabeth.....	do	3	00
St. Eloi.....	do	2	00
St. Elzéar.....	do	2	33
St. Ephrem d'Upton.....	do (From 1st July, 1858, to 31st Aug., '59.)	2	00
St. Esprit.....	do	2	00
St. Etienne.....	do	2	00
St. Eustache.....	do	8	00
St. Evariste de Forsyth.....	do (From 1st January, 1859.)	1	50
St. Fabien.....	do	2	00
Ste. Famille.....	do	2	00
St. Félix de Valois.....	do	2	00
St. Fidèle.....	do	2	00
Ste. Flavie.....	do	2	00
St. Flavien.....	do (From 1st May, 1859.)	0	83
St. Foy.....	do (From 1st April, 1858.)	3	00
St. Francis.....	do	3	00
St. François, Montmagny.....	do	2	00
St. François, Beauce.....	do	2	00
St. François, d'Orléans.....	do	2	00
St. Gabriel.....	do	2	00
Ste. Genevieve.....	do	2	00
St. George, Beauce.....	do	2	50
St. George, Brant.....	do	8	00
Ste. Gertrude.....	do	2	00
St. Gervais.....	do	2	00
St. Giles.....	do	4	00
St. Grégoire.....	do (To 31st March, 1859; subsequent accounts not received.)	1	00
St. Hélène.....	do	2	00
St. Hélène de Bagot.....	do	2	00
St. Helens.....	do	2	00
St. Hénédine.....	do	2	00
St. Henri.....	do	3	00
St. Hormas.....	do	4	00
St. Hilaire.....	do (From 1st July, 1858.)	20	00
St. Hubert.....	do (From 1st March, 1859.)	1	17
St. Hugues.....	do	2	00
St. Hyacinthe.....	do	20	00
St. Iréné.....	do	2	00
St. Isidore, Dorchester.....	do	2	00
St. Isidore, Laprairie.....	do	2	00
St. Ives.....	do	2	00
St. Jacobs.....	do	2	00
St. Jacques.....	do	2	00
St. Jacques le Mineur.....	do	2	00
St. Janvier.....	do (From 1st Dec., 1857, to 31st Dec., 1858; subsequent accounts not received.)	2	33
St. Jean Baptiste.....	do (To 30th June, 1859; subsequent accounts not received.)	1	50
St. Jean Chrysostôme, Chateauguay.....	do	2	00
St. Jean Chrysostôme, Lévi.....	do	2	00
St. Jean des Chaillons.....	do	2	00
St. Jean de Matha.....	do	2	00
St. Jean d'Orléans.....	do	2	00
St. Jean, Port Joli.....	do	4	00
St. Jérôme.....	do (Accounts not received.)	.....	.....

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery, during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
St. Johns, East.....	Postmaster.....	40	00
St. Johns, West.....	do (To 31st July, 1859.).....	1	67
St. Joseph.....	do.....	3	00
St. Joseph du Lac.....	do.....	2	00
St. Jude.....	do.....	2	00
Ste. Julie.....	do (From 1st January to 31st December, 1858; subsequent accounts not received).....	2	00
Ste. Julienne.....	do.....	2	00
St. Justin.....	do (From 1st April, 1859.).....	1	00
St. Lambert, Levi.....	do.....	2	00
St. Lambert, Montreal.....	do (From 1st June, 1859.).....	0	67
St. Laurent, d'Orléans.....	do.....	2	00
St. Laurent, Montreal.....	do (From 1st July, 1858.).....	2	50
St. Lazare.....	do.....	2	00
St. Léon.....	do.....	2	00
St. Liguori.....	do (Accounts not received.).....		
St. Lia.....	do.....	2	00
St. Louis de Gonzague.....	do.....	3	00
St. Luc.....	do.....	2	00
Ste. Luce.....	do (From 1st July, 1858, to 30th June, 1859; subsequent account not received.).....	2	00
St. Marc.....	do.....	2	00
St. Marcel.....	do.....	2	00
Ste. Marguerite.....	do.....	2	00
Ste. Marie de Monnoir.....	do.....	2	00
Ste. Marthe.....	do (Account not received.).....		
St. Martin.....	do.....	5	00
Ste. Martine.....	do.....	4	00
St. Mary's, Blanshard.....	do.....	4	00
St. Mathias.....	do.....	2	00
St. Maurice.....	do.....	2	00
St. Michel.....	do (To 30th June, 1859; subsequent account not received.).....	6	00
St. Modeste.....	do.....	2	00
Ste. Monique.....	do.....	2	00
St. Narcisse.....	do.....	2	00
St. Nicholas.....	do.....	2	00
St. Norbert.....	do.....	2	00
St. Onézime.....	do (From 1st January, 1859.).....	1	50
St. Ours.....	do.....	4	00
St. Pacôme.....	do.....	2	00
St. Paschal.....	do.....	4	00
St. Paul d'Industrie.....	do.....	2	00
St. Paul's Bay.....	do.....	8	00
St. Paul l'Hermite.....	do (To 31st March, 1859; subsequent accounts not received.).....	1	00
St. Philippe.....	do (Office closed during May and June '59.).....	1	67
Ste. Philomène.....	do.....	2	00
St. Pie.....	do.....	4	00
St. Pierre d'Orléans.....	do.....	2	00
St. Pierre Montmagny.....	do.....	2	00
St. Pierre les Becquets.....	do.....	3	00
St. Placide.....	do.....	2	00
St. Polycarpe.....	do.....	3	00
St. Prosper.....	do.....	2	00
St. Raphael.....	do.....	4	00
St. Raymond.....	do.....	2	00
St. Remi.....	do.....	6	00
St. Robert.....	do.....	2	00
St. Roch des Aunnis.....	do.....	4	00
St. Roch l'Achigan.....	do.....	2	00
Ste. Rosalie.....	do.....	2	00
Ste. Rose.....	do.....	2	00
St. Sauveur.....	do.....	2	00
St. Sauveur de Québec.....	do.....	2	00

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery, during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Ste. Scholastique.....	Postmaster.....	2	00
St. Sévère.....	do.....	2	00
St. Simon de Yamaska.....	do.....	2	00
St. Simon de Rimouski.....	do.....	2	00
Ste. Sophie.....	do.....	2	00
St. Stanislas.....	do.....	2	00
St. Sulpice.....	do.....	2	00
St. Sylvester.....	do.....	2	00
St. Sylvester, East.....	do.....	2	00
Ste. Thérèse.....	do.....	4	00
St. Thomas, East.....	do.....	2	00
St. Thomas, West.....	do.....	32	00
St. Timothée.....	do (To 30th June, 1859; subsequent account not received.).....	1	50
St. Tite, (late St. Juste).....	do (From 1st February, 1859.).....	1	33
St. Urbain.....	do (To 30th June, 1859; subsequent account not received.).....	1	50
Ste. Ursule.....	do.....	2	00
St. Valentine.....	do.....	2	00
St. Vallier.....	do.....	4	00
Ste. Victoire.....	do.....	2	00
St. Vincent.....	do (From 1st July, 1858.).....	7	50
St. Vincent de Paul.....	do.....	2	00
St. Zéphirin.....	do.....	2	00
St. Zotique.....	do.....	2	00
Salem.....	do.....	2	00
Salford.....	do.....	2	00
Sandfield.....	do.....	2	00
Sandhill.....	do.....	4	00
Sand Point.....	do.....	2	00
Sandwich.....	do.....	20	00
Sandy Beach.....	do (From 1st August, 1859.).....	0	33
Saugeen.....	do.....	4	00
Sault au Récollet.....	do.....	2	00
Sault Ste. Marie.....	do.....	4	00
Sawyerville.....	do.....	2	00
Scarboro'.....	do.....	6	00
Scone.....	do.....	2	00
Scotch Block.....	do.....	2	00
Scotland.....	do.....	3	00
Sebastopol.....	do.....	3	50
Sebringville.....	do.....	2	00
Seeley's Bay.....	do.....	2	00
Selby.....	do.....	2	00
Selkirk.....	do.....	2	00
Seneca.....	do.....	8	00
Shakespeare.....	do.....	8	00
Shamrock.....	do (From 1st August, 1859.).....	0	33
Shannonville.....	do.....	4	00
Shanty Bay.....	do.....	2	00
Shanty.....	do (From 1st August, 1859.).....	0	33
Sharon.....	do.....	2	00
Shawenegan.....	do (To 31st December, 1858; subsequent accounts not received.).....	0	50
Sheffield.....	do.....	2	80
Shefford Mountain.....	do.....	2	00
Sherbrooke.....	do.....	32	00
Sheridan.....	do.....	2	00
Sherrington.....	do.....	2	00
Shipley.....	do.....	2	00
Sillsville.....	do.....	2	00
Silver Creek.....	do.....	2	00
Silver Hill.....	do.....	2	00
Simeoe.....	do.....	32	00
Singhampton, (late Mortimer).....	do.....	2	00

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery, during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Skye.....	Postmaster (From 1st November, 1858.).....	1	83
Sligo.....	do.....	2	00
Smithfield.....	do.....	2	00
Smith's Falls.....	do.....	32	00
Smithville, Hastings.....	do (To 30th June, 1859; subsequent account not received.).....	1	50
Smithville, Lincoln.....	do.....	8	00
Sombra.....	do.....	4	00
Somerset.....	do.....	10	00
Sonya.....	do.....	2	00
South Bolton.....	do.....	2	00
South Cayuga.....	do.....	2	00
South Douro.....	do.....	2	00
South Dummer.....	do.....	2	00
South Durham.....	do.....	2	00
South Elmsley.....	do.....	2	00
South Ely.....	do.....	2	00
South Finch.....	do.....	2	00
South Gloster.....	do.....	3	00
South Gower.....	do.....	3	00
South Granby.....	do.....	2	00
South Hinchinbrook.....	do.....	2	00
South March.....	do.....	2	00
South Monaghan.....	do.....	3	00
South Mountain.....	do.....	2	00
South Potton.....	do.....	2	00
South Quebec.....	do (From 1st July, 1858.).....	2	50
South Roxton.....	do.....	2	00
South Westmeath.....	do.....	2	00
South Zorra.....	do.....	2	00
Sparta.....	do.....	4	00
Spencer Cove.....	do (From 1st January, 1858.).....	7	00
Spooner Pond.....	do (Closed.).....	1	00
Spencerville.....	do.....	2	00
Spring Arbour.....	do (Re-opened 1st February, 1859.).....	1	33
Springford.....	do.....	2	00
Springville.....	do.....	2	00
Stafford.....	do.....	2	00
Stamford.....	do.....	2	00
Stanbridge, East.....	do.....	8	00
Standon.....	do.....	2	00
Stanford.....	do.....	4	00
Stanley's Mills.....	do.....	4	00
Stanstead.....	do.....	24	00
Stevensville.....	do.....	2	00
Stirling.....	do.....	4	00
Stittsville.....	do (Closed 31st January, 1859.).....	0	87
Stoco.....	do.....	2	00
Stoneham.....	do.....	2	00
Stoney Creek.....	do.....	8	00
Stornoway.....	do.....	2	00
Storrington.....	do.....	2	00
Stottville.....	do.....	4	00
Stouffville.....	do.....	8	00
Strabane.....	do.....	2	00
Straffordville.....	do.....	2	00
Stratford.....	do.....	24	00
Strathburn.....	do.....	2	00
Strathroy.....	do.....	5	00
Streetsville.....	do.....	6	00
Stromness.....	do (From 1st January, 1859.).....	1	50
Stukeley.....	do.....	2	00
Sullivan.....	do.....	2	00
Summerstown.....	do.....	2	00
Summerville.....	do.....	2	00

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery,
during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Sunnidale	Postmaster	2	00
Sunnidale Station	do	3	00
Sutherland's Corners	do	2	00
Sutton	do	2	00
Sweaburg	do	2	00
Sweetsburgh	do	2	00
Switzerville	do	2	00
Sydenham Place	do	2	00
Sylvan	do	2	00
Tadousac	do	2	00
Talbotville Royal	do	2	00
Tamarack	do (To 31st March, 1859.)	1	00
Tamworth	do (From 1st July, 1858.)	2	50
Tannery West	do	2	00
Tapletown	do	2	00
Tatlock	do	2	00
Taunton	do	2	00
Taristock	do	2	00
Tecumseth	do	2	00
Teeswater	do	2	00
Telfer	do	2	00
Templeton	do	2	00
Teohauta	do	2	00
Terrebonne	do	3	00
Terjotdale	do	2	00
Thamesford	do	2	00
Thamesville	do	2	00
Thistletown	do	2	00
Thomasburg	do	2	00
Thornbury	do	2	00
Thornedale	do (From 1st April, 1859.)	1	00
Thornhill	do	6	00
Thornton	do	2	00
Thorold	do	20	00
Thorpeville	do	2	00
Three Rivers	do	36	00
Thurlow	do	2	00
Thurso	do	4	00
Tilbury East	do	2	00
Toledo	do	4	00
Tottenham	do	2	00
Townsend Centre	do (From 1st April, 1859.)	1	00
Trafalgar	do	8	00
Treadwell	do (Re-opened 1st February, 1859.)	1	33
Trecastle	do	2	00
Trenholm	do (From 1st July, 1858.)	2	50
Trenton	do	10	00
Tring	do	2	00
Trois Pistoles	do	2	00
Trois Saumons	do	2	00
Trout River	do	2	00
Trowbridge	do	2	00
Troy	do	2	00
Tullamore	do	8	00
Tuscarora	do	2	00
Tweed	do (From 1st July, '58, to 31st March, '59; subsequent accounts not received.)	1	50
Tyreconnell	do	2	00
Tyrone	do	2	00
Union	do	2	00
Unionville	do	2	00
Upton	do	2	00
Utica	do	2	00
Uxbridge	do	4	00
Valcartier	do	2	00
Valleyfield	do	2	00

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery, during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Vallentyne	Postmaster (Closed.)	0	91
Vankleek Hill	do	8	00
Varennes	(From 1st July, 1858.)	2	50
Varna	do	2	00
Vaudreuil	do	4	00
Verchères	do	2	00
Vernonville	do	2	00
Verona	(From 1st January, 1859.)	1	50
Victoria Corners	do	2	00
Victoria Square	do	2	00
Vienna	do	8	00
Villanova	do	2	00
Vittoria	do	8	00
Vroomanton	do	2	00
Wainfleet Centre	(Closed 31st December, 1858.)	0	50
Wakefield	do	2	00
Walkerton	do	8	00
Wallace	(To 31st December, 1858; subsequent accounts not received.)	0	50
Wallaceburg	do	3	00
Wallacetown	do	2	00
Walmer	do	2	00
Walsingham	do	3	00
Walter's Falls	do	2	00
Wanstead	(From 1st August, 1859.)	0	33
Wardsville	do	16	00
Warkworth	do	2	00
Warner	do	2	00
Warrington	(From 1st May, 1859.)	0	83
Warsaw	do	2	00
Warwick, L. C.	do	4	00
Warwick, U. C.	do	4	00
Washington	do	2	00
Waterdown	do	4	00
Waterford	do	8	00
Waterloo, L. C.	do	8	00
Waterloo, U. C.	do	6	00
Waterloo, Kingston	do	2	00
Waterville	do	4	00
Watford	do	2	00
Watson's Corners	do	2	00
Waverley	do	2	00
Weedon	do	2	00
Weimar	do	2	00
Welland	do	3	00
Welland Port	do	4	00
Wellesley	do	2	00
Wellington	do	6	00
Wellington Square	do	8	00
Wellman's Corners	(Accounts not received.)		
West Arran	do	2	00
West Bolton	do	2	00
West Brome	do	2	00
Westbury	do	2	00
West Essa	do	2	00
West Farnham	do	2	00
Westfield	do	2	00
West Flamboro'	do	4	00
West Huntingdon	do	2	00
West Huntley	do	2	00
West McGillivray	do	2	00
Westmeath	do	3	00
Weston	do	2	50
West Osgoode	do	2	00
Westover	do	2	00

REPORT in detail of the Allowances granted to Postmasters for the purchase of Stationery, during the year ended 30th September, 1859.—(Continued.)

Name of Post Office.	Office.	Amount.	
		\$	cts.
Westport	Postmaster	3	00
West's Corners	do	2	00
West Shefford	do	2	00
West Winchester	do	2	00
West Woolwich	do	2	00
Whitby	do	24	00
White Hall	do (Closed 31st October, 1858)	0	17
White Lake	do	2	00
Whitfield	do	2	00
Wick	do	2	00
Widder	do	2	00
Wilkesport	do	2	00
William Henry	do	20	00
Williams	do	2	00
Williamstown	do	4	00
Williscroft	do	2	00
Willocks	do	2	00
Willowdale	do	2	00
Wilton	do	2	00
Winchester	do (To 31st December, 1858; subsequent accounts not received.)	0	50
Windham Centre	do	2	00
Windsor	do	32	00
Windsor Mills	do	2	00
Winfield	do (From 1st March, 1859.)	1	17
Winterbourne, (late Woolwich)	do	2	00
Wisbeach	do	8	00
Woburn	do	2	00
Wolfe Island	do	3	00
Wolfstown	do	2	00
Wolverton	do	2	00
Woodbridge	do	5	00
Woodburn	do	2	00
Woodford	do	2	00
Woodside	do	2	00
Woodslee	do	2	00
Woodstock	do	24	00
Woodville	do	2	00
Wooler	do	2	00
Wotton	do	2	00
Wroxeter	do	2	00
Wyoming	do	2	00
Yamachiche	do	6	00
Yamaska	do	10	00
Yorker	do (From 1st March, 1859.)	1	17
York	do	4	00
York Mills	do	5	00
Yorkville	do (To 30th June, 1859; subsequent account not received.)	3	00
Zetland	do	2	00
Zimmerman	do	2	00
Zurich	do	2	00
Total		\$ 6237	81

SIDNEY SMITH,
Postmaster General

H. A. WICKSTEED,
Accountant

(F. IN REPORT No. 4.)

ACCOUNT of sums paid for Fuel and Light for the use of the Post Office Department in Canada, for the year ended 30th September, 1859.

Name.	Particulars.	Amount.	
		\$	cts.
Consumers' Gas Co.....	Gas for Post Office Department, 9 months.....	55	05
A. Anderson.....	Fuel wood for Post Office Department.....	24	75
T. Carroll.....	do do do.....	36	12
A. Taylor.....	do do do.....	34	00
G. H. Wyatt.....	do do do.....	33	75
T. Patterson.....	do do do.....	10	00
H. Sintzenich.....	do do do.....	20	00
Jacques and Hay.....	do do do.....	3	00
P. McCormick.....	do do do.....	6	40
S. Carty.....	Candles do do.....	8	40
P. Barnett.....	Sperm candles for the use of mail clerks, Montreal Division..	23	20
T. M. Bryson.....	do do do.....	14	35
E. Maitland, Tylee & Co.....	do do do and P. O. Inspector's Office..	17	75
J. & C. Thompson.....	Sperm candles, &c., for P. O. Inspector's Office, Toronto.....	4	42
J. G. Beard & Co.....	Coal for P. O. Inspector's Office, Montreal.....	120	00
Hamilton Gas Co.....	Gas for Hamilton Post Office.....	332	35
Hamilton Gas Co.....	Coke do.....	21	77
E. Brown.....	Coal do.....	303	50
J. Howard.....	Fuel wood do.....	50	38
Kingston Gas Co.....	Gas for Kingston Post Office.....	148	75
Kingston Gas Co.....	Coal do.....	43	75
G. M. Kinghorn.....	do do.....	41	55
N. Keating.....	Fuel wood do.....	6	67
R. Scobell.....	do do.....	14	25
M. Joyce.....	do do.....	10	00
J. O'Neill.....	do do.....	23	70
P. Glen.....	do do.....	10	00
London Gas Co.....	Gas for London Post Office.....	95	20
E. H. Rogers.....	Repairing Gas fittings do.....	2	75
S. A. Moule.....	Oil, candles, &c., do.....	13	10
F. Smith.....	Oil, candles, &c., do.....	20	50
W. Backwell.....	Fuel wood do.....	40	00
G. Hebden.....	Cutting wood do.....	15	00
New City Gas Co.....	Gas for Montreal Post Office.....	759	93
J. Levy.....	Fuel wood do.....	635	00
Evans Brothers.....	do do.....	85	50
J. G. Beard & Co.....	do do.....	440	55
C. Lavoilette.....	Cutting wood do.....	66	50
Quebec Gas Co.....	Gas for Quebec Post Office.....	129	50
T. Andrews.....	Gas fittings, &c., do.....	6	10
J. Whitehead.....	Candles do.....	13	24
W. Rusk.....	Fuel wood do.....	289	00
R. G. Patton.....	Coal do.....	15	50
J. Vadebonceur.....	Cutting fuel wood do.....	49	27
P. Vaillancour.....	do do.....	61	20
Toronto Gas Co.....	Gas for Toronto Post Office.....	711	34
Toronto Gas Co.....	Gas fittings, &c., do.....	23	65
W. J. Williamson.....	Gas burners do.....	28	00
G. H. Wyatt.....	Coal do.....	556	15
G. H. Wyatt.....	Fuel wood do.....	87	00
J. G. Beard.....	Coal do.....	10	00
Total.....		\$	5572 04

SIDNEY SMITH,
Postmaster General.

H. A WICKSTEED,
Accountant.

(G. IN REPORT No. 4.)

ACCOUNT of Sums paid for Miscellaneous Disbursements, on account of the Post Office Department in Canada, for the year ended 30th September, 1859.

Name.	Service.	Amount.	
		\$	cts.
J. Hinifin	Servants Wages, P.O. Department.....	72	00
E. Ashworth	Incidental expenses do.....	405	09
J. S. Freer	do do P.O.D. Montreal.....	260	50
J. Dewe	do do do Toronto.....	12	08
G. E. Griffin	do do do London.....	88	38
M. Sweetnam	do do do Kingston.....	1	92
W. G. Sheppard.....	do do do Quebec.....	22	70
E. Ritchie.....	do do do Hamilton.....	1	25
R. Deacon.....	do do do Kingston.....	62	26
L. Lawless	do do do London.....	28	83
J. B. Meilleur	do do do Montreal.....	51	85
J. Sewell.....	do do do Quebec.....	81	80
J. Lesslie.....	do do do Toronto.....	136	29
Montreal Telegraph Company.....	Messages to and from P. O. Department.....	190	30
do do	do do P.O. Inspector, Montreal.....	220	07
do do	do do do Kingston.....	67	12
do do	do do do Toronto.....	68	72
do do	do do do London.....	98	90
do do	do do Post Office, Brantford.....	3	26
do do	do do do Hamilton.....	28	33
do do	do do do Three Rivers.....	4	89
do do	do do do Wellington Square.....	2	50
do do	do do do Windsor.....	1	38
Stamp Vendors in Cities	Commission on sale of postage stamps	2799	92
J. Wells, Architect.....	Professional services, P.O.D. Montreal.....	13	00
W. H. Pettes.....	A plan of the Boxes and distributing Table in the Buffalo Post Office.....	10	00
W. Weir.....	Expenses incurred in travelling from Barrie to Toronto, and back, to give evidence in case of abstraction of money from a letter.....	5	00
T. Crindle.....	Expenses of conveying a witness from Sunnidale to Barrie, in reference to abstraction of money from a letter.....	2	00
Harris Brothers.....	Conveyancing in connection of purchase of lot for Post Office, London.....	44	25
J. E. McCartney.....	Hire of a vehicle to Brantford road, to take charge of mails on the morning after the robbery.....	1	50
J. Chase.....	Expenses in proceeding to Buffalo after suspected robbers of mail on Brantford road.....	10	00
M. Sweetnam.....	Expenses incurred in arresting H. Guest, for robbing the Bath Post Office.....	36	50
D. Spillane.....	Hire of vehicle to proceed to Guelph to telegraph Department for a mail key.....	1	25
T. Caldwell.....	Bed and bedding for night clerk, London Post Office.....	25	00
J. B. Bureau.....	Expenses incurred in attending investigation into the abstraction of money letters from the Quebec Post Office.....	10	00
P. Ford.....	Services rendered as a detective in the above case.....	47	62
A. Sewell.....	Plan of the Quebec Post Office.....	20	00
H. C. Sheppard.....	Tracing copy of do.....	2	00
J. J. Fox, Postmaster, Magdalen Islands.....	Paid to the P. M. Pictou, the amount of unpaid British Packet Postage charged on him by the G. P. O. at Halifax.....	1	61
Great Western Insurance Company.....	Premium of Insurance on Montreal Post Office furniture, &c., for one year.....	11	00
London Fire do.....	Premium of Insurance on P.O. property, Montreal, to 27th July, 1860.....	16	00
Liverpool and London do.....	Renewal of Policy on P. O. building, Montreal, to 11th Feby., 1860.....	65	00
British American do.....	do do do do to 11th Feby, 1860.....	65	00

ACCOUNT of Sums paid for Miscellaneous Disbursements, &c., for the year ended 30th September, 1859.—(Continued.)

Name.	Service.	Amount.	
		\$	cis.
British American Insurance Co.....	Renewal of Policy on P.O. building, Toronto, to 21st Feby., 1860.....	62	50
Western do.....	do do do do to 16th March, 1860.....	25	00
Phœnix do.....	Insurance do do Kingston, to 7th Feby., 1860.....	40	00
Royal do.....	do do do do to 7th Feby., 1860.....	40	00
	Total.....	\$ 5264	57

SIDNEY SMITH,

Postmaster General.

H. A. WICKSTEED,

Accountant.

REPORT No. 5.

Report of all Contracts made for the Transportation of the Mails in the Province of Canada, within the year ended 30th September, 1859—stating in each case of Contract, its date and intended duration,—the name of the Contractor,—the Routes embraced in the Contract, with the length of each,—the time of arrival and departure at the end of each Route,—the mode of transportation contracted for, and the price stipulated to be paid by the Department.

REPORT

REPORT of all Contracts made for the Transportation of the Mails in the Province of its date and intended duration,—the name of the Contractor,—the Routes at the end of each Route,—the mode of transportation contracted for, and the

LONDON

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Amiens	Lobo	Martha Walker	6	2	Wed. and Saturday	9 a.m.
Amiens	Lobo	J. Collier	6	2	Wed. and Saturday	11 a.m.
Ancaster	Hamilton	John Duffy	7	6	Daily	12 15 p.m.
Bayfield	Errol	Wm. Church	60	1	Tuesday	8 a.m.
Bayfield	Hillsboro'	George Castle	45	1	Wednesday	12 noon
Beachville	Embros	J. McKay	7	6	Monday	9 a.m.
Beachville	Embros	J. McKay	7	6	Tuesday	2 p.m.
Beachville	Railway Station	Wm. Hook, Jun.	4	as	Daily	10 30 a.m.
Beachville	Embros	J. McKay	16	2	Tuesday and Saturday	10 a.m.
Belfast	Dungannon	A. McDonagh	18	2	Tuesday and Saturday	2 p.m.
Belmont	London	John Prowse	13	3	Wed. and Saturday	8 a.m.
Binbrook	Stoney Creek	R. Roddick	12	2	Wed. and Saturday	2 p.m.
Blytheswood	Leamington	R. June	5	2	Tuesday, Thurs. Satur.	8 a.m.
Brantford	Paris Railway Station	R. Palmer	7	6	Tuesday, Thurs. Satur.	2 p.m.
Brownsville	Ingersoll	Edwin Doty	18	3	Wed. and Saturday	8 a.m.
Brownsville	Ingersoll	Edwin Doty	18	3	Wed. and Saturday	2 p.m.
Byron	London	James Fitzgerald	4 1/2	2	Monday and Friday	12 noon
Clachan	Crinan	J. Marchbank	5	1	Monday and Friday	12 noon
Cayuga	Jarvis	C. W. Shannon	14	2	Monday and Friday	12 noon
Cayuga	Seneca	E. Evans	11	6	Monday and Friday	12 noon
Chatham	Oungah	Stephen Kinney	7	2	Monday and Friday	12 noon
Dereham	Paris Railway Station	Wm. Stroud	41	6	Monday and Friday	12 noon
Detroit	Windsor		1	as	Daily	4 a.m.
Windsor	Railway Station	A. H. Wagner	4	as	Daily, in connection	with mail
Devizes	Elginfield	Reuben Disbee	8	1	Saturday	9 a.m.
Eastwood	Woodstock, or		4 1/2	6	Saturday	12 noon
Eastwood	Railway Station	Vansittart & Co.	3	12	Daily	9 a.m.
Eastwood	Woodstock		4 1/2	6	Daily	11 a.m.
Eastwood	Railway Station	George Arkell	4	12	In connect. with mail	trains

No. 5.

Canada, within the year ended 30th September, 1859—stating in each case of Contract, embraced in the Contract, with the length of each,—the time of Arrival and Departure price stipulated to be paid by the Department.

DIVISION.

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Wednesday, Saturday	12 30 p.m.	Horseback or otherwise.	60 00	1st January, 1859.	31st March, 1859.
Wednesday, Saturday	10 30 a.m.	do do	100 00	1st March, 1859	Four years.
Wednesday, Saturday	12 30 a.m.	do do	195 62	1st January, 1859.	do
Wednesday, Saturday	10 30 a.m.	do do	400 00	1st Feb., 1859	Six months.
Daily	12 noon	do do	225 00	1st August, 1859.	Four years.
Daily	1 45 p.m.	One or two horse conv'c.	250 00	1st October, 1858.	One year.
Thursday	2 p.m.	do do	0 12	1st January, 1859.	Four years.
Wednesday	10 a.m.	Horseback or otherwise.	400 00	1st April, 1859	do
Wednesday	2 p.m.	do do	104 00	do	One year.
Tuesday	noon	do do	149 00	do	Four years.
Daily	12 noon	Buggy or sleigh, as re- [quired.	78 00	1st October, 1858.	do
Daily	5 p.m.	By hand or otherwise	50 00	1st August, 1858.	do
with mail trains			per trip, 1 50	7th Feb'y, 1859	6th April, 1859.
Daily	12 noon	Buggy	350 00	15th Jan'y., 1859.	31st March, 1859.
Daily	5 p.m.	do waggon or sleigh.	450 00	1st April, 1859	One year.
Daily	11 a.m.	do do do	49 00	1st January, 1859.	Four years.
Tuesday and Saturday	6 p.m.	Horseback or otherwise.	49 00	1st July, 1859	do
Tuesday and Saturday	1 p.m.	do do	52 00	1st August, 1859.	do
Wednesday, Saturday	7 p.m.	do do	149 00	1st Sept., 1859	do
Wednesday, Saturday	1 p.m.	do do	310 00	1st July, 1859	Three years.
Wednesday, Saturday	3 p.m.	Horseback or otherwise.	100 00	1st July, 1859	Four years.
Tuesday	12 50 p.m.	do do	1340 00	do	Four years.
Tuesday	10 50 a.m.	do do	16 00	1st March, 1859.	[pleasure. During P. M. Gen.
Wednesday, Saturday	12 noon	do do	40 00	do	Four years.
Wednesday, Saturday	4 p.m.	do do	120 00	8th Dec., 1858.	31st Jan. 1859.
trains		Buggy or sleigh	60 00	do	Four years.
Wednesday, Saturday	10 a.m.	do	60 00	do	Four years.
Wednesday, Saturday	2 p.m.	Horseback or otherwise.	120 00	do	Four years.
Wednesday, Saturday	11 a.m.	do	120 00	do	Four years.
Daily	12 noon	do	60 00	do	Four years.
Daily	9 a.m.	do	60 00	do	Four years.
Daily	10 a.m.	do	60 00	do	Four years.
Daily	12 noon	do	60 00	do	Four years.
Daily	10 a.m.	do	60 00	do	Four years.

REPORT No. 5.—Return of New Contracts entered into in the London

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Ennis	Oban	Charles Little	10	1	Saturday	8 a.m.
Ennis	Oban	Charles Little	10	1	Saturday	1 p.m.
Fairview	Stratford	J. Armstrong	6½	3	Saturday	8 a.m.
Fish Creek	St. Mary's	James McKay	6½	2	Monday, Wed., Friday	10 a.m.
Fish Creek	St. Mary's	John Bell	6½	2	Monday, Wed., Friday	2 p.m.
Fort Erie	Old Railway Station		4	12	Wed. and Saturday	12 noon
Galt	New Railway Station	W. Rainford, Jr.	1	12	Wed. and Saturday	10 a.m.
Glenmorris	Paris	Wm. Anderson	20	6	Wed. and Saturday	12 noon
Goble's Corners	Princeton, or	Gavin Fleming	7	3	Wed. and Saturday	10 a.m.
Goble's Corners	Railway Station	W. L. Goble	4	6	Wed. and Saturday	12 noon
Goderich	Westfield	H. Douglas	15	1	Tuesday and Friday	9 30 a.m.
Grimsby	Railway Station	J. A. Nelles	4	12	In connection with mail	trains
Harpurhey	Railway Station	M. McDermid	4	12	Tuesday	7 a.m.
Hillsboro'	Port Sarnia	Jos. Parr	18	2	Tuesday	9 a.m.
Ingersoll	Railway Station	Edwin Doty	4	12	Tuesday, Thurs., Sat.	8 a.m.
Ingersoll	Lakeside	Edwin Doty	15	3	Tuesday, Thurs., Sat.	1 p.m.
Innerkip	Woodstock	R. Lindsay	8½	3	Tuesday, Thurs., Sat.	8 a.m.
Jordan	North Pelham	Z. Horton	11	1	Tuesday, Thurs., Sat.	11 a.m.
Keith	Wallaceburg	Riehd. Peck	5	1	Tuesday	12 noon
Kertch	Railway Station	Jas. Oxenham	7	6	Tuesday	8 a.m.
Kertch	Wyoming &		4	3	Tuesday	10 30 a.m.
Largie	Railway Station	George Brown	1-16	6	Tuesday	8 a.m.
Lewiston	Queenston	Jos. Wynn	14	6	Tuesday	10 a.m.
Listowell	Queenston	D. Wadsworth	1½	6	Tuesday	8 a.m.
London	Mitchell	Wm. Armstrong	22	3	Tuesday, Thurs., Sat.	9 a.m.
London	G. T. R. Station	John Jennings	1	24	Monday, Wed., Fri.	9 a.m.
London	Williams	A. Carmichael	25	2	Tuesday, Friday	2 p.m.
					Tuesday, Friday	7 a.m.

Division, during the year ended 30th September, 1859.—(Continued.)

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract	Intended duration of Contract.
Days.	Hours.				
Saturday	4 p.m.		\$ ets.		
Saturday	11 a.m.	On horseback	70 00	1st October, 1858.	31st Dec., 1858.
Saturday	4 p.m.				
Saturday	11 a.m.	do	70 00	1st January, 1859.	Temp'ry service.
Monday, Wed., Friday	4 p.m.				
Monday, Wed., Friday	12 noon	do	100 00	1st Dec., 1858.	Four years.
Wednesday, Saturday	11 30 a.m.				
Wednesday, Saturday	1 30 p.m.	do	90 00	1st October, 1858.	31st Dec., 1858.
Wednesday, Saturday	1 30 p.m.				
Wednesday, Saturday	11 30 a.m.	do	90 00	1st January, 1859.	Four years
		do or by hand.	52 00		
		do	100 00	1st July, 1859.	do
		Buggy, waggon or sleigh.	795 00	1st July, 1859.	do
Tuesday, Thurs., Satur.	1 p.m.				
Tuesday, Thurs., Satur.	10 a.m.	Horseback or otherwise.	150 00	1st August, 1859.	Temp'ry service.
Tuesday, Friday	10 45 a.m.				
Tuesday, Friday	9 15 a.m.	do do.	50 00	1st Sept., 1859.	Four years
Monday	1 p.m.				
Tuesday	11 a.m.	Horseback or otherwise.	104 00	July 1, 1859.	Four years.
		By hand do.	80 00	Jan. 1, 1859.	One year.
		do do.	60 00	July 1, 1859.	Four years.
Tuesday, Saturday	11 a.m.				
Tuesday, Saturday	4 p.m.	Horseb'k. or as necessary.	266 66	Aug. 1, 1859.	Oct. 1, 1860.
		Buggy or sleigh.	180 00	Oct. 1, 1858.	Four years.
Tuesday, Thursday, Sat.	5 p.m.				
Tuesday, Monday, Sat.	11 a.m.	do, waggon or sleigh	500 00	Oct. 1, 1858.	do do
Tuesday, Thursday, Sat.	1 p.m.				
Tuesday, Thursday, Sat.	10 a.m.	Horseback, buggy or do.	110 00	July 1, 1859.	do do
Tuesday	11 a.m.				
Tuesday	3 p.m.	do	75 00	Dec. 1, 1858.	do do
Tuesday	9 30 a.m.				
Tuesday	12 noon	do	52 00	April 1, 1859.	Temporary serv'e.
train west.		do	per trip,	Jan. 1, 1859.	March 31, 1859.
Tuesday, Thursday, Sat.	9 a.m.		00 75		
Tuesday, Thursday, Sat.	11 a.m.	do	80 00	April 1, 1859.	Four years.
train going west.		By hand.			
Saturday	1 p.m.				
Saturday	10 a.m.	On horseback	40 00	April 1, 1859.	do do
		Over Suspension Bridge.	90 00	Jan. 1, 1859.	March 31, 1859.
		do do	74 00	April 1, 1859.	Four years.
Monday, Wednes., Fri.	2 p.m.				
Tuesday, Thursday, Sat.	2 p.m.	Buggy or sleigh	300 00	Dec. 1, 1858.	do do
		do do	300 00	Oct. 1, 1858.	July 1, 1859.
Tuesday, Friday	12 noon				
Tuesday, Friday	7 p.m.	By passenger conveyance	200 00	April 1, 1859.	One year.

REPORT No. 5.—Return of New Contracts entered into in the London

ROUTE.		Name of Contractor.	Distance.	Times per week	DEPARTURE.	
From	To				Days.	Hours.
London	G. T. R. Station.	D. Patterson.....	2	as req'd.	Connecting daily with all mail	
London	L. & P. S. Station					
London	G. W. R. Station..					
Morningdale	Snapepeare.....	W. Barker, Jr.....	25	2	Tuesday, Friday.....	9 a. m.
Moore	Ossian.....	G. S. Macpherson...	20	1	Wednesday, Saturday....	9 a. m.
Napier	Strathroy.....	Wm. McClatchey....	13½	3	Monday.....	2 p. m.
North Pelham	Port Robinson.....	T. McGlashen.....	13	3	Tuesday, Thursday, Sat..	8 a. m.
North Walsingham.	Port Rowan.....		12	1	Tuesday, Thursday, Sat..	8 a. m.
Spring Arbor.	Port Rowan.....		9	2	Tuesday, Thursday, Sat..	8 a. m.
Rowan Mills.	Port Rowan.....	Warren Hazen.....	5	6	Tuesday, Thursday, Sat..	8 a. m.
Oban.....	Railway Station.....	Wm. Curriek.....	3	6	Tuesday, Thursday, Sat..	8 a. m.
Oil Springs.....	Wyoming.....	Chas. Little.....	13	1	Wednesday, Saturday....	8 a. m.
Princeton.....	Railway Station.....	Sanford Yale.....	½ as req'd.		Friday.....	1 p. m.
Port Burwell.....	Port Stanley.....	H. M. Swan.....	26	3	Daily in connection with	mail trains.....
Port Burwell.....	St. Thomas.....	H. M. Swan.....	31	3	Tuesday, Thursday, Sat..	8 a. m.
Port Dover.....	Renton.....	Levi Yeager.....	5	1	Monday, Wednesday, Fri..	9 30 a. m.
Port Rowan.....	Rowan Mills.....		5	6	Monday.....	10 a. m.
Port Rowan.....	N'th Walsingham.....	J. K. Smith.....	12	2	Monday.....	8 a. m.
Port Sarnia.....	Railway Station.....	D. McCall.....	1-16	12	Daily.....	8 a. m.
Port Sarnia.....	Port Huron, Mich..	D. McCall.....	3	6	Daily.....	10 a. m.
Port Sarnia.....	Port Huron, Mich..		3	6	Daily.....	1 p. m.
Port Sarnia.....	Railway Station.....	Alfred Fisher.....	1-16	12	Daily.....	As
Port Ryerse.....	Vittoria.....	H. McCall.....	3	3	Daily.....	As
St. Catharines, C.W.	Railway Station.....	Geo. Forbes.....	1	as req'd.	Daily.....	As
St. Mary's, C.W.	Railway Station.....	J. McKay.....	1½	24	Daily.....	As
St. Mary's, C.W.	Railway Station.....	J. McKay.....	1½	as req'd.	Daily.....	As
St. Thomas.....	Vienna.....	W. T. Partelow.....	28	6	Daily.....	3 p. m.
Sandwich.....	Windsor.....	A. H. Wagner.....	2	6	Daily.....	6 a. m.
Sebringville.....	Railway Station.....	S. R. Hesson.....	¾	6	Daily.....	As
Strathroy.....	Wisbeach.....	T. Cook.....	12	6	Daily.....	5 p. m.
Strathroy.....	Wisbeach.....	Hy. Monger.....	12	6	Daily.....	7 10 p. m.

Division, during the year ended 30th September, 1859.—(Continued.)

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
trains		One horse wag'n. or sleigh	per trip. 00 12	July 1, 1859.....	Four years.
Wednesday, Saturday....	4 p. m.				
Tuesday, Friday.....	4 p. m.	Buggy, waggon or sleigh.	348 00	Dec. 1, 1855.....	do do
Monday.....	1 p. m.				
Monday.....	7 p. m.	Horseback or otherwise...	100 00	March 1, 1859.....	do do
Tuesday, Thursday, Sat..	12 noon	do do	140 00	Jan. 1, 1859.....	do do
Tuesday, Thursday, Sat..	5 p. m.				
Tuesday, Thursday, Sat..	4 p. m.	do buggy or sleigh.	240 00	Jan. 1, 1859.....	do do
Tuesday, Thursday, Sat..	11 a. m.				
Saturday.....	11 a. m.				
Saturday.....	3 p. m.				
Wednesday, Saturday....	10 a. m.	do do	110 18	Oct. 1, 1858.....	Dec. 31, 1858.
Wednesday, Saturday....	3 p. m.				
Daily.....	11 a. m.				
Daily.....	9 a. m.				
train west.....		do do	120 00	Jan. 1, 1859.....	Four years.
Friday.....	5 p. m.				
Friday.....	12 noon	do do	80 00	April 1, 1859.....	do do
Monday, Wed., Fri.....	4 p. m.	By hand.....	per trip. 00 8	Jan. 1, 1859.....	do do
Tuesday, Thursday, Sat..	2 p. m.	Horseback or as required.	500 00	March 1, 1859.....	March 31, 1859.
Monday, Wed., Fri.....	6 p. m.				
Tuesday, Thursday, Sat..	4 p. m.	do do	550 00	April 1, 1859.....	Four years.
Monday.....	9 30 a. m.				
Monday.....	11 30 a. m.	do do	26 00	April 1, 1859.....	do do
Daily.....	11 a. m.				
Daily.....	9 a. m.	Horseb'k, buggy or sleigh	220 00	Jan. 1, 1859.....	do do
Wednesday, Saturday....	5 p. m.				
Wednesday, Saturday....	12 noon				
Daily.....	1 30 p. m.	By hand or otherwise....	60 00	Jan. 1, 1859.....	Temporary serv'e.
Daily.....	12 30 p. m.	By Ferry Boat.....	39 00	April 1, 1859.....	June 30, 1859.
above.....		do do.....			
Trains.....		By hand.....	112 00	July 1, 1859.....	Four years.
Tues, Thurs. and Sat..	11 a. m.				
Tues, Thurs. and Sat..	9 a. m.	On horseback.....	96 00	do.....	do.
mail Trains.....		Buggy, waggon or sleigh.	p. trip 16	do.....	do.
do.....		do do do.....	p. trip 12½	October 1, 1858..	December 31, 1858.
do.....		do do do.....	p. trip 15	January 1, 1859..	Four years.
Daily.....	1 p. m.				
Daily.....	10 p. m.	do do do.....	574 00	do.....	do.
Daily.....					
Daily.....		do do do.....	78 00	February 8, 1859..	P.M.G.'s pleasure
Trains going East.....		By hand or otherwise....	75 00	July 1, 1859.....	One year.
Daily.....	9 10 p. m.				
Daily.....	7 p. m.	Buggy or sleigh.....	520 00	January 1, 1859..	March 31, 1859.
above.....		do do.....	390 00	April 1, 1859.....	Four years.

REPORT No. 5.—Return of New Contracts entered into in the London

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Sweaburg	Woodstock	W. Cody	4½	3	Tues., Thurs. and Sat.	10 a.m.
Sylvan	Wisbeach	Samuel Randall	16	3	Tues., Thurs. and Sat.	8 a.m.
Warwick	Railway Station	J. A. Woodroffe	8	6	Tues., Thurs. and Sat.	2 p.m.
Watford	Railway Station	R. Browne	½	6	Daily in connection with	mail
Woodstock	Railway Station	C. DeBlaquiere	¾	as	reqrd. in connection	with

R A I L W A Y

Chippawa	Clifton & Niagara	Lessee E. & O. Railway Co.	17	12	Daily each way	
London	Stratford	G. T. Company	31	12	do. do.	
London	Port Sarnia	G. W. R. Company	61	6	do. do.	

T O R O N T O

Aurora	Station	James Kersopp	½	12	Daily, Sundays excepted, in connection with trains.	
Aeton	Station	Thomas Clarke	½	12	Daily, Sundays excepted, in connection with trains.	
Arkwright	Willisroft	Joshua Faulkner	6½	1	Monday	2 p.m.
Ayr	New Dundee	M. Rothar	8	3	Tuesday, Thurs., Satur.	4 p.m.
Ashburn	Balsam	W. H. Olver	3½	2	do do do	3:30 p.m.
Bewdley	S. Monaghan	J. Eakins	5	3	Wednesday and Saturday	2 p.m.
Berlin	Waterloo	S. Cornell	2	6	do do	3:30 p.m.
Brunswick	Millbrooke	James Sloan	12½	2	Monday, Wed., Friday, in connection with mail	between
Bell Ewart	Orillia	Isaac May	54	3	Daily, Sundays excepted, in connection with trains.	
Bethany	Station	F. Bleakley	1-16	12	Tues., Thurs., Satur., in connection with trains.	con. with [trains]
Berlin	Millbank	Wm. Ross	21	2	Tuesday, Thurs., Satur.	
Brampton	Orangeville	John Harris	22	6	Twice daily in connection with	with
Harrie	Orillia	John Harvie	28	3 & 6	Tuesday and Friday	1 p.m.
Bervie	Ripley	Moses Wall	7	1	do do	7 a.m.
Bowmore	Osprey	R. Brown	12	1	Daily, Sundays excepted, in connection with trains.	
Bowmore	Nottawasaga Sta'n.	John Bain	6	3	Thursday	10 15 a.m.
Bowmore	Feversham	E. Horton	14	1	do do	8 a.m.
					Saturday	1 p.m.
					do do	9 a.m.

Division, during the year ended 30th September, 1859.—(Continued.)

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Tues. Thurs. and Sat.	9 a. m.	On horseback	50 00	April 1, 1859	One year.
Tues. Thurs. and Sat.	11 a. m.	Horseback, buggy, sleigh	250 00	October 1, 1858	Four years.
Tues. Thurs. and Sat.	7 p. m.	do. do. do.	200 00	January 1, 1859	do.
Tues. Thurs. and Sat.	1 p. m.	do. do. do.	52 00	do.	do.
Trains, going West		By hand or otherwise	180 00	October 1, 1858	do.
do. do.		do. do.			
mail Trains					

R O U T E S .

		By mail Trains	p. day } 1 50	July 8, 1859	P. M. G's pleasure
		do. do.		October 1, 1858	
		do. do.		January 1, 1859	

D I V I S I O N .

Daily, Sundays excepted, in connection with trains.		On foot	60 00	March 1, 1859	Four years.
do do		On foot	90 00	April 1, 1859	Four years.
Monday	5 30 p. m.	[ter or sleigh.] Horseback, waggon, cut-	48 00	April 1, 1859	Four years.
do	3 30 p. m.				
Tuesday, Thurs., Satur.	3 p. m.	do do	156 00	May 1, 1859	June 30, 1859.
do do do	5 30 p. m.				
Wednesday and Saturday	4 30 p. m.	do do	39 00	July 1, 1859	One year.
do do	3 p. m.				
Monday, Wed., Friday.. South Monaghan and	Millbrook..	do do	96 00	October 1, 1858	April 30, 1859.
Daily, Sunday excepted..		Passenger stage	80 00	October 13, 1858	Four years.
in connection with trains.		[ter or sleigh.] Horseback, waggon, cut-	2 50 full t'p	Feb. 10, 1859	March 3, 1859.
Tuesday and Friday, in connection with trains.					
Monday, Wed., Friday..	connecting with trains.	Steamboat	6 50 full t'p	May 12, 1859	During navig'n.
do do do			40 00	May 1, 1859	Four years.
trains		On foot			
Tuesday and Friday	12 noon	[ter or sleigh.] Horseback, waggon, cut-	240 00	April 1, 1859	do
do do	6 p. m.				
in connection with trains		do do	600 00	July 1, 1859	do
		do do	2 25 pr. trip	July 1, 1859	do
Thursday	10 a. m.				
do	8 a. m.	do do	40 00	July 1, 1859	do
do	12 15 noon				
Saturday	12 noon	do do	50 00	Sept. 1, 1859	do
do	4 p. m.				
Tuesday, Thurs., Satur.	connection with trains.	do do	78 00	Sept. 1, 1859	do
do do do					
Tuesday	12 noon	do do	80 00	Sept. 1, 1859	do
do	4 p. m.				

REPORT No. 5.—Return of New Contracts entered into in the Toronto

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Clarke	Kendall	W. Carscaddon	6½	2	Wednes. and Saturday in con. with do	(trains. 5 a. m. 5 a. m.)
Collingwood	Owen Sound	H. B. Thompson	50	3 & 6	Tuesday, Thurs., Satur. Monday, Wed., Friday, in connection with trains.	5 a. m. 5 a. m.
Creemore Mills	Sunnidale Station	A. Livingstone	6½	3	Monday and Thursday	5 p. m. 6:30 p. m.
Castlemore	Humber	John Natrass	4	2	Saturday	10 10 a. m.
Creekbank	Winfield	Walker Eaton	5	1	do	8 a. m.
Chatsworth	Marmion	David Bryant	9	1	Friday	3 p. m.
Caldwell	Sligo	Isaac Hunter	5	2	Tuesday and Saturday	10 25 a. m. 9 a. m.
Calodon, East	Kilmanagh	Henry Caesar	4	2	Thursday and Saturday	11 45 a. m. 9 a. m.
Collingwood	Nottawa	Dugald McLarty	3	3	Tues., Thurs., Satur., in connection with trains.	
Collingwood	Sault Ste. Marie	M. Carruthers	320	1	No time specified.	
Sault Ste. Marie	Red River			once	a month	no time specified
Danforth	Woburn	Jacob Brooke	7½	2	Tuesday and Friday	10 15 a. m. 8 a. m.
Elora	Walkerton	Wm. Wilson	52	2	Monday and Thursday	7 a. m.
Erie	Guelph	D. McMillan	20	2	Tuesday and Friday	7 a. m.
Epping	St. Vincent	J. Benson	12	1	Monday and Thursday	7 a. m. 1 p. m.
Elmvale	Penetanguishene	Wm. Hurvey	4	1	Thursday	8 a. m. 12 noon.
Feversham	Mortimer	Edward Horton	8	1	Wednesday	3 p. m.
Galt	Station	F. Lowell	2	2½	Friday	4 15 p. m. 8 a. m. 9 a. m.
Georgetown	Scotch Block	R. Beckwith	9	3	Daily, Sundays excepted, in con. with trains.	
Georgetown	Milton	R. Beckwith	13	6	Tuesday, Thurs., Satur. do do do	con. with trains.
Glenelg	Scone	John Campbell	14	1	Daily, Sundays excepted, in con. with trains.	
Guelph	Wellington Square	Thomas Ion	33	3	Wednesday	8 a. m. 2 p. m. 8 a. m.
Hornings' Mills	Melancthon	Thomas Huxtable	8	1	Tuesday, Thursday, Sat. Monday, Wed., Fri.	8 a. m. 21 a. m. 8 a. m.
Johnson	Owen Sound	William Johnston	15	2	Thursday	8 a. m.
King Station	Oakridges	George Taylor	5	6	Monday, Friday	7 a. m. 1 p. m.
Lifford	Orono	William Howden	18	3	Daily, Sundays excepted, in connexion with trains.	
Linwood	St. Jacobs	Daniel Pitch	12	3	Tuesday, Thursday, Sat. Tuesday, Thursday, Sat.	7 30 a. m. 12 noon. 8 a. m.
Lorraine	Mono Mills	George Taylor	6	1	Tuesday, Thursday, Sat. Saturday	1 p. m. 10 30 a. m.
Lindsay	Port Hope	George Henderson	42	6	Saturday	9 a. m.
Millbrooke	South Monaghan	J. Eakins	6	6	Daily, Sundays excepted, in connexion with trains.	
Manchester	Vroomanton	A. W. Olver	18	2	Tuesday, Friday	1 p. m. 7 a. m.

Division, during the year ended 30th September, 1859.—(Continued.)

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Wednesday and Saturday	with trains. connection	Horseback, wag., cutter	93 00	April 1, 1859	Four years.
do do	do do	do do do	78 00	January 1, 1859	do
Monday, Wed., Friday	5 p. m.	Wag. cut'r, sleigh or stage	165 00	January 1, 1859	do
Tuesday, Thurs., Satur.	5 p. m.	do do do	53 00	January 1, 1859	do
Monday, Wed., Friday	do	Horseback, wag., cutter	21 00	February 1, 1859	do
Monday and Thursday	7 30 p. m.	do do do	69 00	March 1, 1859	do
do do	6 p. m.	do do do	64 00	October 1, 1859	do
Saturday	10 a. m.	do do do	43 34	June 1, 1859	Two years.
do	12 10 noon.	do do do	78 00	Septem. 1, 1859	Four years.
Friday	11 a. m.	do do do	40 00		During season of navigation.
do	5 p. m.	do do do	500 00		
Tuesday and Saturday	10 a. m.	Horseback or foot	190 00	April 1, 1859	Four years.
do do	12 15 noon.	Steamboat	50 00		
Wednesday and Saturday	7 p. m.	do, canoe and on foot.			do
Tuesday and Friday	7 p. m.	do do do	625 00	January 10, 1859	do
Monday and Thursday	5 p. m.	Horseback, wag., cutter	188 00	January 1, 1859	do
do do	11 a. m.	do do do	91 00	December 1, 1858	do
Thursday	3 p. m.	do do do	39 00	June 1, 1859	do
do	11 a. m.	do do do	50 00	January 1, 1859	August 31, 1859.
Wednesday	5 15 p. m.	do do do	312 00	January 1, 1859	Four years.
do	4 p. m.	do do do	114 40	March 1, 1859	August 31, 1860.
Friday	11 a. m.	do do do	330 67	March 1, 1859	August 31, 1860.
do	8 a. m.	do do do	74 00	April 1, 1859	Four years.
Tuesday, Thurs., Satur.	con. with trains.	Waggon, cutter or sleigh.	600 00	Oct. 1, 1858	do
do do do	do do do	do do do	49 50	Sept. 1, 1859	do
do do do	do do do	do do do	100 00	Aug. 1, 1859	do
do do do	do do do	do do do	156 00	April 1, 1859	do
do do do	do do do	do do do	260 00	April 1, 1859	do
do do do	do do do	do do do	200 00	June 1, 1859	do
do do do	do do do	do do do	52 00	Nov. 1, 1858	do
do do do	do do do	do do do	per diem 8 00	Feb. 10, 1859	March 3, 1859.
do do do	do do do	do do do	98 00	Oct. 1, 1858	May 31, 1859.
do do do	do do do	do do do	240 00	Nov. 1, 1858	May 31, 1859.

REPORT No. 5.—Return of New Contracts entered into in the Toronto

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Manchester	Vroomanton	A. McPhaden	18	2	Tuesday, Friday	1 p. m.
Milliken	Unionville	M. Sanders	3	2	Tuesday, Friday	7 a. m.
Milton	Bronte Station	R. Beckwith	13	6	Tuesday, Friday	10 a. m.
New Dundee	Roseville	C. Ernst	3½	3	Tuesday, Friday	2 p. m.
Newcastle	Orono	W. R. Bralley	5	6	Daily, Sundays excepted, in connexion with trains.	
New Hamburg	Wellesley	John Zoeger	9	6	Tuesday, Thursday, Sat.	conn'xion with train
Oakwood	Port Hoover	Rossell Badgley	10	2	Tuesday, Thursday, Sat.	8 a. m.
Owen Sound	Wharf	George Brown	1	12	Tuesday, Thursday, Sat.	11 a. m.
Owen Sound	Saugeen	Thomas May	34	3 & 6	Monday, Wednesday, Fri.	8 a. m.
Oakville	Trafalgar	R. Beckwith	3	6	Tuesday, Thursday, Sat.	8 a. m.
Omagh	Bronte Road	L. Melosh	3	3	Daily, Sundays excepted, in connection with trains.	
Petersburg	St. Agatha	A. Arnold	2	3	In connect'n with Bronte and Milton mail.	
Port Hope	South Monaghan	James Eakins	14	3	Tuesday, Thursday, Sat.	11 a. m.
Petersburg	St. Agatha	John Ernst	2	3	Tuesday, Thursday, Sat.	11 45 a. m.
Peterboro'	Port Hope	George Henderson	29	6	Monday, Wednesday, Fri.	2 p. m.
Springville	Station	W. Goodfellow	3	12	Monday, Wednesday, Fri.	8 a. m.
Saugeen	Walkerton	William Wilson	32	2	Tuesday, Thursday, Sat.	2 p. m.
Thornhill	Toronto	Thomas Cook	14	6	Tuesday, Thursday, Sat.	2 p. m.
Wellington Square	Railway Station	Aaron Kenney	1½	24	Daily, Sundays excepted.	3 p. m.
Wellington Square	Port Nelson	J. W. Linder	1½	6	Daily, Sundays excepted.	conn'ct'n with tr'ns.
Zimmerman	Wellington Square	J. W. Linder	8	6	Daily, Sundays excepted.	

KINGSTON

Almonte	Brockville	Brock, Otta. R.R. Co.	53	6	Daily	
Addison	Brock, Ottawa R.R.	George Taylor	7	6	Daily, as may be required to connect	
Ashburnham	Peterboro'	S. J. Carver	4	12	Twice daily, as may be required.	
Alfred	Treadwell	Joseph Bertrand	8	2	Tuesday and Friday	3 p. m.
Alfred	L'Orignal	John Hill	13	3	Tues. Thurs. and Sat.	1 p. m.
Arnprior	Castelford	Duncan Ferguson	13	6	Daily	7 30 a. m.
Ashton	Prospect	J. Sykes	6	6	Daily	7 30 p. m.

Division, during the year ended 30th September, 1859.—(Continued.)

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Tuesday, Friday	12 noon	Horseb'k, wag'n or sleigh	170 00	June 1, 1859	Four years.
Tuesday, Friday	6 p. m.	do do do	40 00	April 1, 1859	March 31, 1860.
Tuesday, Friday	4 p. m.	do do do	330 67	May 1, 1859	Aug. 31, 1860.
Tuesday, Friday	11 a. m.	do do do	78 00	July 1, 1859	Four years.
Tuesday, Thursday, Sat.	connexion with train.	Horseb'k, wag'n or sleigh	159 00	Aug. 1, 1859	do.
Tuesday, Thursday, Sat.	connexion with train.	do do do	300 00	April 1, 1859	do.
Daily, Sundays excepted.	9 30 a. m.	do do do	74 50	July 1, 1859	do.
Daily, Sundays excepted.	1 30 p. m.	do do do	0 75	per trip during navigation.	
Tuesday, Thursday, Sat.	10 30 a. m.	do do do	479 00	April 1, 1859	Four years.
Tuesday, Thursday, Sat.	4 p. m.	Waggon, sleigh or pas.	76 26	March 1, 1859	Aug. 31, 1860.
Monday, Wednesday, Fri.	4 p. m.	do do do	80 00	March 1, 1859	April 1, 1860.
Tuesday, Thursday, Sat.	12 15 noon	do do do	78 00	April 1, 1859	June 30, 1859.
Tuesday, Thursday, Sat.	11 30 a. m.	do do do	192 00	May 1, 1859	Four years.
Monday, Wednesday, Fri.	12 noon	do do do	78 00	July 1, 1859	do
Monday, Wednesday, Fri.	6 p. m.	do do do	78 00	July 1, 1859	do
Tuesday, Thursday, Sat.	3 30 p. m.	do do do	120 00	Oct. 1, 1858	Four years.
Tuesday, Thursday, Sat.	2 30 p. m.	do do do	300 00	Jan. 1, 1859	do
Daily, Sundays excepted.	connexion with trains.	Stage do do	199 00	April 1, 1859	do
Daily, Sundays excepted.	connexion with trains.	Stage do do	230 00	May 1, 1859	do
Daily, Sundays excepted.	conn'ct'n with tr'ns.	Horseb'k. do do	250 00	July 1, 1859	Three months.
Daily, Sundays excepted.	conn'ct'n with tr'ns.	Stage do do	250 00	July 1, 1859	Three months.

DIVISION.

Daily	By trains	August 22, 1859	
with Trains	Horseback, wag. or cutter	240 00	July 1, 1859
	On foot	40 00	January 1, 1859
	do do do	48 00	February 1, 1859
	do do do	2 30	October 1, 1858
	do do do	550 00	August 22, 1859
	do do do	110 00	July 1, 1859

REPORT No. 5.—Return of all new Contracts entered into in the Kingston

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Almonte	Arnprior	Brock, Otta. R.R. Co.	20	6	Daily, in connection with	Trains on
Bridgewater	Tweed	Jabez Colwell	4½	2	Tuesday and Saturday	1 p. m.
Blessington	Shannonville	Fleming Stewart	14	2	Tuesday and Friday	3 p. m.
Belleville	Pictou	Josiah Blanchard	23	6	Daily	1 p. m.
Belleville	Pictou	Bay Quinte Stea. Co.	28	6	Daily	9 a. m.
Brighton	Norham	R. J. Morrow	14	3	Tues. Thurs. and Sat.	7 a. m.
Bell's Corners	Hazledcan	John Young	4	2	Wednesday & Saturday	3 a. m.
Belleville	Wharf	Homer Taylor	½	12	Twice daily, in connection	6 30 a. m.
Brighton	Grand Trunk R.	Thomas Hewitt	1	24	Daily, as may be required	8 p. m.
Buckingham	Osborne	G. G. Dunning	1	12	Twice daily, in connection	1 30 p. m.
Bobcaygeon	Minden	James Finlay	30	1	Wednesday	9 a. m.
Bobcaygeon	Minden	James Finlay	30	1	Thursday	5 30 p. m.
Brockville	Brock, Ottawa R.R.	Charles Stevenson	½	12	Daily, as may be required	1 p. m.
Brockville	Smith's Falls	W. W. Willson	32	6	Daily	4 p. m.
Bagot	North Augusta	James Wilcox	16	3	Tues. Thurs. and Sat.	7 p. m.
Brockville	Burnstown	John Halliday	5	3	Tues. Thurs. and Sat.	1 30 p. m.
Brockville	Smith's Falls	W. O. Lewis	32	3	Monday, Wed. and Fri.	9 a. m.
Brudenell	Sebastopol	James Dooner	12	1	Saturday	8 a. m.
Brockville	Perth	Brock, Otta. Rail. Co.	40	6	Daily, according to	1 p. m.
Bishop's Mills	North Augusta	James Wilcox	10	1	Monday	3 p. m.
Castleford	South Westmeath	John Warnock	20	6	Daily	12 noon
Cobden	Renfrew	Margaret Carsewell	18	3	Monday, Wed. and Fri.	5 a. m.
Cobourg	Grand Trunk R'way	Patrick Regan	1	24	Daily, as may be required	11 a. m.
Colborne	Norwood	John Gallagher	30	3	Tuesday, Thurs. Saturday	12 noon
Colborne	Grand Trunk R'way	J. L. Yémans	1	24	Daily, as may be required	5 a. m.
Carp	West Huntley	Patrick Kennedy	12	3	Tuesday, Thurs. Saturday	10 30 a. m.
Caledonia Springs	L'Orignal	J. S. Wilkinson	10	3	Monday, Wed. Friday	5 30 a. m.
Carleton Place	Brockville and Otta-tawa Railway	Napoleon Lavallée	½	12	Daily, as may be required	8 a. m.
Cobden	Stafford	Robert Childerhose	10	2	Wednes. and Saturday	2 30 p. m.
Clarence	Lochaber	Richard Woodley	4	3	Tuesday, Thurs. Saturday	9 a. m.
Caintown	Mallorytown	James Adams	4½	2	Tuesday and Saturday	2 p. m.
						12 30 p. m.

Division, during the year ended 30th September, 1859.—(Continued.)

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Brockville and Ottawa	Railway	Passenger stage, or sleigh	\$ 500 00	August 22, 1859	Temporary serv.
Tuesday and Saturday	4 p. m.	Horseback, wag. or cutter	58 00	November 1, 1858	Nov. 30, 1858.
Tuesday and Friday	12 noon	do do	96 00	January 1, 1859	Four years.
Daily	4 p. m.	Horseback or waggon.	2 00	October 25, 1858	Nov. 27, 1858.
Daily	11 a. m.	By steamer	2 00	April 4, 1859	Season of 1859.
Tues. Thurs. and Sat.	10 30 p. m.	Horseback, wag. or cutter	180 00	May 1, 1859	Four years.
Wednesday and Saturday	4 30 p. m.	do do	52 00	February 1, 1859	Four years.
Steamer "Bay of Quinte"	2 p. m.	Horseback or waggon	32 00	April 4, 1859	Season of 1859.
with Trains	4 p. m.	On foot	0 10	August 1, 1859	Four years.
wa River mail Steamer	5 p. m.	Canoe or boat	80 00	January 1, 1859	Four years.
Thursday	4 p. m.	Horseback, wag. or cutter	160 00	May 15, 1859	July 31, 1859.
Wednesday	5 p. m.	do do	156 00	August 1, 1859	Four years.
Thursday	4 p. m.	do do	70 00	February 18, 1859	One year.
with Trains	3 p. m.	Waggon or cutter	1000 00	February 21, 1859	March 31, 1859.
Daily	7 30 p. m.	Passenger stage	156 00	February 19, 1859	Two years.
Tues. Thurs. and Sat.	8 30 p. m.	Horseback, wag. or cutter	64 00	April 1, 1859	Four years.
Tues. Thurs. and Sat.	8 p. m.	do do	700 00	do do	June 30, 1859.
Monday, Wed. and Fri.	5 p. m.	Passenger stage	50 00	September 1, 1859	Four years.
Tues. Thurs. and Sat.	7 30 p. m.	Horseback, wag. or cutter	180 00	February 18, 1859	August 20, 1859
Saturday	4 p. m.	By trains	40 00	April 1, 1859	Four years.
time	2 p. m.	Horseback, wag. or cutter	580 00	October 1, 1858	Four years.
Monday	5 p. m.	do do	180 00	do do	Four years.
Daily	3 p. m.	do do	0 30	October 1, 1858	Four years.
Monday, Wed. and Fri.	9 a. m.	Passenger conveyance	540 00	May 1, 1859	do
Monday, Wed. Friday	7 p. m.	Horseb'k, wag'n or cutter	0 14	August 1, 1859	do
Tuesday, Thurs. Satur.	8 a. m.	do do	144 00	May 1, 1859	do
with trains	1 p. m.	do do	2 00	August 1, 1859	Sum. season, '59.
Tuesday, Thurs. Satur.	4 30 p. m.	do do	64 00	August 22, 1859	Four years.
Monday, Wed. Friday	10 a. m.	do do	40 00	April 1, 1859	do
with trains	11 a. m.	do do	78 00	April 1, 1859	do
Wednesday and Saturday	2 p. m.	do do	42 00	November 1, 1858	do
Tuesday, Thurs. Satur.	10 a. m.	Canoe, boat, &c.			
Tuesday, Thurs. Satur.	8 a. m.	Horseb'k, wag'n or cutter			
Monday, Wed. Friday	1 30 p. m.				
with trains	3 p. m.				

REPORT No. 5.—Return of all New Contracts entered into in the Kingston

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Delta.....	Morton.....	Sylvester Chase.....	12	3	Tuesday, Thurs. Saturday	4 p. m... 12 30 p. m.
Douglas.....	Renfrew.....	Baptiste Jurdine.....	17	3	Monday, Wed. Friday.....	12 noon... 6 a. m....
Embrun.....	Russell.....	Charles Larose.....	5	1	Tuesday.....	2 p. m.... 4 p. m....
Edwardsburg.....	Grand Trunk R'way	W. S. Akin.....	14	12	Daily, as may be required	to connect
Edwardsburg.....	Grand Trunk R'way	W. S. Akin.....	14	12	Daily, as may be required	to connect
Frankville.....	Brockville and Ot- tawa Railway.	William Leacock.....	11	6	Daily, as may be required	to connect
Franktown.....	do do	James Burrows.....	11	12	Daily, as may be required	to connect
Fitzroy Harbor.....	Pakenham.....	John Kirby.....	12	6	Daily.....	1 p. m.... 4 30 p. m.
Grafton.....	Vernonville.....	Peter Ormiston.....	9	2	Tuesday and Friday.....	2 30 p. m. 12 noon...
Gananoque.....	Grand Trunk R'way	D. R. Hall.....	3	24	Daily, as may be required	to connect
Glanmire.....	Madoc.....	John Orten.....	26	1	Friday.....	9 a. m....
Gosport.....	Napanee.....	Nicholas Bogart.....	12	1	Saturday.....	9 a. m.... 2 p. m....
Grafton.....	Grand Trunk R'way	Benjamin Brown.....	1	12	Daily, as may be required	to connect
Grenville.....	Hawkesbury.....	John Hamilton.....	2	12	Twice daily, in con. with	Ottawa 10 a. m....
Green Point.....	Pictou.....	P. Roblin.....	10	1	Friday.....	1 p. m....
Harrowsmith.....	Westport.....	Joseph Leonard.....	36	1	Monday.....	8 a. m....
Heckston.....	Kemptville.....	Augustus Hurd.....	15	3	Tuesday, Thurs. Saturday	8 a. m.... 1 30 p. m.
Havelock.....	Norwood.....	Peter Pearce.....	8	1	Friday.....	11 a. m.... 2 p. m....
Hawkesbury.....	Little Rideau.....	Eli Dubois.....	5	5	Tuesday, Thursday, Sat. Monday, Wednesday, Fri.	1 30 p. m. 9 a. m....
Iroquois.....	West Winchester.....	Daniel W. Shaver.....	29	3	Tuesday, Thursday, Sat. Tuesday, Thursday, Sat.	7 a. m.... 7 a. m....
Kingston.....	Morton.....	Charles Jordan.....	29	3	Monday, Wednesday, Fri. Monday, Wednesday, Fri.	7 a. m.... 10 30 a. m.
Kenyon.....	Skyc.....	James R. Mackenzie.....	7 1/2	1	Wednesday.....	8 a. m.... 2 30 p. m.
Keene.....	Norwood.....	Samuel Johnston.....	17	3	Monday, Wednesday, Fri. Monday, Wednesday, Fri.	9 a. m.... 10 30 a. m.
Kilmarnock.....	Smith's Falls.....	James Armstrong.....	6 1/2	2	Wednesday, Saturday.....	10 30 a. m. 8 30 a. m.
Keene.....	Cob'g & Peterboro R.	Thomas Drummond.....	34	12	Daily, as may be required	to connect
Kemptville.....	Merriekville.....	James Armstrong.....	18	6	Daily, as may be required	to connect
Lime Lake.....	Roblin.....	James Jarmin.....	10	1	Friday.....	12 noon... 3 p. m....
Lanark.....	Perth.....	James Murphy.....	13	6	Daily.....	12 30 p. m. 7 a. m....
Lancaster.....	Grand Trunk Ry.....	Donald Ross.....	14	24	Daily, as may be required	to connect
Long Island Locks..	Ottawa & Pres'tt Ry	Walter Collins.....	6	3	Tues. Thurs. Sat., as may be requir	12 noon... 12 noon...
Lanark.....	Rosetta.....	Robert Stead.....	15	2	Tuesday, Saturday.....	6 a. m....

Division, during the year ended 30th September, 1859.—(Continued.)

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Tuesday, Thurs. Satur...	3 p. m.... 6 30 p. m.	Horseb'k, wag'n or cutter	120 00	October 1, 1858...	Four years.
Monday, Wed. Friday.....	10 a. m.... 4 p. m....	do do	156 00	October 1, 1858...	do
Tuesday.....	5 p. m.... 3 p. m....	do do	26 00	November 1, 1858.	do
with trains.....		On foot.....	0 25	August 1, 1859.....	do
with trains.....		do.....	3 00	April 1, 1859.....	July 31, 1859.
with trains.....		Passenger conveyance } or otherwise. }	230 00	July 1, 1859.....	Four years.
with trains.....		do do	120 00	August 22, 1859...	Novem. 30, 1859.
Daily.....	7 p. m.... 3 30 p. m.	Horseb'k, wag'n or cutter	384 00	August 22, 1859...	March 31, 1860.
Tuesday and Friday.....	2 p. m.... 4 30 p. m.	do do	72 80	July 1, 1859.....	Four years.
with trains.....		Passenger conveyance } or otherwise. }	400 00	November 1, 1858.	do
Saturday.....	4 p. m....	Horseb'k, wag'n or cutter	130 00	Decem. 15, 1858...	do
Friday.....	4 p. m....	do do	52 00	October 1, 1858...	do
Saturday.....	5 p. m.... 12 noon.....	do do	0 19 1/2	August 1, 1859.....	do
with trains.....		do do	0 75	April 20, 1859.....	Season 1859.
river mail steamer.....		Canoe or boat.....	per diem.		
Friday.....	3 p. m.... 12 noon.....	Horseb'k, wag'n or cutter	40 00	April 1, 1859.....	Four years.
Tuesday.....	8 a. m.... 4 p. m....	do do	190 00	January 1, 1859...	do
Wednesday.....	4 p. m.... 12 noon.....	do do	129 00	January 1, 1859...	do
Tuesday, Thurs. Satur...	4 30 p. m. 2 30 p. m.	do do	56 00	Jan. 1, 1859.....	Two years.
Friday.....	12 30 p. m. 2 30 p. m.	do do	00 50	April, 1859.....	Season of 1859.
Tuesday, Thursday, Sat. Tuesday, Thursday, Sat.	1 p. m.... 1 p. m....	do do	200 00	Nov. 1, 1858.....	Four years.
Monday, Wednesday, Fri. Monday, Wednesday, Fri.	3 p. m.... 1 p. m....	Pas. stage, or otherwise..	540 00	Oct. 1, 1858.....	do
Tuesday, Thursday, Sat. Wednesday.....	1 p. m.... 10 a. m....	do do	40 00	Nov. 1, 1858.....	do
Wednesday.....	12 30 p. m. 12 30 p. m.	Horseb'k, wag'n or cutter	198 00	May 1, 1859.....	do
Monday, Wednesday, Fri. Monday, Wednesday, Fri.	6 p. m.... 10 a. m....	do do	78 00	April 1, 1859.....	do
Wednesday, Saturday.....	12 noon.....	do do	160 00	May 11, 1859.....	do
with trains.....		Passenger stage or sleigh.	230 00	Aug. 1, 1859.....	do
with trains on the Ottawa & Pres. Ry.		Pas. stage, or otherwise..	28 00	Feb. 1, 1859.....	do
Friday.....	5 p. m.... 2 p. m....	Horseb'k, wag'n or cutter	200 00	May 1, 1859.....	do
Daily.....	9 30 a. m. 3 p. m....	Pas. stage, or otherwise..	192 00	May 1, 1859.....	do
with trains.....		Horseb'k, wag'n or cutter	84 00	April 1, 1859.....	do
ed to connect with trains.....		do do	96 00	April 1, 1859.....	do
Tuesday, Saturday.....	9 30 a. m. 3 p. m....	do do			

REPORT No. 5.—Return of all New Contracts entered into in the Kingston

Route.		Name of Contractor.	Distance.	Times per week.	DEPARTURE	
From	To				Days.	Hours.
Morton	Philipsville.....	James A. Manuel....	10	3	Tuesday, Thursday, Sat.	3 p. m. 6 p. m.
Morrisburg	North Williamsbg...	William Van Allen...	7	3	Monday, Wednesday, Fri.	1 p. m. 10 a. m.
Merrickville	Br'kville & Otta. Ry.	Robert Crozier.....	9	6	Daily, as may be required,	to connect
Merrickville	Br'kville & Otta. Ry.	Robert Crozier.....	9	6	Daily, as may be required	to connect
Moirs	Smithville.....	Henry Ostroin.....	9	3	Monday, Wednesday, Fri.	9 a. m. 12 noon
Norwood	South Dummer.....	Thomas Speers.....	5	2	Tuesday, Friday.....	7 p. m. 5 30 p. m.
North Augusta	Prescott.....	James Wilcox.....	18	1	Wednesday.....	6 30 a. m. 1 p. m.
Norwood	South Dummer.....	James Brown.....	5	2	Tuesday, Friday.....	7 p. m. 5 30 p. m.
North Augusta	Br'kville & Otta. Ry.	James Wilcox.....	4½	6	Daily, as may be required,	to connect
North Port	Pictou.....	Isaac Demille.....	13	3	Tuesday, Thursday, Sat.	8 a. m. 1 p. m.
Ottawa City	Pakenham.....	John McAdam.....	36	6	Daily.....	5 a. m. 7 a. m.
Pakenham	Rentrew.....	Robert C. Mills.....	24	6	Daily.....	3 p. m. 12 night
Port Elmsley	Br'kville & Otta. Ry.	Joseph McCormack...	11	3	Tues. Thurs. Sat., as may	be requir
Perth	Br'kville & Otta. R.R.	James Patterson.....	2	12	Daily, as may be required	to connect
Petawawa	Pembroke.....	Charles Young.....	10	1	Monday.....	1 p. m. 4 p. m.
Perth	Smith's Falls.....	Br'k & Otta. Ry. Co.	12	12	Twice daily, according to	trains
Portage du Fort	Ross.....	Thos. Carey.....	3	3	Monday, Wed. and Fri.	12 30 p. m. 2 30 p. m.
South Westmeath	Westmeath.....	Thos. Fraser.....	7	3	Monday, Wed. and Fri.	9 a. m. 7 a. m.
Shannonville	Grand Trunk R. R.	Hiram Van Cott.....	1	24	Daily, as may be required	to connect
Stoco	Tweed.....	Adam Wilson.....	5	2	Tuesday and Saturday...	2 p. m. 3 45 p. m.
Smith Falls	Br'kville & Otta. R.R.	Levi Willson.....	1	12	Daily, as may be required	to connect
Stafford	Graham's Wharf.....	Robert Childerhose...	5	3	Sun. Wed. Fri. as may	be requir.,
Trenton	Grand Trunk R.R.	Napoléon Goulette...	1½	24	tween Cobden and Pem-	broke.
					Daily, as may be required	to connect

MONTREAL

Aylmer	Ottawa City.....	Moses Holt, Jr.....	8½	6	Daily.....	10 a. m.
Aylmer	Portage du Fort.....	Joseph Wyman.....	53	3	Daily.....	6 p. m.
Brome	Dalglish's.....	James Dalglish.....	1½	6	Monday, Wed. Friday...	5 30 a. m. 11 a. m.
Calumet Island	Collfield.....	Michael Hughes.....	1	3	Daily.....	7 p. m. 5 30 p. m.
Carillon	Lachute.....	Joseph Green.....	10	6	Monday, Wed. Friday...	noon 7 30 p. m.
Clarendon	Clarendon Centre...	George Hodgins.....	7	3	do do	10 a. m. 12 30 p. m.
					do do	9 30 a. m. 2 p. m.
					do do	noon

Division, during the year ended 30th September, 1859.—(Continued.)

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Tuesday, Thursday, Sat.	9 p. m.	Horseb'k, wag'n or cutter	160 00	Oct. 1, 1858.....	Four years.
Tuesday, Thursday, Sat.	12 noon	Pas convey'ce or otherw'e	100 00	April 1, 1859.....	March 31, 1860.
Monday, Wednesday, Fri.	3 p. m.	do do	160 00	Feb. 18, 1859.....	May 31, 1859.
with trains.....		do do	160 00	June 1, 1859.....	Four years.
Monday, Wednesday, Fri.	2 p. m.	Horseb'k, wag'n or cutter	120 00	Oct. 1, 1858.....	Four years.
Tuesday, Friday.....	8 30 p. m.	do do	60 00	May 1, 1859.....	June 30, 1859.
Wednesday.....	5 30 p. m.	do do	80 00	Aug. 1, 1859.....	Four years.
Tuesday, Friday.....	6 30 p. m.	do do	38 00	July 1, 1859.....	do
with trains.....	8 p. m.	do do	150 00	Aug. 22, 1859.....	Aug. 31, 1860.
Tuesday, Thursday, Sat.	4 p. m.	do do	140 00	April 1, 1859.....	Four years.
Daily.....	11 a. m.	Passenger stage or sleigh.	900 00	May 1, 1859.....	do
Daily.....	12 noon	Horseb'k, wag'n or cutter	670 00	Oct. 1, 1858.....	do
Daily.....	6 a. m.	do do	52 00	Feb. 22, 1859.....	One year.
ed to connect with trains.	8 p. m.	do do	60 00	Feb. 19, 1859.....	One year.
with trains.....	6 p. m.	Pass'ger stage, or sleigh..	40 00	May 1, 1859.....	Two years.
Monday.....	3 p. m.	Horseb. wag. or cutter...		August 22, 1859...	
time.....		By trains.....		August 1, 1859 ...	Four years.
Monday, Wed. and Fri.	3 30 p. m.	Canoe, boat, &c.....	120 00	October 1, 1858...	do do
Monday, Wed. and Fri.	1 30 p. m.	do do	127 00	August 17, 1859...	do do
Monday, Wed. and Fri.	8 30 a. m.	Horseb. wag. or cutter...	36 00	May 1, 1859.....	do do
Monday, Wed. and Fri.	10 30 a. m.	On foot.....	60 00	Feb. 18, 1859.....	One year.
with trains.....	5 p. m.	Horseb. wag. or cutter...	60 00	April 1, 1859.....	Four years.
Tuesday and Saturday...	3 15 p. m.	Pass'ger stage, or sleigh.	60 00	January 1, 1859...	do do
o connect with steamer		Horseback, or waggon...			
broke.		do do			
with trains.....		Pass'ger stage, or sleigh.			

DIVISION.

Daily.....	7 30 p. m.	One horse vehicle.....	200 00	April 1, 1859.....	Four years.
do	11 30 a. m.	do do	890 00	do	do
Tuesday, Thurs. Satur...	9 30 p. m.	do do	60 00	July 1, 1859.....	do
Monday, Wed. Friday...	4 p. m.	do do	30 00	August 1, 1859...	Two months.
Daily.....	6 p. m.	Two horse vehicle.....	196 00	July 1, 1859.....	Four years.
do	7 30 p. m.	do do	124 00	August 1, 1859...	do
Monday, Wed. Friday...	11 a. m.	do do			
do	1 p. m.	do do			
Daily.....	11 30 a. m.	do do			
do	2 30 p. m.	do do			
Tuesday, Thurs. Satur...	1 30 p. m.	do do			
do	3 30 p. m.	do do			

REPORT No. 5.—Return of all New Contracts entered into in the Montreal

ROUTE.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Coaticook	Railway Station	H. Cutting		24	Daily, in con. with trains.	
Compton	Railway Station	W. D. Bartlett		24	do do	
Contrecoeur	Longueuil (in sum.)	Joseph Lavigne	27	6	Daily	5 a. m.
William Henry	Longueuil (in win'r.)	Joseph Lavigne	42	6	do	5 p. m.
Côteau Station	Railway Station	Rodger Duckett		12	Daily, in con. with trains.	
Drummondville	LaBaie	Olivier Chartrain	22	3	Tuesday, Thurs. Satur.	1 p. m.
Drummondville	Upton	P. Bourgeau	17	2	do do	8 a. m.
Industry	Ste. Elizabeth	Joseph Belair	9	3	Tuesday and Saturday	6 a. m.
LaBaie du Febyre	Three Rivers	Louis Caisson	25	6	do do	12 30 p. m.
Lambton	Robinson	Warren Paige	36	3	Monday, Wed. Friday	8 a. m.
Lennoxville	Robinson	Warren Paige	26	6	do do	11 a. m.
Lennoxville	Railway Station	Alonzo Saborin		24	Daily, in con. with trains.	
Lochaber	Ste. Angélique	J. B. N. Papineau	7	3	Tuesday, Thurs. Satur.	10 a. m.
Maskinongie	St. Justin	Louis St. Antoine	5	2	do do	7 a. m.
Melbourne	Richmond R. R. St'n	Francis Gouin	2	24	Tuesday and Friday	noon
Metis	River du Loup	A. Desjardins	93	3	do do	10 a. m.
Montreal	Quebec (steamer)	Richelieu Company	180	6	do do	7 a. m.
Point Levi	Three Rivers	Ante. Beauchemin	91	3	Monday, Wed. Friday	10 a. m.
Railway Station	Sherbrooke	O. Cameron		24	do do	8 a. m.
Rawdon	St. Jacques l'Achig'n	James Daly	13	3	Daily, in con. with trains.	
Repentigny	St. Paul l'Hermite	Fras. Archambault	2	6	Monday, Wed. Friday	7 a. m.
Riceburg	Stanbridge, East	Martin Rice	1 1/2	3	do do	11 a. m.
Ste. Adèle	St. Jérôme	P. R. F. Demontigny	16	2	Daily	8 30 p. m.
St. Hugues	St. Hyacinthe	Louis Picard	17	6	do do	7 p. m.
St. Hugues	Yamaska	Hy. Henault	23	3	Tuesday, Thurs. Satur.	3 30 p. m.
St. Hyacinthe	Yamaska	Joseph Herbert	35	3	do do	5 p. m.
					Tuesday and Friday	1 30 p. m.
					do do	6 a. m.
					Daily	1 p. m.
					do	9 a. m.
					Tuesday, Thurs. Satur.	2 p. m.
					do do	8 a. m.
					Monday, Wed. Friday	9 30 a. m.
					Tuesday, Thurs. Satur.	9 a. m.

QUEBEC

Arthabaska Station P. O.	Railway Station	L. Foisy		12	Daily, Sundays excepted.	connection with tr'ns.
Buckland	St. Lazare	B. Nadeau	15	1	do do	5 a. m.
Danville P. O.	Railway Station	Geo. W. Hawes		12	Wednesday	9 30 a. m.
					do do	connection with tr'ns.

Division, during the year ended 30th September, 1859.—(Continued.)

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
		One horse vehicle	\$ 80 00	July 1, 1859	Four years
		do do	160 00	do	do
Daily	10 p. m.	do do	594 00	December 1, 1858	do
do	10 a. m.	do do			
do	1 a. m.	do do			
do	9 a. m.	do do	per week	do	do
		On foot	1 00	June 1, 1859	do
Tuesday, Thurs. Satur.	noon	One horse vehicle	260 00	August 1, 1859	do
do do	5 p. m.	do do	140 00	July 1, 1859	do
Tuesday and Saturday	5 p. m.	do do	90 00	July 1, 1859	do
do do	10 30 a. m.	do do	600 00	August 1, 1859	do
Monday, Wed. Friday	1 p. m.	do do	900 00	January 1, 1859	do
do do	10 a. m.	do do			
Daily	9 a. m.	do do	59 00	July 1, 1859	do
do	10 p. m.	do do	per trip	March 8, 1859	April 19, 1859
Monday, Wed. Friday	5 p. m.	do do	0 50	March 1, 1859	Four years
Tuesday, Thurs. Satur.	4 p. m.	do do	50 00	March 1, 1859	Four years
Daily	10 a. m.	do do	138 00	June 1, 1859	do
do	7 p. m.	do do	1960 00	October 1, 1858	do
Tuesday, Thurs. Satur.	2 p. m.	do do	3000 00	June 1, 1859	do
do do	4 p. m.	do do	1262 00	October 1, 1858	do
Daily	2 p. m.	do do	160 00	July 1, 1859	do
do	7 a. m.	do do	205 00	August 1, 1859	do
do	8 p. m.	do do	60 00	July 1, 1859	do
do	9 30 p. m.	do do	per week	December 1, 1858	do
Tuesday, Thurs. Satur.	5 30 p. m.	do do	1 00	August 1, 1859	do
do do	4 p. m.	do do	136 00	August 1, 1859	do
Tuesday and Friday	11 a. m.	do do	320 00	July 1, 1859	do
do do	6 30 p. m.	do do	350 00	do	do
Daily	12 30 p. m.	do do	339 00	do	do
do	4 30 p. m.	do do			
Tuesday, Thurs. Satur.	12 30 p. m.	do do			
do do	6 30 p. m.	do do			
do do	4 30 p. m.	do do			
Monday, Wed. Friday	4 30 p. m.	do do			

DIVISION.

Daily, Sundays excepted.	connection with tr'ns.	On foot	36 00	April 1, 1859	Four years
do do	do	do	72 00	July 1, 1859	do
Wednesday	1 p. m.	Horse or Vehicle	100 00	June 1, 1859	do
do	9 a. m.	do			
Daily, Sundays excepted.	connection with tr'ns.	Vehicle			
do do	do	do			

REPORT No. 5.—Return of all New Contracts entered into in the Quebec

Route.		Name of Contractor.	Distance.	Times per week.	DEPARTURE.	
From	To				Days.	Hours.
Labarre.....	Chicoutimi.....	Joseph Morel.....	39	1	Tuesday.....	8 a. m.....
Laval.....	Quebec.....	Pierre Filion.....	20	2	Wednesday.....	1 p. m.....
Metis.....	Rivière du Loup.....	Elzéar Lavoie.....	93	6	Wednesday and Saturday.....	6 a. m.....
Percé, Gaspé.....	Campbellton, N. B.....	A. and D. Kerr.....	152	2	do do.....	10 a. m.....
St. Anaclet.....	Rimouski.....	Jos. Lavoie.....	7	1	Daily, Sundays excepted.....	8 a. m.....
St. Anne la Poca- tière.....	St. Onézime.....	Jos. Lagacé.....	6	2	Daily, Mondays excepted.....	3 p. m.....
St. Jean Chrysos- tôme.....	New Liverpool.....	Elisée Legendre.....	3	3	Tuesday and Friday.....	8 a. m.....
St. Lambert.....	St. Henri.....	P. Lambert.....	11	2	do do.....	10 a. m.....
St. Paul's Bay.....	Chicoutimi.....	Frs. Gagnon.....	87	1	Monday, Wed. and Fri.....	12 noon.....
St. Raymond.....	Quebec.....	Jos. Desrochers.....	42	2	do do.....	2 p. m.....
St. Tite.....	St. Stanislaus.....	Homère Rivard.....	14	2	Tuesday and Friday.....	1 p. m.....
Warwick P. O.....	Railway Station.....	L. F. Dorais.....	½	12	do do.....	7 p. m.....
					Sunday.....	on arrival of Quebec mail.
					Thursday.....	12 noon.....
					Tuesday and Friday.....	6 a. m.....
					Wednesday and Saturday.....	10 a. m.....
					Tuesday and Friday.....	7 a. m.....
					do do.....	1 p. m.....
					Daily, Sundays excepted.....	connection with tr'ns.
					do do.....	do do.....

EDWIN KING,

Secretary.

Division, during the year ended 30 September, 1859.—(Concluded.)

ARRIVAL.		Mode of Conveyance.	Stipulated price to be paid.	Commencement of Contract.	Intended duration of Contract.
Days.	Hours.				
Thursday.....	4 p. m.....		\$ cts.		
Wednesday.....	12 noon.....	Vehicle.....	144 00	June 1, 1859.....	Four years.
Wednesday & Saturday.....	6 p. m.....	do.....	120 00	May 1, 1859.....	do
do do.....	10 a. m.....	do.....	1584 00	July 1, 1859.....	do
Daily, Tuesdays excepted.....	2 p. m.....	do.....	1800 00	April 1, 1859.....	do
Daily, Mondays excepted.....	7 a. m.....	do.....			
Thursday and Monday.....	5 p. m.....	do.....			
do do.....	6 p. m.....	do.....			
Thursday.....	1 p. m.....	do.....	30 00	July 1, 1859.....	do
do.....	10 a. m.....	do.....	48 00	January 1, 1859...	do
Wednesday and Saturday.....	11 30 a. m.....	do.....			
do do.....	9 30 a. m.....	do.....			
Monday, Wed. and Fri.....	3 p. m.....	Horse or vehicle.....	40 00	June 1, 1859.....	Two years.
do do.....	1 p. m.....	do do.....	72 00	May 1, 1859.....	Four years.
Tuesday and Friday.....	10 p. m.....	do do.....			
do do.....	5 p. m.....	do do.....			
Saturday.....	in time for Queb. mail.	At option of contractor..	400 00	June 1, 1859.....	do
Wednesday.....	12 noon.....	Vehicle.....	344 00	July 1, 1859.....	do
Wednesday & Saturday.....	8 p. m.....	do.....	60 00	February 15, 1859,	Sept. 30, 1859.
Tuesday and Friday.....	4 p. m.....	do.....			
do do.....	5 p. m.....	do.....			
do do.....	11 a. m.....	do.....			
Daily, Sundays excepted.....	connection with trains.	On foot.....	40 00	July 1, 1859.....	Four years.
do do.....	do do.....	do.....			

SIDNEY SMITH,

Postmaster General.

REPORT No. 6.

REPORT OF ALLOWANCES made to Mail Contractors in Canada, beyond the sum originally stipulated in their respective Contracts, during the year ended 30th September, 1859, with the reasons for the same, and of all orders made by the Department, whereby additional expense is or will be incurred beyond the original Contract price, on any Land or Water Route, specifying in such case the Route to which the order relates, the name of the Contractor, the original service provided by the Contractor, the original price, the date of the order for additional service required, and the additional allowance therefor.

Route.		Name of Contractor.	Original Service provided by Contractor.	Original Price.	Additional Service required.	Additional allowance therefor per annum.	Date of commencement of additional service and allowance.
From.	To.						
Bothwell.....	Cashmere.....	D. Allan.....	Semi-weekly service.....	\$ 38 00	One additional trip per week.....	\$ 19 00	Jan. 1, 1859
Dunnville.....	Port Maitland.....	R. Neill.....	Tri-weekly service.....	140 00	Additional travel of two miles to serve new post-office at Stromness.....	39 00	Jan. 1, 1859.
Hospeler.....	R. R. Station.....	C. Nahrang.....	Service, 12 times per week.....	88 00	Twelve additional trips per week.	44 00	Oct. 1, 1858.
Barrie.....	Thornton.....	J. Hunter.....	Semi-weekly service.....	114 00	Extension of route to Fry.....	40 00	Oct. 1, 1858.
Bronte.....	R. R. Station.....	H. Belyea.....	Service, 6 times per week.....	156 00	Six additional trips per week.....	78 00	Dec. 1, 1858.
Georgetown.....	R. R. Station.....	R. Beckwith.....	Service, 12 times per week.....	100 00	Twelve additional trips per week.	100 00	Oct. 1, 1858.
Mcdonate.....	Ponetaungshone Road.....	T. Milliken.....	Semi-weekly service.....	80 00	Conveyance of mails <i>via</i> Montreal St. Louis.....	8 00	April 1, 1859.
Belleville.....	Tweed.....	G. Cauniff.....	Tri-weekly service.....	239 00	Four and-a-half miles additional travel, to serve Bridgewater.....	58 00	Dec. 1, 1858.
Clareview.....	Kaladar.....	S. C. McDonnell.....	Service, once per week.....	101 00	Extension of service to include that of Kinton and Cloyne.....	52 00	Jan. 1 to June 30, '59.
Grafton.....	Vernonville.....	J. McBrine.....	Semi-weekly service.....	62 40	Four miles additional travel to serve Eddystone.....	78 00	July 1, 1859.
Harrowsmith.....	Westport.....	Jos. Leonard.....	Service, once per week.....	190 00	Four miles additional travel, owing to removal of Denison post-office.....	41 00	Oct. 1, 1858.
Kingston.....	Cape Vincent.....	Abraham Briggs.....	Service, 6 times per week.....	900 00	Second mail daily.....	16 00	Jan. 1, 1859
Doran.....	Perth.....	Wm. Doran.....	Service once per week.....	60 00	Two miles additional <i>try</i> l to Rokoby.....	100 00	April 1, 1859.
Perth.....	Railroad Station.....	James Patterson.....	Service (twelve times per week.....	60 00	Twelve additional trips per week.	20 00	April 1, 1859.
						40 00	August 22, 1859.

REPORT No. 6.—Report of Allowances made to Mail Contractors, beyond the sum originally stipulated in their respective Contracts, during the year ended 30th September, 1859, with the reasons for the same, &c.—(Continued.)

Route.		Name of Contractor.	Original Service provided by Contract.	Original Price.	Additional Service required.	Additional allowance therefor per annum.	Date of commencement of additional service and allowance.
From	To						
MONTREAL DIVISION.							
Cowanville	Waterloo	A. Pickle	Tri-weekly service	180 00	Three additional trips per week	120 00	January 1, 1859.
Isle Perrot	St. Anne	T. Ricard	Semi-weekly service	60c per trip	One extra trip per week	40c per trip	June 1, 1859.
Montreal	New Glasgow	J. Morrison	Service six times per week	700 00	Additional travel of three miles, owing to breaking down of Dolisle Bridge	76 00	March 15, 1859.
do	Quebec	M. Gauvin	do do	5800 00	Nine miles additional travel to serve St. Paul L'Hermite, L'Assomption and St. Sulpice, and paying ferrage over L'Assomption River	225 00	July 1, 1859.
St. Didace	St. Gabriel	N. Neveu	Semi-weekly service	48 00	One additional trip per week	24 00	July 1, 1859.
St. Jérôme	Ste. Thérèse	F. Devochers	Tri-weekly service	180 00	Three additional trips per week	180 00	March 8, 1859.
St. Martin	Ste. Thérèse	C. Smallwood	do do	130 00	do do	136 00	March 8, 1859.
QUEBEC DIVISION.							
Balsancan	St. Narcisse	P. Laconcière	Semi-weekly service	48 00	One additional trip per week	24 00	June 1, 1859.
Balsancan Bridge	St. Stanislas	J. Laguerre	Tri-weekly service	120 00	Three additional trips per week	80 00	February 1, 1859.
Laval	Quebec	P. Filion	Semi-weekly service	96 00	Three miles additional travel to serve Lako Beauport	24 00	May 1, 1859.

SIDNEY SMITH,
Postmaster General.

EDWIN KING,
Secretary.

REPORT No. 6.—A.

REPORT OF CURTAILMENT OF EXPENSES in existing Contracts effected by the Post Office Department, during the year ended 30th September, 1859, specifying in each case the Route to which the curtailment relates, the name of the Contractor, the original service provided by the contract, the original price, the reason for the curtailment, the amount of reduction in price, and the date from which the curtailment took effect.

Route.		Name of Contractor.	Original Service provided by Contract.	Original Price.	Reason for Curtailment.	Deduction made in allowance per annum.	Date of Commencement of Reduction.
From.	To.						
Harpurhey	Scarfth Railroad Station.....	W. Fowler	LONDON DIVISION. Two trips daily each way.....	\$ cts. 100 00	Reduced travel: mails exchanged at Harpurhey Station instead.	\$ cts. 40 00	January 1st, 1859.
Thamesville	Whitelhall, and Railroad Station.....	Wm. Mayhew	Two trips per week to Whitehall, and 12 to Railroad Station	120 00	Reduced service, owing to closing of Whitehall Post Office	40 00	November 1st, 1858.
Carp	Stittsville	John Graham	KINGSTON DIVISION. Tri-weekly service.....	111 00	2½ miles reduced travel: courier proceeding to Huntley only..	21 00	February 1st, 1859.

SIDNEY SMITH,
Postmaster General.

EDWIN KING,
Secretary.

R E P O R T N o . 7 .

REPORT OF ALL FINES imposed, and Deductions from the pay of Contractors, for failures to deliver the Mail, or for any other cause, showing the names of the Contractors, the nature of the offence, the route on which it occurred, the amount of fine, the time when it was imposed, and whether the fine has been remitted, and for what reason, during the year ended 30th September, 1859.

Route.		Name of Contractor.	Nature of Offence.	Date of Fine.	Amount.	Whether remitted, and for what cause.
From	To					
Chatham	St. Thomas	F. D. Bissell	Neglect to secure mails from injury by rain	March 29, 1859	10 00	Remit'd, in consequence of improved attention to in service.
London	G. T. R'way Station	J. Jennings	Late arrival with mails at Railroad Station on two occasions	Dec. 30, 1858 May 11, 1859	5 00	Remitted on account of general punctuality in service.
Fergus	Guelph	Jones & Kirkendall	Mail delivered at Guelph too late for despatch by Morning Train East	January 27, 1859	5 00	Not remitted.
Elora	Walkerton	William Wilson	Courier omitted to serve Walmer	March 17, 1859	3 00	do
Guelph	G. W. R'way Station	Jones & Kirkendall	Mail too late at Station for the train	May 17, 1859	5 00	do
Belleville	G. T. R'way Station	H. Taylor	Mails too late at Station on two occasions	December 13, 1858	5 00	do
Brighton	Kingston	Edward Howard	Courier in a state of intoxication whilst in charge of mails on two occasions	April 27, 1859	5 00	do
Colborne	G. T. R'way Station	G. W. Webb	Mails too late at Station on two occasions	December 8, 1858	5 00	do
Kingston	do	P. Lenham	Mails too late at Station for Train East	October 22, 1858	5 00	do
Murray Bay	Quebec	J. Gauthier	General irregularity of service	April 9, 1859	10 00	do

SIDNEY SMITH,
Postmaster General.

EDWIN KING,
Secretary.

REPORT No. 8.

LIST of Post Offices established in Canada during the year ended 30th September, 1859.

Name of Post Office.	Township or Seigniorly.	Electoral County or Division.	Name of Postmaster.	Date of going into operation.
Allendale	Innisfil	Simcoe, S. R.	B. Sheridan	June 1, 1859.
Alliston	Tecumseth	Simcoe, S. R.	George Fletcher	February 1, 1859.
Antrim	Fitzroy	Carleton	David Sloane	February 1, 1859.
Armitage	Hope	Durham, E. R.	J. W. Stevenson	May 1, 1859.
Arthabaska Station	Arthabaska	Arthabaska	Louis Foisy	December 1, 1858.
Ashburnham	Otanabee	Peterboro'	R. D. Rogers	January 1, 1859.
Bethany	Manvers	Durham, E. R.	F. Bleakley	May 1, 1859.
Bridgewater	Elzevir	Hastings, N. R.	Jabez Colwell	November 1, 1858.
Brooksdale	West Zorra	Oxford, N. R.	John Innis	May 1, 1859.
Brudenell	Brudenell	District of Nipissing	Charles E. Hira	September 1, 1859.
Buckhorn	Harwich	Kent	Hugh McPherson	October 1, 1858.
Buckland	Buckland	Bellechasse	C. Goulet	July 1, 1859.
Caldwell	Caledon	Peel	Patrick Murphy	December 1, 1858.
Camborne	Hamilton	Northumberl'd, W. R.	George Stewart	November 1, 1858.
Chateauguay	Chateauguay	Chateauguay	Narcisse Mallet	July 1, 1859.
Cloyne	Barrie	Frontenac	Eli Clark	January 1, 1859.
Colfield	Litchfield	Pontiac	Michael Hughes	August 1, 1859.
Côteau Station	Soulanges	Soulanges	Rodger Duckett	June 1, 1859.
Crinan	Aldboro	Elgin, W. R.	D. McInryre	June 1, 1859.
Dalston	Vespra	Simcoe, N. R.	H. A. Clifford	March 1, 1859.
Danforth	Scarboro'	York, E. R.	Henry Hogarth	April 1, 1859.
Devizes	London	Middlesex, E. R.	B. Armstrong	March 1, 1859.
Dorking	Maryboro'	Wellington, N. R.	John Watson	April 1, 1859.
Durance	Enniskillen	Lambton	Daniel Durance	April 1, 1859.
Eddystone	Haldimand	Northumberl'd, W. R.	Joseph Noble	October 1, 1858.
Ellengowan	Division line between Brant and Elderslie.	Bruce	John Hopper	October 1, 1858.
Elmvale	Flos	Simcoe' N. R.	William Harvey	June 1, 1859.
Embrun	Russell	Russell	Joseph Larochelle	November 1, 1858.
Epping	Euphrasia	Grey	John Benson	December 1, 1858.
Flinton	Kaladar	Addington	Sidney Way	December 1, 1858.
Galway	Galway	Peterboro'	Thomas Probert	April 1, 1859.
Glanmire	Tudor	Hastings, N. R.	J. Richardson	December 1, 1858.
Halloway	Thurlow	Hastings, S. R.	William Peck	April 1, 1859.
Harley	Burford	Brant, W. R.	J. L. McClelland	April 1, 1859.
Havelock	Belmont	Peterboro'	Peter Pearce	January 1, 1859.
Hazledean	Goulburn	Carleton	John Young	February 1, 1859.
Hebron	Elma	Perth	E. Ellis	May 1, 1859.
Homer	Grantham	Lincoln	William Smith, Jr.	May 1, 1859.
Hyde Park Corner	London	Middlesex, E. R.	R. W. Johnstone	July 1, 1859.
Ivy	Esca	Simcoe, S. R.	T. McDonald	October 1, 1858.
Kilmarnock	Wolford	Grenville, N. R.	George Newsome	April 1, 1859.
Kinmount	Somerville	Victoria	John Hunter	April 1, 1859.
Lake Beauport	St. Dunstan	Quebec	Joseph Magill	May 1, 1859.
Limo Lake	Hungerford	Hastings	James Jarmin	February 1, 1859.
Maonider	Maonider	Rimouski	O. A. Lamontagne	May 1, 1859.
Mansfield	Mulmur	Simcoe, S. R.	M. Colquhoun	October 1, 1858.
Marden	Guelph	Wellington, S. R.	C. McD. Blyth	March 1, 1859.
Marnion	Sullivan	Grey	Thomas Brown	February 1, 1859.
Mawcook	Granby	Shefford	E. N. Hungerford	January 1, 1859.
Meyersburg, [reop'nd]	Seymour	Northumberl'd, E. R.	Henry Daniels	September 1, 1859.
Miliken	Markham	York, E. R.	N. Sanders	April 1, 1859.
Minden	Minden	Peterboro'		April 1, 1859.
Monkton	Elma	Perth	E. Greensides	December 1, 1858.
Montague	Montague	Lanark, S. R.	John Telford	April 1, 1859.
Mountjoy		Soulanges	Finlay McCuaig	April 1, 1859.
North Wakefield	Wakefield	Ottawa	A. Pritchard	May 1, 1859.
Oil Springs	Enniskillen	Lambton	John Bartley	April 1, 1859.
Ossian	Enniskillen	Lambton	George McPherson	March 1, 1859.
Patawawa	Patawawa	Renfrew	Charles Young	May 1, 1859.
Renton	Townsend	Norfolk	Henry Sterling	April 1, 1859.

REPORT No. 8.—(Continued.)

List of Post Offices established in Canada during the year ended 30th September, 1859.

Name of Post Office.	Township or Seignioriy.	Electoral County or Division.	Name of Postmaster.	Date of going into operation.
Riceburg.....	Stanbridge.....	Missisquoi.....	C. Vincent.....	December 1, 1858.
Rokely.....	Sherbrooke.....	Tanark, S. R.....	J. G. Campbell.....	April 1, 1859.
Rosebath.....	Alnwiek.....	Northumberl'd, W. R.....	John Harstone.....	May 1, 1859.
St. Anaclet.....	St. Anaclet.....	Rimouski.....	P. A. Parant.....	July 1, 1859.
St. Evariste de For- syth.....	Beauce.....	Beauce.....	M. Beaudoin.....	January 1, 1859.
St. Flavien.....	St. Flavien.....	Lothiniere.....	Lazare Bedard.....	May 1, 1859.
St. Juste.....	.....	Champlain.....	Pierre O. Trudelle.....	February, 1, 1859.
St. Justin.....	.....	Maskinongé.....	Louis St. Antoine.....	March 1, 1859.
St. Hubert.....	.....	Chambly.....	M. Vincent.....	March 1, 1859.
St. Onézime.....	.....	Kamouraska.....	Clement Dubé.....	February 1, 1859.
St. Lambert.....	Laprairie.....	Chambly.....	William Brown.....	June 1, 1859.
Sanfield.....	Charlottenburg.....	Glengary.....	Archibald McDonald.....	October 1, 1858.
Sandy Beach.....	South Gaspé Bay.....	Gaspé.....	W. Bailey.....	August 1, 1859.
Shamrock.....	Admaston.....	Reufrew.....	Patrick Gorman.....	September 1, 1859.
Shantz.....	Waterloo.....	Waterloo, N. R.....	A. Mesner.....	August 1, 1859.
Skye.....	Kenyon.....	Glengary.....	J. R. McKenzie.....	November 1, 1858.
Spring Arbour [re- opened].....	Walsingham.....	Norfolk.....	John W. Hazen.....	February 1, 1859.
Stromness.....	Sherbrooke.....	Haldimand.....	L. McCallum.....	January 1, 1859.
Thorndale.....	Nisour West.....	Middlesex, E. R.....	J. M. Read.....	April 1, 1859.
Townsend Centre.....	Townsend.....	Norfolk.....	Hiram Slight.....	April 1, 1859.
Treadwell [reopened].....	Plantagenet.....	Prescott.....	William Londrum.....	February 1, 1859.
Verona.....	Portland.....	Frontenac.....	George Clark.....	November 1, 1858.
Wanstead.....	Plympton.....	Lambton.....	Theodosia Ball.....	August 1, 1859.
Waverly.....	Flos.....	Simeoe, N. R.....	Alexander Kettle.....	October 1, 1858.
Warrington.....	Nottawasaga.....	Simeoe, N. R.....	Jesse Peckham.....	May 1, 1859.
Windfield.....	Peel.....	Wellington, S. R.....	J. B. Kilborne.....	February 1, 1859.
Woodslee.....	Maidstone.....	Essex.....	W. S. Lindsay.....	October 1, 1858.
Yarker.....	Camden.....	Addington.....	J. A. Shibley.....	March 1, 1859.

SIDNEY SMITH,

Post Master General.

EDWIN KING,

Secretary.

REPORT No. 8.—(Continued.)

List of Post Offices closed in Canada during the year ended 30th September, 1859.

Name of Office.	Township or Seigniorly.	Electoral County or Division.	Name of Postmaster.	Reason for Proceeding.
Alnwick	Alnwick	Northumberland, W. R.	R. Mulholland....	Closed on opening of Roseoath Post Office.
Ashfield	Ashfield	Huron	Joseph Cline	On resignation of Postmaster, no suitable successor available.
Elmgrove	Essa	Simcoc, S. R.	G. Latimer	On retirement of Postmaster, no suitable successor available.
Henderson's Corners	Emily	Victoria	R. Morton	On resignation of Postmaster, further maintenance of office considered unnecessary.
Lakeland	Innisfil'	Simcoc, S. R.	James Vance	do do do
Merton	Nelson	Halton	John Morrison ..	On death of Postmaster, no suitable successor available.
Morgantown	Erin	Wellington, S. R..	W. M. Crewson...	On resignation of Postmaster, no suitable successor available.
Newry	Manvers	Durham, E. R.	James Jones	do do do
St. John's [West]	Pelham	Welland	Mrs. S. Rich	do do do
Spooner Pond .....	.....	Richmond	George Hutton ..	On resignation of Postmaster, further maintenance of office considered unnecessary.
Spring Arbor	Walsingham	Norfolk	A. McRae	On resignation of Postmaster, no suitable successor available.
Stittsville	Goulburn	Carleton	A. Alexander, jr ..	Closed on opening of Hazledean Post Office.
Tamarack	Becancour, Railway Station	Megantic	P. H. Prince	On resignation of Postmaster, no suitable successor available.
Vallentyne	Brock	Ontario, N. R.	H. Brethour	On removal of Postmaster, no suitable successor available.
Wainfleet, Centre	Wainfleet	Welland	L. S. Yokom	On resignation of Postmaster, no suitable successor available.
Whitehall	Camden	Kent	James Shaw	do do do

SIDNEY SMITH,
Postmaster General.

EDWIN KING,
Secretary.

REPORT No. 8—(Continued.)

REPORT of New Post Routes established in Canada, during the year ended 30th September, 1859.

Route.		When Established.	No. of times per week.	Distance in miles.
From:	To			
LONDON DIVISION.				
Devizes	Elginfield	1st March, 1859	Once	8
London	G. T. R. Station	1st October, 1858	Twenty-four	1
Lakeside	Nissouri	Do	Three	9
Listowell	Mitchell	1st December, 1858	Three	22
Moore	Ossian	1st March, 1859	Once	20
Oban	Railway Station	1st January, 1859	Six	3
Oil Springs	Wyoming	1st April, 1859	Once	13
Port Sarnia	Railway Station	1st January, 1859	Twelve	100 yards
Port Maitland	Stromness	1st January, 1859	Three	2 miles
Port Dover	Renton	1st April, 1858	Once	5
Strathroy	Railway Station	1st January, 1859	Twelve	1
Sparta	St. Thomas	1st April, 1859	Three	12
Strathroy	Wisbeach	1st January, 1859	Six	12
St. Marys	R. R. Station	1st October, 1858	Twenty-four	1½
Thorndale	do	1st April, 1859	Twelve	½
Watford	do	1st January, 1859	Six	½
Warwick	do	1st January, 1859	Six	7
Wyoming	do	1st April, 1859	Six	1-16
Wanstead	do	1st August, 1859	Six	1-16
TORONTO DIVISION:				
Bethany	R. R. Station	1st May, 1859	Twelve	1-16
Bewdley	Port Hope	do	Six	10
Bownmore	Nottawasaga Station	1st September, 1859	Three	6
Caldwell	Sligo	1st October, 1858	Two	5
Caledon, East	Kilmanagh	1st July, 1859	Two	4
Creek Bank	Winfield	1st February, 1859	One	5
Chatsworth	Marmion	1st March, 1859	One	8
Danforth	Woburn	1st April, 1859	Two	7½
Elmvale	Penetanguishene Road	1st June, 1859	One	4
Epping	Griersville	1st December 1858	One	6
Georgetown	Scotch Block	1st March, 1859	Three	9
Hornby	Milton	do	Six	6
Ivy	Thornton	1st October, 1858	Two	5
Manchester	Greenbank	1st November, 1858	Two	3
Milliken	Unionville	1st April, 1859	Two	3
Omagh	Bronte Road	1st March, 1859	Three	3
Philipsburg	Wellesley	1st April, 1859	Six	6
KINGSTON DIVISION.				
Alfred	L'Original	1st October, 1858	Three	13
Ashburnham	Peterboro'	1st January, 1859	Twelve	4
Alfred	Treadwell	1st February, 1859	Two	8
Addison	R. R. Station	1st July, 1859	Six	7
Arnprior	Castleford	22nd August, 1859	Six	13
Almonte	Arnprior	do	Six	20
Brockville	B. & O. R. R. Station	18th February, 1859	Twelve	½
Bell's Corners	Hazledan	1st February, 1859	Two	4
Bobaygeon	Minden	15th May, 1859	One	30
Brudenell	Sebastopol	1st September, 1859	One	12
Caintown	Mallorytown	1st November, 1858	Two	4½
Carleton Place	R. R. Station	22nd August, 1859	Twelve	½
Carp	West Huntley	1st May, 1859	Three	12
Embrun	Russell	1st November, 1858	One	5
Frankville	R. R. Station	1st July, 1859	Six	11
Franktown	do	22nd August, 1859	Twelve	1½
Glanmire	Madoc	15th December, 1858	One	26

REPORT No. 8.—REPORT of New Post Routes established, &c.—(Continued.)

Route.		When established.	No. of times per week.	Distance in miles.
From.	To.			
Havelock	Norwood	1st January, 1859.....	One	8
Iroquois	W. Winchester.....	1st November, 1858...	Three	29
Kenyon	Skye	do	One	7½
Keene	Norwood.....	1st May, 1859.....	Three	17
Kilmarnock	Smith's Falls.....	1st April, 1859.....	Two	6½
Lime Lake	Roblin	1st February, 1859.....	One	10
Moir	Smithville.....	1st October, 1858.....	Three	9
Merrickville	R. R. Station	18th February, 1859...	Six	9
North Augusta	do	22nd August, 1859.....	Six	4½
Port Elmsley.....	do	22nd February, 1859...	Three	1½
Perth	do	19th February, 1859...	Twelve	½
Petawawa	Pembroke	1st May, 1859.....	One	10
Smith's Falls	R. R. Station	18th February, 1859...	Twelve	½
Bridgewater	Tweed	1st November, 1858...	Two	4½
MONTREAL DIVISION.				
Brome.....	"Dalglish"	1st July, 1859.....	Six	1½
Calumet Island	Collfield	1st August, 1859.....	Three.....	1
Lambton.....	Robinson	1st January, 1859.....	Three.....	36
Lochaber	Ste. Angélique.....	3rd March, 1859.....	Three.....	7
Maskinongé	St. Justin	1st March, 1859.....	Two	5
Riceburg.....	Stanbridge, E	1st December, 1858...	Three.....	1½
QUEBEC DIVISION.				
Buckland	St. Lazare	1st July, 1859.....	One	15
St. Anaclet	Rimouski	do	One	7
St. Lambert	St. Henri	1st June, 1859.....	Two	11
St. Onézime	St. Anne la Pocatière.....	1st February, 1859.....	Two	6
St. Stanislas.....	St. Juste	do	Two	15
St. Flavien.....	R. R. Station.....	1st May, 1859.....	Two	4

SIDNEY SMITH,
Postmaster General.

EDWIN KING,
Secretary.

REPORT No. 8.—(Continued.)

Report of all Post Routes discontinued during the year ended 30th September, 1859, showing, in the case of each Route discontinued, the reason of the proceeding.

Route.		Distance in Miles.	Times per Week.	Date of Discontinuance.	Reasons for discontinuance.
From	To				
LONDON DIVISION.					
Brantford	Cainsville	3	3	7th Feby., 1859	Cainsville served by railway Post Office instead.
Eastwood	Woodstock	4½	6	1st Decr. 1858	Eastwood served by railway P. O. instead.
Ennis	Oban	10	1	1st April, 1859	Ennis served from Wyoming instead.
Harpurhey	Seaford station	13	12	1st Jan'y, 1859	Harpurhey served from Harpurhey station instead.
Lakeside	St. Marys	14	3	1st Octr. 1858	Service no longer required.
Mount Brydges	Strathroy	8	6	1st Jan'y, 1859	Strathroy served by railway direct.
Sparta	Port Stanley	8	3	1st April, 1859	Sparta served from St. Thomas instead.
Thamesville	Whitehall	69	2	1st Novr., 1858	Whitehall office closed.
TORONTO DIVISION.					
Aclon	Milton	11	3	1st March, 1859	Superseded by route between Georgetown and Scotch Block.
Do	Morgantown	3	6	1st Jan'y, 1859	Morgantown office closed.
Ayr	Roseville	5	3	1st July, 1859	Considered unnecessary.
Bell Ewart	Lakeland	7½	6	1st October, 1858	Lakeland office closed.
Bowmore	Nottaw	5	3	1st Sept., 1859	Superseded by route between Bowmore and Nottawasaga station.
Epsom	Greenbank	5	3	1st Novr., 1858	Do. do. Manchester and Greenbank.
Horning's Mills	Opsey	7½	1	1st Sept., 1859	Considered unnecessary.
Kilninnagh	Stigo	5	1	1st July, 1859	Superseded by route between Caledon East and Kilmanagh.
Mauvers	Newry	5	1	1st April, 1859	Newry Post Office closed.
Mill Brook	St. Monaghan	6	6	1st May, 1859	Superseded by route between Port Hope and South Monaghan.
Omagh	Oakville Road	2½	3	1st March, 1859	Do. do. Omagh and Bronte-road.
St. Agatha	Wellesley	9	5	1st April, 1859	Do. do. do. New Hamburg and Wellesley.
Scarboro'	Woburn	5	2	1st April, 1859	Considered unnecessary.
Trafalgar	Hornby	8	6	1st March, 1859	Superseded by route between Georgetown and Milton.
KINGSTON DIVISION.					
Almouto	West Huntley	10	2	30th April, 1859	Superseded by route between Carp and West Huntley.
Brookville	North Augusta	16	3	20th Aug., 1859	North Augusta served from Mallorytown instead.
Canotown	Lyn	7	1	31st Oct., 1858	Canotown served from Mallorytown instead.
Hecksan	W. Winchester	17	2	30th Nov., 1858	Superseded by route between Iroquois and W. Winchester.
Merrickville	Smith's Falls	16	3	18th Feb., 1859	Do. do. Merrickville and railroad station.

REPORT No. 8.—Report of Post Routes discontinued, &c.—(Concluded.)

Route.		Distance in Miles.	Times per Week.	Date of discontinuance.	Reasons for discontinuance.
From	To				
Norwood.....	Peterboro.....	20	3	30th April, 1859.....	Route no longer necessary.
Georgeville.....	Magog.....	10	3	1st Octr., 1858.....	No apparent necessity for this service during winter.
L'Assomption.....	Repentigny.....	87	6	30th June, 1859.....	L'Assomption served by Quebec and Montreal courier instead.
New Glasgow.....	St. Jérôme.....	10	3	30th April, 1859.....	No longer necessary, St. Jérôme being allowed additional service from St. Thérèse.
Richmond.....	Spooner Pond.....	6	2	1st April, 1859.....	Spooner Pond office closed.
New Liverpool.....	St. Lambert.....	11	2	1st June, 1859.....	St. Lambert served from St. Henri instead.

EDWIN KING,
Secretary.

SIDNEY SMITH,
Postmaster General.

REPORT NO. 9.

Report of all cases occurring within the year ended 30th September, 1859, of the abstraction or loss of Letters containing Money sent through the Post in Canada, shewing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.

REPORT

REPORT of all Cases occurring within the year ended 30th September, 1859, of the ab-
the particulars of each case, and stating the result of the proceedings instituted therein

No	Name of writer.	Where mailed.	When mailed.	Alleged contents.	Address of Letter	
					Name.	Place.
1	J. Thompson.	Cobourg	9th Oct. 1858.	5 00	James Grauge	Toronto
2	Dr. Connor.	Toronto	22nd do	73 10	T. Begin	St. Anne la Poere
3	H. Wright	Lloydtown	28th do	25 00	VanAllen & Hughes	Kettleby Mills
4	A. Campbell.	Dundas	1st Nov.	2 00	James Porter	Brockville
5	G. Barnard.	St. Norbert.	2nd do		P. Mébot	St. Pierre les Becq
6	Postmaster Gen.	Toronto	3rd do	9 02	Postmaster	St. Alphonse
7	Rev. Mr. Laporte.	Kildare	12th do	30 75	M. Laporte	L'Epiphanie
8	Berthier	Berthier	23rd do		Veuve B. Pepin	L'Assomption
9	M. Poirier	L'Assomption	31st Dec.		H. Richet	St. Félix de Valois
10		Ottawa	15th Jan. 1859.		Mdme T. L. Payette	L'Assomption
11	F. Kelly	Industry	17th do	20 00	B Abbott	Berthier
12	J. Turcotte	do	22nd do	40 00	Fowlds & Hodgson	Montreal
13	do	do	22nd do	60 00	Roy & Dufort	do
14	A. Lemoine	Quebec	28th do		T. Bedard	L'Assomption
15	M. Marion	St. Gabriel		8 00	Veuve B. Pepin	do
16	Industry	do	31st do		Dr. Brousseau	Montreal
17	do	do	31st do		Jos. Gilbeault	do
18	do	do	2nd Feb.		C. Melançon	do
19	do	St. Liguori	2nd do	20 00	Rev. M. Compté	do
20	do	Industry	2nd do	48 00	L. G. Fanteux	L'Assomption
21	F. Mercier	St. Isidore, Dor.	5th Nov. 1858.	40 00	Rev. C. E. Poire	St. Anselme
22	O. Moran	Frankford	18th do	20 00	L. F. Smith	Depere, Wisconsin
23	R. Cummings	Penetanguishene	17th do	5 00	M. Cummings	Atherly
24	D. McNish	Fingal	2nd Dec.	10 00	Neil McNish	Toronto
25	J. Meldrum	Ormond	22nd Dec.	6 00	O. D. Grosvenor	Rochester, N. Y.
26	J. Breadner	Athelstan	29th do	10 00	John Dougall	Montreal
27	Postmaster	Audley	5th Jan. 1859.	9 23	Postmaster Gen.	Toronto
28	A. McDougal	Ottawa	11th do	18 00	D. McRae	Sandfield
29	Parker & Co	Owen Sound	11th do	56 52	Macklem & Co	Chippawa
30	E. A Leffler	Braampton	12th do	20 00	J. L. Biggar	Drummondville
31	do	Bell Ewart	10th do		Mme. P. Goulette	St. Paul d'Industrie
32	Rev'd. H. Potoin	Ste. Anne la Poere	20th do	50 00	Rev'd. M. Cazcau	Quebec
33	— Malcolm	Eden	1st Feb.	5 00	— Malcolm	Michigan
34	Hy. Brethour, P. M	Vallentyne	1st do	120 00	Ross, Mitchell & Co	Toronto
35	do	do	do do	120 00	W. McMaster	do
36	do	do	do do	40 00	J. Harrington	do
37	do	do	do do	30 00	Patton & Co	do
38	do	do	do do	30 00	R. Davis & Co	do
39	do	do	do do	1 00	Editor, "Patriot"	do
40	Jos. Jackson	Port Hope	5th do	32 00	John Marshall	Nottawasaga Stat
41	G. Duncan	Port Dover	9th do	2 00	Editor "Globe"	Toronto

No. 9.

straction or loss of Letters containing Money, sent through the Post in Canada; shewing
by the Department.

Evidence of loss or abstraction	Whether Registered or not.	Result of Proceedings instituted in each case by the Department.
Not received at destination	Not	No trace to show how loss occurred.
do	do	Enquiry unsuccessful. Beyond the statement that such a letter had been posted, no information respecting it obtainable.
Letter rec'd without contents	Registered	Party suspected of this embezzlement arrested, tried, and acquitted.
Not received at destination	Not	No trace of this letter, beyond the statement that such a letter had been posted.
do	Registered	
do	do	
do	do	
do	do	
\$10.00 abstracted	do	
Not received at destination	do	
Only \$10 received	do	These letters, or their contents, embezzled at the Repentigny Post Office. The Postmaster died during the investigation. A portion of the money recovered, and returned.
do \$32 do	do	
do \$46 do	do	
Not received at destination	do	
do	do	
do	do	
do	do	
\$9 abstracted	do	
Not received at destination	do	
Only \$35 received	do	
Not received at destination	do	Mail package containing this letter stated not to have reached St. Anselme. No evidence to shew how loss occurred.
do	do	The Postmaster of Trenton having neglected to continue the registry of this letter, made good the amount of its contents.
Letter rec'd without contents.	do	Enquiry failed to prove how loss occurred.
Not received at destination	Not	No trace, beyond the statement that such a letter had been posted.
Not received at destination	Registered	Mail package, in which this letter should have been forwarded to Prescott, failed to reach that Office. Enquiry unsuccessful.
do	do	The Postmaster of Huntingdon, having omitted to continue the registry of this letter, made good the contents.
do	do	The Postmaster of Whitby, having neglected to continue the registry of this letter, made good the contents.
Only \$8 received	do	The evidence is insufficient to prove that the abstraction took place in any Post Office.
Not received at destination	do	} Stolen from Clifton P. O. by burglars.
do	do	
do	do	Letter traced to Lanoraie, and supposed to have been lost, owing to negligence of Postmaster there, since removed from the service of the Department.
do	Not	There is no sufficient proof of the posting of this letter by the messenger of the writer.
do	Registered	The Postmaster of Eden, having failed to complete the registration of this letter, was instructed to make good the contents.
do	do	} The evidence elicited during the investigation strongly tends to shew that the Mail in which these letters were stated by the Postmaster of Vallentyne, to have been enclosed, never left the Vallentyne Office. All the letters, with the exception of that addressed to the "Patriot," were written by the P. M., who has since been removed from the Office.
do	do	
do	do	
do	do	
Received at Dead letter office without contents	do	Contents believed to have been abstracted by a person acting as agent for John Marshall, who obtained the letter on his behalf.
Not received at destination	do	The Postmaster of Port Dover, having omitted to complete the registration of this letter, was instructed to make good the contents.

REPORT

REPORT of all Cases occurring within the year ended 30th September, 1859, of the ab-
the particulars of each case, and stating the result of

No.	Name of writer.	Where mailed.	When mailed.	Alleged contents.	Address of Letter.	
					Name.	Place.
42	Langlois	Toronto	11th Feb. 1859	\$83 00	Jas. Morton	Kingston
43	Reverend Mr. McCaughey	Pickering	19th do	10 00	A. Laurie	Bowmanville
44	A. Miller	Hollen	23rd do	14 00	G. R. Sanderson	Toronto
45	R. M. Hall	St. Hyacinthe	24th do	30 00	Revd. K. Hall	Stanstead
46	Mrs. A. Migrette	Ste. Anne la Poc're	1st March	25 00	Hamel & Frères	Quebec
47	N. Garland	Ashton	9th do	16 00	R. Garland	Dunkeld
48	S. Richardson	Pickering	12th do	\$80, halves of bills	Margaret Coleman	Secley's Bay
49	H. Finis	Lifford	24th do	2 00	W. Matchell	Omemece
50	Nelson Ogg	Well'ton Square	28th do	56 00	J. Collins	Normanby
51	R. Y. Grant	Liberty, U. S.	9th April	120 00	G. L. Scott	Vittoria
52	E. R. Stinson	Berlin	13th do	12 00	H. Racy	Brantford
53	P. McNulty	Buckingham	14th do	28 00	P. Gallagher	Hawkesbury
54	P. Dessaint	Kamouraska	16th do	100 00	Thibaudeau Bruyere & Co.	Quebec
55	D. Campbell	Aberfoyle	18th do	49 00	John Cameron	Kinloss
56	J. Cliely	Barrie	18th do	5 00	E. Dimmock	Brantford
57	A. Bilodeau	St. Paoine	19th do	10 00	Mrs. H. Bilodeau	Notre Dame de la Victoire
58	C. Robertson, Jr.	Toronto	20th do	2 00	T. T. Brown	Barric
59	P. Dutremble	St. Luce	25th do	40 00	J. McNeil	St. Vallier
60	C. Paquet	Beaumont	26th do	18 00	C. Dugal	L'Anse à Giles
61	C. A. Pelletier	St. Anne la Poc're	5th May	36 00	F. Cauchon	Point Levi
62	R. Shire	Elora	9th do	4 00	J. Crozier	Berlin
63	J. Flanigan	Walkerton	16th do	10 00	C. Clarke	Arthur
64	P. Poulin	Valleyfield	17th do	8 00	A. De Martigny	Beaubarnois
65	W. Kargus	Johnson's Mills	16th do	5 00	John Kargus	Forrestville, Mich.
66	Breck	Kingston	17th do	1000 00	Jas. Dawson	Sombra
67	T. Francœur	St. Ours	19th do	34 00	A. Roy	St. François du Lac
68	R. P. White	Hamilton	21st do	80 00	Mrs. J. White	Quebec
69	W. Langlin	York Mills	24th do	9 00	C. Langlin	Selby
70	J. C. Vankoughnet	Toronto	24th do	80 00	Mrs Radcliffe	Three Rivers
71	T. St. Denis	Arnprior	31st do	20 00	M St. Denis	Le Foulon
72	A. Morin	Carp	14th June	0 50	James Bell	Perth

No. 9.—(Continued.)

straction or loss of Letters containing Money, sent through the Post in Canada; shewing the proceedings instituted therein by the Department.

Evidence of loss or abstraction	Whether Registered or not.	Result of proceedings instituted in each case by the Department.
Not received at destination	Not	No trace of this letter, owing to want of registration.
do	Registered	Mail package, stated by P. M. of Pickering to have enclosed this letter, did not reach Bowmanville. No evidence clearly to establish where loss occurred.
do	do	The Postmaster of Hollen, having failed to complete the registration of this letter, made good the amount of its contents.
do	Not	Letter said to have been deposited in letter-box at St. Hyacinthe Railway Station. Enquiry unsuccessful.
do	do	Enquiry unsuccessful. No trace, owing to want of registration.
do	Registered	The Postmaster of Ashton, having failed to complete the registration of this letter, made good the contents.
Not received at destination	Registered	Mail package, in which this letter is said by the Postmaster of Pickering to have been forwarded on Travelling Railway Post Office, failed to reach the latter office.
Letter rec'd without contents.	do	Enquiry failed to prove how loss occurred.
Not received at destination	do	The Guelph mail package for Normanby of 30th March, failed to reach the latter office. Enquiry unsuccessful.
do	do	Mail containing these letters robbed near Brantford on 14th April, 1859. Criminals prosecuted and condemned.
do	do	Supposed to have been embezzled by Assistant in Hawkesbury Post Office. The amount made good by Postmaster.
Only \$18 received	do	
Not received at destination	do	Mail package containing this letter did not reach Quebec. Enquiry unsuccessful.
Only \$19 received	do	Enquiry failed to prove how loss occurred.
Not received at destination	Not	No trace to show how loss occurred.
Letter rec'd without contents.	Registered	No evidence to shew where abstraction occurred, whether in Post Office or not.
Not received at destination	Not	No trace to shew how loss occurred
Letter rec'd without contents.	Registered	No evidence to shew where or how abstraction occurred.
Not received at destination	Not	This letter was posted for registration, but forwarded unregistered. The Postmaster of Beaumont was instructed to make good the amount.
Letter rec'd without contents.	Registered	No evidence to shew where or how abstraction occurred.
do	do	There is reason to believe that the money was never enclosed.
Not received at destination	do	The Bentinck mail package for Arthur, stated to contain this letter, did not reach the latter office. Enquiry unsuccessful.
Only \$7 received	do	Uncertain whether money was really enclosed, as said by the sender.
Not received at destination	do	The Postmaster of Johnson's Mills, having omitted to complete the registration of this letter, was instructed to make good the contents.
do	do	The Postmaster of Kingston states that this letter was mailed on Chatham, but the Postmaster of the latter office states that the mail package did not reach his office. A careful investigation failed to shew where or how loss occurred.
Received without contents	do	Supposed to have been embezzled by an assistant Postmaster, who absconded shortly afterwards.
Not received at destination	do	Hamilton mail for Quebec of 21st May, in which this letter is stated to have been enclosed, did not reach the latter office. No evidence to shew how loss occurred.
do	do	The Postmaster of York Mills, having neglected to complete the registration of this letter, was instructed to make good the contents.
do	Not	Enquiry unsuccessful:—No trace, owing to want of registration.
Only \$15 received	Registered	Enquiry failed to prove how or where loss occurred.
Received without contents	Registered	No evidence to shew how or where loss occurred.

REPORT

REPORT of all Cases occurring within the year ended 30th September, 1859, of the ab-
the particulars of each case, and stating the result of the

No.	Name of writer.	Where mailed.	When mailed.	Alleged contents.	Address of Letter.	
					Name.	Place.
73	J. Chadwick.....	York Mills.....	18th June 1859..	\$50 00	E. Snodden.....	Clinton.....
74	J. Cornish.....	Toronto.....	23rd do ...	25 00	G. H. Cornish.....	do
75	Rev. J. B. Ville- neuve.....	Grand Bay.....	do do ...	37 00	C. Delagrave & Co. Jos. Lachance.....	Quebec.....
76	Louis Lachance.....	Bagotville.....	20th do ...	15 00	Miss Goodenough.....	do
77	R. Goodenough.....	Toronto.....	July, ...	20 00	Ross, Mitchell & Co	Toronto.....
78	H. H. Stovel.....	Mount Forest.....	6th do ...	15 00	A. Ramsay.....	Montreal
79	Jacob Ross.....	Aultsville.....	7th do ...	3 00	J. A. Sellick.....	Prescott.....
80	.....	Lachine.....	do do ...	80 00	Whitney, & Co.....	Atherly.....
81	W. Colville.....	Toronto.....	18th do ...	3 00	A. Bates.....	Burgessville.....
82	--- Bates.....	Princeton.....	21st do ...	27 00	P. Jennings.....	Quebec
83	T. Mulrooney.....	Gaspé Basin.....	22nd do ...	11 00	Scott Marshall.....	Frankford.....
84	E. S. Howard.....	Belleville.....	3rd August, ...	4 00	Postmaster Gen- eral.....	Quebec.....
85	Postmaster.....	Blessington.....	9th do ...	10 00	Mrs. C. Kent.....	Minden.....
86	Mr. Kent.....	Leeds, C. E.....	10th do ...	40 00	Thibaudeau, Bruyère, & Co.....	Quebec.....
87	Jos. Fafard.....	L'Islet.....	13th do ...	16 00	Laurie & Co.....	do
88	G. Fortin.....	do	do do ...	17 00	Mrs. McDonald.....	St. Hyacinthe.....
89	Mr. McDonald.....	do	do do ...	24 00	Thos. Ross.....	Quebec.....
90	.....	Hamilton.....	6th Sept. do ...	4 05	J. C. Geikie.....	Toronto
91	J. Anderson.....	Ormsdown.....	13th do ...	11 00	T. Wilson.....	Walmer.....
92	J. Manear.....	Barrie.....	17th do ...	13 50	R. J. Wylie.....	Toronto
93	W. Wylie.....	Cape Rich.....	20th do ...	40 00	J. Laidlaw.....	do
94	J. R. Sanders.....	London.....	26th do ...	110 00	Mary Hopper.....	L'Amaroux.....
95	F. Hardy.....	Longwood.....	30th do ...			

No. 9.—(Continued.)

straction or loss of Letters containing Money, sent through the Post in Canada ; shewing
proceedings instituted therein by the Department.

Evidence of loss or abstraction	Whether Regis- tered or not.	Result of Proceedings instituted in each case by the Department.
Not received at destination ...	Registered.....	The Postmaster of York Mills, having neglected to complete the registration of this letter, was instructed to make good the amount.
do	Not.....	No trace, owing to want of registration.
do	Registered.....	Mail package containing these letters failed to reach Quebec. Enquiry not yet terminated.
do	do	
do	Not.....	No trace, owing to want of registration.
do	do	There is no reason to suppose that this letter was lost while passing through the Post Office.
do	do	No trace, owing to want of registration.
do	Registered.....	The Lachine mail package, stated to contain this letter, lost.—Enquiry unsuccessful.
Only \$62 received	do	No evidence to show where or how abstraction occurred.
Received without contents ...	do	No satisfactory reason for believing that abstraction occurred in any Post Office.
Not received at destination.....	Not	No trace, owing to want of registration.
Only \$7 received.....	Registered.....	Enquiry failed to prove how or where loss occurred.
Not received at destination.....	Not	No trace, owing to want of registration.
Received without contents.....	Registered.....	Matter still under investigation.
Not received at destination....	do	Mail package stated to contain these letters not received a Quebec.—No evidence to show where or how loss occurred
do	do	
do	do	
do	do	
do	do	The mail package, in which this letter is said to have been enclosed, was robbed en route to Quebec.—No evidence to shew where or by whom.
do	do	Ormsdown mail package for Montreal of the 13th September, failed to reach the latter office.—Enquiry unsuccessful.
Received without contents.....	do	No evidence to shew how abstraction occurred.
Not received at destination....	do	The Postmaster of Cape Rich, having neglected to complete the registration of this letter, was instructed to make good the amount.
do	Not.....	No trace, owing to want of registration.
Only \$80 received.....	Registered.....	Letter missent to Detroit, U. S., where, there is every reason to believe, the abstraction was effected.

 REPORT NO. 9.

REPORT of all cases occurring within the year ended 30th September, 1859, of the abstraction or loss of Letters containing Money.—(Concluded.)

RECAPITULATION.

Letters stated not to have reached their destination in the Mails in which they were, or should have been sent.....	19
In mails stated to have altogether failed to reach their destination were included Registered Letters to the number of.....	22
Cases of alleged abstraction of contents, or portions of contents of letters without evidence to establish how or where loss occurred.....	18
Letters lost, embezzled or miscarried, owing to incorrect treatment in Post offices, their contents being made good by the Postmaster on whom the responsibility appeared to rest.....	13
Cases in which letters, or their contents, have been stolen from the Post office.....	23
Total.....	95
Of the above Letters there were Registered.....	76
Do do Unregistered.....	19
Total.....	95

EDWIN KING,
Secretary.

SIDNEY SMITH,
Postmaster General.

REPORT No. 10.

SHewing the Money Order Offices in operation at any time within the year ending 30th September, 1859, the County wherein each Office is situated, the number and amount of Orders issued and paid, the amount of Commission arising thereupon at each office respectively—distinguishing, with respect to the Commission, the proportion allowed as compensation to the Postmaster, and the proportion accruing to the Revenue in each case.

Money Order Offices.	County.	No. of orders issued.	Amount of Orders issued.	Commission accruing to Revenue.	No. of orders paid.	Amount of Orders paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Albion	Peel	50	1739 46	8 29	5	261 15	4 71
Almonte	Lanark	24	1311 81	6 56	9	161 16	3 79
Amherstburgh	Essex	162	9136 07	44 50	33	1173 14	24 40
Angus	Simcoe	23	931 13	4 44	.....	.....	2 21
Arkona	Lambton	3	182 00	1 0	.....	.....	0 50
Aultsville	Stormont	8	435 55	2 27	.....	.....	1 13
Aurora	York	85	3120 98	15 61	5	100 23	7 96
Aylmer, Canada E.	Ottawa	28	1094 02	4 59	16	650 95	3 51
Aylmer, Canada W.	Elgin	20	388 78	1 68	16	668 74	1 37
Ayr	Waterloo	129	6046 48	28 90	38	1272 96	16 80
Barrie	Simcoe	95	2733 92	4 18	182	7776 37	16 37
Bath	Addington	221	18589 01	95 67	14	439 41	46 48
Bayfield	Huron	126	6960 06	33 06	22	1071 57	19 24
Beachville	Oxford	27	1295 74	5 43	18	1025 26	4 62
Beamsville	Lincoln	83	2707 51	11 69	14	347 43	6 46
Beaverton	Ontario	24	1662 75	8 23	6	166 30	4 42
Belleville	Hastings	239	7490 69	33 06	141	6152 14	24 89
Bentick	Grey	207	6047 51	23 58	95	4087 45	19 57
Berlin	Waterloo	862	59722 59	299 34	108	5096 05	159 26
Berthier (en haut)....	Berthier	74	3343 66	9 70	13	556 54	15 71
Bondhead	Simcoe	2	65 20	0 37	.....	.....	0 18
Bothwell	Kent	51	1176 52	5 89	7	424 43	3 71
Bowmanville	Durham	50	948 99	2 75	58	1536 20	4 20
Bradford	Simcoe	38	1016 73	4 37	18	777 79	3 53
Brampton	Peel	127	8068 10	36 56	71	3344 81	26 34
Branford	Brant	331	8713 04	27 03	341	14139 56	39 97
Brighton	Northumberland..	11	341 57	1 46	20	376 22	1 44
Brookville	Leeds	102	4203 29	4 53	250	13310 54	27 22
Brooklin	Ontario.....	8	557 00	2 61	5	160 08	1 54
Burford	Brant	20	845 91	3 72	14	458 54	2 68
Carleton Place	Lanark.....	143	8073 69	41 67	11	204 50	20 38
Cayuga	Haldimand	83	4148 52	19 06	57	2163 33	13 54
Chambly	Chambly	236	13135 04	67 21	10	218 42	33 99
Chatham, Canada W.	Kent	363	8936 46	37 28	198	6549 15	30 87
Chippawa	Welland	74	1795 59	3 35	110	4957 43	11 00
Clifton	Welland	73	2863 34	10 86	66	2656 95	10 39
Clinton	Huron	182	9396 65	45 84	63	3148 36	28 76
Coaticook	Stanstead	16	451 68	1 82	18	466 21	1 68
Cobourg	Northumberland..	155	3606 83	12 36	155	4787 00	15 94
Collborne	Northumberland..	29	483 16	2 55	6	95 55	1 45
Collingwood	Simcoe	22	1141 44	5 23	9	418 12	3 37
Compton	Compton	11	519 16	0 47	5	81 25	3 63
Cookstown	Simcoe	53	1216 23	5 74	1	8 00	2 86
Cooksville	Peel	1	127 00	0 58	1	21 00	0 32
Cornwall	Glengarry	119	5980 50	22 49	105	5884 62	22 26
Craighurst	Simcoe	2	89 25	0 50	.....	.....	0 25
Credit	Peel .....	.....	.....	.....	.....	.....	.....
Danville	Richmond	3	149 00	0 63	1	10 00	0 32
Dereham	Oxford	113	5472 64	27 14	20	1004 92	15 41
Dickinson's Landing..	Stormont	17	964 06	4 48	10	288 24	2 77
Drummondville, C.W.	Welland	39	1471 89	5 10	27	1057 38	6 05
Dundas	Wentworth	107	3137 39	3 48	247	10248 23	20 92
Dunnville	Haldimand	49	2332 38	9 73	47	2141 41	8 97
Elora	Wellington	131	4076 63	17 34	77	3013 25	14 31
Embro'	Oxford	127	7869 73	29 39	10	530 60	21 36
Erin	Wellington	12	184 74	1 07	5	70 29	0 58
Etobicoke	York	4	500 00	2 38	3	110 00	1 37

REPORT No. 10.—Showing the Money Order Offices in operation at any time within the year, &c.—(Continued.)

Money Order Office.	County.	No. of orders issued.	Amount of Orders issued	Commission accruing to Revenue.	No. of orders paid.	Amount of Orders paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Fergus	Wellington	111	4748 03	18 70	78	4141 70	17 05
Fingal	Elgin	26	989 18	4 71	4	71 53	2 49
Fort Erie	Welland	75	2303 03	10 15	19	542 08	6 10
Galt	Waterloo	133	4247 02	8 23	282	11160 54	25 12
Gananoque	Leeds	50	2118 94	9 93	16	548 84	6 07
Georgetown	Halton	76	3341 49	14 51	57	2237 49	11 69
Georgina	York	3	75 00	0 41	1	24 13	0 24
Glenallen	Wellington	93	2276 88	11 29	12	420 85	6 46
Goderich	Huron	168	5869 02	19 35	320	9601 11	26 65
Grafton	Northumberland	17	661 33	3 04	14	562 16	2 56
Granby	Shefford	49	2671 48	13 00	13	399 84	7 25
Grimsbv	Lincoln	49	2144 84	8 30	31	2012 29	7 95
Guelph	Wellington	437	13720 65	55 41	269	9955 21	46 29
Hamilton	Wentworth	474	15388 21	117 10	2681	160958 07	.....
Harpurhey	Huron	70	2441 92	11 90	7	227 71	6 35
Harrison	Wellington	.....	.....	.....	2	131 45	0 16
Hatley	Stanstead	5	235 75	1 12	3	82 29	0 73
Hawkesbury	Prescott	49	3598 92	19 76	10	515 73	7 84
Hespeler	Waterloo	19	330 78	1 63	2	30 85	0 97
Holland Landing	York	17	806 57	3 33	11	578 47	2 47
Huntingdon	Huntingdon	95	3886 71	16 78	10	440 53	9 17
Indiana	Haldimand	10	231 90	1 09	1	35 42	0 66
Industry	Joliette	5	178 55	0 84	3	23 00	0 46
Ingersoll	Oxford	114	3458 01	11 74	129	3998 56	14 51
Inverhuron	Bruce	.....	.....	.....	.....	.....	.....
Iroquois	Dundas	17	1075 87	5 62	7	10 00	2 38
Kamouraska	Kamouraska	97	5097 65	19 61	6	312 46	19 69
Keene	Peterboro'	105	3034 22	16 13	2	72 00	8 22
Kemptville	Greenville	38	1494 70	5 99	20	1113 86	5 06
Kincardine	Bruce	67	3205 83	11 27	81	4125 02	13 38
Kingston	Frontenac	338	11442 88	88 05	604	22921 23	.....
L'Original	Prescott	121	5234 42	25 66	15	582 94	13 89
Lachine	Jacques Cartier	1	57 00	0 05	16	207 51	0 40
Lachute	Argenteuil	33	1197 30	5 07	14	474 70	3 43
Lacolle	.....	26	2137 31	10 24	5	254 73	5 66
Lanark	Lanark	70	3721 01	17 47	7	189 78	11 18
Laprairie	Laprairie	16	480 89	2 09	9	280 39	1 56
Leeds	Megantic	92	5075 44	25 44	7	179 71	13 01
Lennoxville	Richmond	18	614 51	2 56	12	437 08	2 09
Lindsay	Victoria	99	2851 71	13 17	36	1335 47	9 08
Listowell	Perth	9	77 73	0 41	.....	.....	0 19
Lloydtown	York	14	537 77	2 71	4	49 84	1 44
London	Middlesex	487	13864 35	106 70	708	29898 42	.....
Longueuil	Chambly	.....	.....	.....	.....	.....	.....
Lyn	Leeds	99	3352 40	15 33	7	345 53	8 32
Manilla	Victoria	16	469 47	2 31	.....	.....	1 14
Markham	York	17	888 71	4 07	16	387 48	2 68
Melbourne	Richmond	67	3328 57	14 48	43	1674 66	10 37
Merrickville	Greenville	451	38574 72	193 74	32	1226 52	99 23
Mill Brook	Durham	38	930 10	4 23	12	317 27	2 72
Milton, Canada W	Halton	301	22885 18	114 66	47	1790 67	60 55
Mitchell	Perth	290	11818 88	56 13	75	3538 44	34 72
Montmagny	Montmagny	31	1942 80	9 42	4	33 95	5 17
Montreal	Hochelega	1033	37594 00	285 15	4193	224349 60	.....
Mono Mills	Simcoe	2	147 00	0 83	.....	.....	0 42
Morpeth	Kent	151	6336 66	26 66	39	1577 49	20 99
Morrisburgh	Dundas	72	4074 83	19 25	19	792 09	11 35
Mount Brydges	Middlesex	33	795 65	2 80	20	642 00	2 55
Napanee	Lenox	45	2661 45	12 62	28	865 22	7 83
Napierville	Napierville	16	944 95	4 57	3	183 00	2 63
Newboro'	Leeds	78	5262 83	26 07	6	438 40	13 88
Newburg	Aldington	44	2107 92	10 61	15	552 65	6 29
Newburg	Middlesex	35	557 57	1 50	10	582 48	2 05
Newcastle	Durham	178	8825 81	43 10	31	923 64	23 85

REPORT No. 10.—Showing the Money Order Offices in operation at any time within the year, &c.—(Continued.)

Money Order Office.	County.	No. of orders issued.	Amount of Orders issued	Commission accruing to Revenue.	No. of orders paid.	Amount of Orders paid.	Commission allowed to Postmasters.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
New Hamburg	Waterloo	19	597 01	2 67		398 42	2 08
Newmarket	York	90	3232 72	14 76	51	1714 07	10 49
Niagara	Lincoln	1156	\$9021 29	442 37	204	7670 95	235 53
Nicolet	Nicolet	53	2986 75	15 77	2	74 00	7 63
Norwich	Oxford	217	18695 91	83 04	10	379 43	58 86
North Port	Prince Edward						
Oakville	Halton	106	3183 71	12 64	62	3340 45	12 26
Odessa	Addington	9	241 03	0 91	4	186 00	0 79
Onesime	Victoria				1	2 25	
Orangeville	Wellington	70	3783 57	18 12	18	919 22	10 68
Orillia	Simcoe	291	14205 30	68 95	39	1599 05	37 40
Osbawa	Ontario	*1	16 45		34	861 66	1 10
Ottawa	Carleton	290	9073 54	31 88	266	12044 12	38 27
Oterville	Oxford	63	3984 59	19 08	12	914 50	11 22
Owen Sound	Grey	205	11177 66	44 19	221	10659 71	41 91
Paisley	Bruce	1	100 00	0 50			0 25
Pakenham	Lanark	192	11130 68	54 64	3	114 42	30 21
Palerao	Halton	7	467 55	2 26	8	182 17	1 49
Paris	Brant	342	12436 80	54 42	131	6454 52	39 28
Pembroke	Renfrew	20	779 37	2 96	12	602 73	2 59
Penetanguishene	Simcoe	14	409 65	1 45	14	497 46	1 70
Perth	Lanark	114	3639 78	9 16	127	6069 31	16 89
Peterboro'	Peterboro'	33	1154 04	3 75	72	1707 03	4 90
Philipsburg	Missisquoi	4	278 00	1 27	3	110 87	0 83
Pickering	Ontario	14	824 55	4 23	7	300 30	2 62
Pictou	Prince Edward	92	1662 61	4 83	59	2262 72	6 42
Pike River	Missisquoi	47	3796 76	19 43	3	113 52	9 92
Portage du Fort	Pontiac	3	66 65	0 23	1	2 53	0 12
Port Colborne	Welland	16	861 75	4 53	15	182 75	2 57
Port Dalhousie	Lincoln	4	153 00	0 21	8	387 15	0 84
Port Dover	Norfolk	127	5497 36	25 72	33	1209 29	15 18
Port Hope	Durham	194	4338 24	17 08	105	3525 31	15 12
Port Robinson	Welland	29	1477 42	6 96	22	677 75	4 74
Port Rowan	Norfolk	28	2127 85	9 92	22	1058 49	6 89
Port Sarnia	Lambton	224	7871 19	28 73	197	9030 93	31 67
Port Stanley	Elgin	52	1578 35	7 05	25	1166 23	5 60
Prescott	Greenville	†131	4517 50		270	19082 72	34 93
Preston	Waterloo	12	268 96	0 02	35	1139 50	2 13
Quebec	Quebec	560	20429 40	157 85	899	38173 38	
Renfrew	Renfrew	83	6257 82	30 84	20	997 29	17 16
Richmond Hill	York	72	2506 17	12 49	11	199 07	6 66
Rimouski	Rimouski	188	10574 88	54 01	5	178 00	27 29
Rivière du Loup (eu bas)	Temiscouata	10	384 50	0 99	23	740 31	1 86
St. Anne la Pocatière	Kamouraska	5	400 00	2 00			1 00
St. Andrews, C. E.	Argenteuil	32	1131 71	4 55	19	879 24	3 90
St. Catharines, C. W.	Lincoln	†159	6406 21		544	38246 35	64 49
St. Eustache	Two Mountains	25	967 16	4 41	9	539 92	3 04
St. George	Brant	14	791 12	3 76	11	358 91	2 49
St. Hyacinthe	St. Hyacinthe	12	738 20	0 96	49	2235 98	4 64
St. Johns, Canada E.	St. Johns	48	2668 59	12 12	41	1180 76	8 28
St. Mary's (Blanshard)	Perth	230	13448 61	64 51	77	2987 60	37 74
St. Pie	Bagot	4	90 00	0 37			0 18
Ste. Thérèse de Blainville	Terrebonne	1	100 00	0 46	1	36 00	0 29
St. Thomas	Elgin	59	2026 74	5 13	90	4230 95	10 32
Sandwich	Essex	47	2030 41	6 85	53	3409 44	9 30
Saugeen	Bruce	78	3062 09	10 93	71	3434 82	13 22
Seneca	Halifax	400	23950 38	121 44	35	1066 54	62 71
Shannonville	Hastings	15	721 88	3 54	8	159 01	2 06
Sharon	York	1	64 15	0 40			0 20
Sherbrooke	Richmond	476	22367 83	165 10	37	1418 82	85 15
Simcoe	Norfolk	174	4991 79	15 73	153	7738 80	22 52
Smith's Falls	Lanark	194	12557 23	64 10	33	1211 22	33 85

REPORT No. 10.—Shewing the Money Order Offices in operation at any time within the year, &c.—(Continued.)

Money Order Office.	County.	No. of orders issued.	Amount of Orders issued.	Commission accruing to Revenue.	No. of orders paid.	Amount of Orders paid.	Commission allowed to Postmasters
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Smithville	Lincoln	22	942 34	3 53	19	997 39	3 62
Sparta	Elgin	12	674 00	3 17	11	569 64	2 53
Stanstead	Stanstead	84	4112 88	19 53	18	616 99	10 97
Stirling	Hastings	10	673 51	3 35	2	101 50	1 85
Stoney Creek	Wentworth	3	129 81	0 70	1	2 50	0 35
Stouffville	York	12	690 00	3 30	5	143 75	1 90
Strabane	Wentworth	8	433 50	2 28	4	92 00	1 27
Stratford	Perth	371	18685 28	86 16	199	8012 52	58 54
Strathroy	Middlesex	4	217 25	0 96	7	282 52	0 99
Streetsville	Peel	56	2594 66	12 35	27	711 18	7 50
Terrebonne	Terrebonne	81	.....	0 10	4	127 00	0 28
Thornhill	York	6	421 93	2 20	6	92 04	1 25
Thorold	Welland	81	4211 13	19 67	45	1831 32	13 23
Three Rivers	St. Maurice	136	4612 10	21 70	37	1481 15	13 65
Toronto	York	1166	41909 71	322 10	4516	175721 46	.....
Trenton	Hastings	35	1229 65	5 01	24	1081 88	4 54
Uxbridge	Ontario	34	745 68	3 12	8	364 65	2 18
Vankleekhill	Prescott	35	2768 83	12 84	16	747 82	8 26
Vittoria	Norfolk	67	3325 72	15 53	18	1088 26	9 67
Vienna	Elgin	60	2419 21	10 63	28	1643 23	7 92
Walkerton	Bruce	4	152 83	0 79	2	20 00	0 41
Wardsville	Middlesex	12	531 30	0 87	29	1492 51	3 08
Warwick, Canada W.	Lambton	13	958 00	4 43	12	355 41	2 47
Waterdown	Wentworth	13	473 00	2 30	13	261 03	1 55
Waterford	Norfolk	112	6480 75	31 24	12	630 25	16 81
Waterloo, Canada E.	Shefford	21	573 77	2 40	17	364 98	1 90
Waterloo, Canada W.	Waterloo	27	858 93	4 21	8	162 00	2 42
Welland	Welland	71	1799 63	8 28	12	609 01	5 32
Wellesley	Waterloo	5	184 20	0 94	.....	.....	0 46
Wellington Square	Haltou	99	4913 48	22 53	33	2110 82	15 12
West Flamboro'	Wentworth	8	360 89	1 69	4	168 50	1 06
Weston	York	23	983 42	4 34	21	697 33	3 31
Whitby	Ontario	43	1549 03	4 31	86	2925 67	7 49
William Henry	Richelieu	128	6790 70	34 17	22	981 62	18 88
Williams	Middlesex	144	9080 78	45 19	9	458 24	23 41
Windsor, Canada W.	Essex	168	5019 18	18 04	185	7105 67	19 11
Woodbridge	York	20	644 65	2 92	14	371 39	2 13
Woodstock	Oxford	380	14430 57	52 89	288	15006 67	55 66
Wrexeter	Huron	14	314 00	1 53	.....	.....	0 77
York	Haldimand	1	55 00	0 12	6	159 24	0 33
		22952	\$1060597 31	\$5268 18	22968	\$1063278 29	\$2561 75

SIDNEY SMITH,

Postmaster General.

P. LESUEUR,
Superintendent.

NOTE.—On the 18th September, 1858, the Commissions on Money Orders were altered, by charging an increased rate of one quarter of one per cent, on orders for sums over \$30; and as the business of some of the offices consisted mainly in the payment of Orders, to equalize the compensation, all Postmasters were allowed one-eighth of one per cent on the amount of their payments.

This arrangement occasioned a seeming discrepancy in the above statement, viz., that some Postmasters received more commission than accrued to the Department, which, however, is only in appearance since the Department has actually received the usual commission upon these orders from the issuing officers.

In four instances, viz., Oshawa, Prescott, St. Catharines and Terrebonne, the whole Commissions received for Orders issued were insufficient to meet the allowance of the $\frac{1}{8}$ per cent on the Orders paid. The excess in these cases was, at

	\$	cts.
Oshawa.....	1	00
Prescott.....	1	68
St. Catharines.....	14	34
Terrebonne.....	00	18
	<u>\$17</u>	<u>20</u>

and by deducting this sum from the amount accruing to the Revenue, the remainder, together with the sums stated as allowed to the Postmasters, will show the amount received from the Public, thus :—

Amount accruing to the Revenue.....	\$5268	18
Less the sum above.....	17	20
	<u>5,250</u>	<u>98</u>
Amount allowed Postmasters.....	2861	75
Total received from the Public.....	<u>\$8112</u>	<u>73</u>

REPORT No. 11.

Shewing the annual cost of the Money Order System, specifying in detail the disbursements for Salaries, Advertising, Printing, Stationery, and every other item of expenditure, for the year ended, 30th Sept., 1859.

Name.	Particulars.	Amount.
SALARIES.		
Peter Lesueur.....	Superintendent.....	\$ 2200 9
William White.....	1st Class Clerk.....	1280 0
Peter Holt.....	2nd do do.....	1000 0
C. Roderic Muckenzie.....	2nd do do.....	900 0
George John Mason.....	3rd do do.....	720 0
Robert Sinclair.....	4th do do.....	157 83
CONTINGENCIES.		
Rolle Campbell.....	Printing.....	2107 08
Rowell & Co.....	do.....	138 60
John Lovell.....	do.....	69 33
A. Dredge & Co.....	Binding.....	389 3
Thompson & Co.....	Stationery.....	71 25
E. Tiernay.....	Stamping Presses.....	50 62
Hartell & Lockington.....	Making and Painting Slides.....	23 20
J. McEachrin.....	do do.....	11 20
Montreal Telegraph Co.....	Accounts to 30th June.....	18 16
P. LeSueur.....	Petty Expenses.....	8 70
Piper & Brother.....	Cash Box.....	3 52
Toronto "Colonist".....	Advertising New Money Order Offices.....	6 54
Whitby "Chronicle".....	do do.....	3 20
Montreal "Gazette".....	do do.....	4 68
Beaverton "Post".....	do do.....	3 0
London "Prototype".....	do do.....	3 40
Ottawa "Tribune".....	do do.....	5 0
Prescott "Telegraph".....	do do.....	2 60
St. Tho's "Despatch".....	do do.....	3 41
Kingston "Herald".....	do do.....	3 60
Belleville "Intel'cer".....	do do.....	3 0
Toronto "Old Countryman".....	do do.....	4 0
Quebec "Mercury".....	do do.....	2 10
Hamilton "Spectator".....	do do.....	3 64
Perth "Br'tish Str'd".....	do do.....	4 80
Galt "Reporter".....	do do.....	3 10
Owen Sound "Times".....	do do.....	3 52
Fergus "Freeholder".....	do do.....	3 0
Toronto "Leader".....	do do.....	4 0
Stanstead "Journal".....	do do.....	2 50
St. John's "News".....	do do.....	4 40
Wellington "Mercury".....	do do.....	2 50
Toronto "Mirror".....	do do.....	3 60
Kemptville "Prog'st".....	do do.....	3 72
St. Catharines "J'nal".....	do do.....	2 56
Kingston "D'ly News".....	do do.....	2 80
Three Rivers "En'qr".....	do do.....	3 30
Colborne "Transcrip't".....	do do.....	2 0
Victoria "Herald".....	do do.....	3 60
Belleville "Indep'd't".....	do do.....	3 0
Sarnia "Tribune".....	do do.....	3 30
Lindsay "Advocate".....	do do.....	3 60
Millbr'k "Mess'gr".....	do do.....	4 0
Brockville "Monitor".....	do do.....	3 0
Onemee "Warder".....	do do.....	3 20
Brantford "Courier".....	do do.....	5 0
Kingston "Whig".....	do do.....	3 60
Montreal "Pilot".....	do do.....	3 40
Chatham "Planet".....	do do.....	3 72
Cobourg "Star".....	do do.....	3 30

REPORT No. 11.—Shewing the annual cost of the Money Order system, specifying in detail the disbursements for Salaries, &c.—(Concluded.)

Name.	Particulars.	Amount.
Montreal "L'Ordre"....	do do	4 18
Windsor "Herald".....	do do	2 80
"L'Ere Nouvelle".....	do (old account)	11 20
		\$9303 39

SIDNEY SMITH,
Postmaster General.

P. LESUEUR,
Superintendent.

REPORT No. 12.

Showing the names of the additional Money Order Offices opened, and of such Money Order Offices as may have been closed within the year.

Name.	County.	Date of going into operation.	
		1859.	
Albion.....	Peel.....	January.	1
Aylmer, C. W.....	Elgin.....	"	"
Caaverton.....	Ontario.....	"	"
Bothwell.....	Kent.....	"	"
Colborne.....	Northumberland.....	"	"
Dickinson's Landing.....	Stormont.....	"	"
Embro.....	Oxford.....	"	"
Erin.....	Wellington.....	"	"
Fingal.....	Elgin.....	"	"
Fort Erie.....	Welland.....	"	"
Harpurhey.....	Huron.....	"	"
Hespeler.....	Waterloo.....	"	"
Troquois.....	Dundas.....	"	"
Lloydstown.....	York.....	"	"
Millbrook.....	Durham.....	"	"
Mount Brydges.....	Middlesex.....	"	"
Newbury.....	do.....	"	"
New Hamburg.....	Waterloo.....	"	"
Odessa.....	Addington.....	"	"
Otterville.....	Oxford.....	"	"
Shannonville.....	Hastings.....	"	"
Strathroy.....	Middlesex.....	"	"
Uxbridge.....	Ontario.....	"	"
Waterloo, C. W.....	Waterloo.....	"	"
Welland.....	Welland.....	"	"
Angus.....	Simcoe.....	June.	1
Arkona.....	Lambton.....	"	"
Aultsville.....	Stormont.....	"	"
Bond Head.....	Simcoe.....	"	"
Collingwood.....	do.....	"	"
Cookstown.....	do.....	"	"
Cooksville.....	Peel.....	"	"
Craighurst.....	Simcoe.....	"	"
Credit.....	Peel.....	"	"
Danville.....	Richmond.....	"	"
Georgina.....	York.....	"	"
Harriston.....	Wellington.....	"	"
Industry.....	Joliette.....	"	"
Inverhuron.....	Bruce.....	"	"
Listowell.....	Porth.....	"	"
Manilla.....	Victoria.....	"	"
Mono Mills.....	Simcoe.....	"	"
North Port.....	Prince Edward.....	"	"
Omemece.....	Victoria.....	"	"
Paisley.....	Bruce.....	"	"
Portage du Fort.....	Pontiac.....	"	"
Ste. Anne la Pocatière.....	Kamouraska.....	"	"
St. Pie.....	Bagot.....	"	"
Sharon.....	York.....	"	"
Walkerton.....	Bruce.....	"	"
Wellesley.....	Waterloo.....	"	"
Wroxeter.....	Huron.....	"	"

OFFICE CLOSED.

Vienna.....|Elgin.....|February| 18

SIDNEY SMITH,
Postmaster General.

P. LESUEUR,
Superintendent.

REPORT No. 13.

Shewing the losses, if any, sustained in conducting the system, and how incurred.

No losses have been sustained during the year ended, 30th September, 1859.

P. LESUEUR,
Superintendent.

SIDNEY SMITH,
Postmaster General.

REPORT No. 14.

SHEWING the number of Money Orders issued in Canada on the United Kingdom, during the four months preceding the 30th September, 1859, the value of such orders in Provincial Currency, the Commissions received thereon, (to be equally divided between the Canadian Department and the Imperial Post Office, deducting from the Canadian moiety the remuneration to the Canadian Country Postmasters,) the number of Money Orders paid in Canada drawn by Money Order Offices in the United Kingdom, and the commissions allowed to Postmasters in this Country, viz.: $\frac{1}{2}$ of one per cent. on the British Money Orders issued and paid.

Money Order Offices.	County.	No. of orders issued.	Amount of Orders issued.	Commission received	No. of orders paid.	Amount of Orders paid.	Commission allowed to Postmaster's.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Albion.....	Peel.....	1	24 45	0 50			
Almonte.....	Lanark.....	3	43 34	1 14			0 11
Amherstburgh.....	Essex.....	13	172 39	4 33			0 42
Angus.....	Simcoe.....						
Arkona.....	Lambton.....	2	39 12	0 90			0 10
Aultsville.....	Stormont.....						
Aurora.....	York.....	2	24 45	0 69			0 86
Aylmer. C. E.....	Ottawa.....	4	83 13	1 49	1	24 33	0 26
Aylmer. C. W.....	Elgin.....						
Ayr.....	Waterloo.....	9	115 56	2 89	2	29 20	0 26
Barrie.....	Simcoe.....	3	3 94	0 67	2	29 20	0 08
Bath.....	Addington.....	1	12 71	0 47			0 03
Bayfield.....	Huron.....						
Beachville.....	Oxford.....						
Beamsville.....	Lincoln.....	1	24 45	0 44			0 06
Beaverton.....	Ontario.....	1	4 89	0 25			
Bellerville.....	Hastings.....	29	431 30	10 98	10	77 81	1 27
Bentinek.....	Grey.....	7	151 59	2 70	3	68 13	0 55
Berlin.....	Waterloo.....	5	132 25	2 20			0 20
Berthier (<i>en haut</i>).....	Berthier.....						
Bondhead.....	Simcoe.....						
Bothwell.....	Kent.....						
Bowmanville.....	Durham.....	32	425 39	9 86	1	121 65	1 39
Bradford.....	Simcoe.....	3	35 86	0 92	1	9 73	0 08
Brampton.....	Peel.....	8	133 28	2 95	5	87 59	0 55
Brantford.....	Brant.....	25	317 90	7 36	12	218 97	1 39
Brighton.....	Northumberland.....						
Brockville.....	Leeds.....	21	276 26	7 26	1	24 33	0 74
Brooklin.....	Ontario.....	2	29 34	0 61	2	29 20	0 14
Burford.....	Brant.....						
Carleton Place.....	Lanark.....	2	48 90	0 72	1	9 73	0 25
Cayuga.....	Haldimand.....				1	1 22	
Chambly.....	Chambly.....	1	4 87	0 24			0 01
Chatham. C. W.....	Kent.....	22	324 49	7 55	6	75 45	0 95
Chippawa.....	Welland.....				3	48 78	0 10
Clifton.....	Welland.....	3	66 01	1 29	3	53 53	0 21
Clinton.....	Huron.....	5	102 69	1 93	2	30 42	0 32
Cootesock.....	Stanstead.....	1	15 00	0 46			0 04
Cobourg.....	Northumberland.....	15	165 21	4 39	20	382 06	1 36
Colborne.....	Northumberland.....	3	58 68	1 11			0 14
Collingwood.....	Simcoe.....	2	17 09	0 71			0 04
Compton.....	Compton.....						
Cookstown.....	Simcoe.....	2	39 12	0 90			0 10
Cooksville.....	Peel.....				1	4 87	0 01
Cornwall.....	Stormont.....	3	34 38	1 18			0 07
Craighurst.....	Simcoe.....						
Credit.....	Peel.....	1	4 89	0 16	2	35 76	0 09
Danville.....	Richmond.....	1	2 50	0 24			0 01
Derschau.....	Oxford.....						
Dickinson's Landing.....	Stormont.....	2	48 90	0 88			0 12
Drummondville.....	Welland.....	4	49 35	1 63	1	5 23	0 12
Dundas.....	Wentworth.....	14	140 34	3 29	11	247 69	0 96
Dunnville.....	Haldimand.....	3	38 40	1 12	1	19 47	0 13

REPORT No. 14.—Shewing the number of Money Orders issued in Canada on the United Kingdom, during the four months preceding the 30th September, 1859.—(Continued.)

Money Order Offices.	County.	No. of orders issued.	Amount of Orders issued.	Commission received.	No. of orders paid.	Amount of Orders paid.	Commission allowed to Postmaster's.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Eion.....	Wellington.....	2	38 14	0 62	6	92 47	0 38
Embro.....	Oxford.....				1	4 87	
Erin.....	Wellington.....				1	9 73	0 02
Etabiocke.....	York.....						
Fergus.....	Wellington.....	9	110 57	3 12	4	49 75	0 38
Fingal.....	Elgin.....	2	48 90	0 88			0 12
Fort Erie.....	Welland.....	2	30 34	0 68			0 07
Galt.....	Waterloo.....	44	771 19	16 75	5	35 78	2 00
Gananoque.....	Leeds.....	1	4 89	0 24			0 01
Georgetown.....	Hulton.....	9	118 94	3 18	1	9 73	0 32
Georgia.....	York.....				1	24 33	
Glenball.....	Wellington.....						
Goderich.....	Huron.....	26	482 57	9 57	11	191 86	1 68
Grafton.....	Northumberland.....	2	15 64	0 46			0 04
Granby.....	Shefford.....	1	24 45	0 44			0 06
Grimsby.....	Lincoln.....				1	19 56	0 04
Guelph.....	Wellington.....	22	305 86	6 84	14	258 43	1 41
Hamilton.....	Wentworth.....	118	1501 50	42 50	30	618 97	
Harpurhey.....	Huron.....	3	24 45	0 62	2	34 06	0 13
Harrison.....	Wellington.....						
Hatley.....	Stanstead.....						
Hawkesbury.....	Prescott.....	2	39 12	0 90			0 10
Hespeler.....	Waterloo.....	6	128 57	2 42			0 33
Holland Landing.....	York.....						
Huntingdon.....	Huntingdon.....						
Indiana.....	Haldimand.....	2	48 90	0 87			0 13
Industry.....	Joliette.....						
Ingersoll.....	Oxford.....	9	111 47	2 55	7	170 31	0 70
Inverhuron.....	Bruce.....				1	12 16	0 03
Iroquois.....	Dundas.....						
Kamouraska.....	Kamouraska.....						
Keene.....	Peterboro'.....	2			1	4 87	0 02
Kemptville.....	Grenville.....	2	29 34	0 68			0 07
Kincardine.....	Bruce.....	2	19 56	0 31	4	53 53	0 19
Kingston.....	Frontenac.....	63	835 84	23 25	17	259 99	
L'Orignal.....	Prescott.....						
Lachine.....	Jacques Cartier.....						
Lachute.....	Argenteuil.....	3	58 68	1 11			0 14
Lacolle.....	St. Johns.....	1	24 45	0 49			0 01
Lanark.....	Lanark.....	1	9 78	0 23			0 02
Laprairie.....	Laprairie.....						
Leeds.....	Megantic.....						
Lennoxville.....	Richmond.....						
Lindsay.....	Victoria.....	14	248 72	5 08	10	223 84	1 17
Listowell.....	Perth.....				5	102 27	0 25
Lloydtown.....	York.....	4	70 66	1 58	1	9 73	0 17
London.....	Middlesex.....	59	659 22	24 75	22	391 13	
Longueuil.....	Chambly.....	2	29 34	0 62	1	24 33	0 13
Lyn.....	Leeds.....	1	20 00	0 45			0 05
Manilla.....	Victoria.....	1	7 33	0 22	1	4 87	0 03
Markham.....	York.....	4	63 57	1 32			0 18
Melbourne.....	Richmond.....	13	239 61	4 90			0 60
Merrickville.....	Grenville.....	6	114 91	2 54			0 21
Mill Brook.....	Durham.....	4	78 35	1 57			0 18
Milton, C. W.....	Hulton.....	4	34 43	1 11	1	24 33	0 14
Mitchell.....	Perth.....	11	212 53	4 32	3	58 39	0 68
Montmagny.....	Montmagny.....						
Montreal.....	Hochelaga.....	480	7407 96	187 50	50	713 08	
Mono Mills.....	Simcoe.....	2	24 45	0 69			0 06
Morpeth.....	Kent.....	1	12 22	0 47			0 03
Morrisburgh.....	Dundas.....	3	59 65	1 36			0 14
Mount Brydges.....	Middlesex.....				3	45 02	0 06
Napanee.....	Lenox.....	2	17 11	0 71			0 04
Napierville.....	Napierville.....						

REPORT No. 14.—Shewing the number of Money Orders issued in Canada on the United Kingdom, during the four months preceding the 30th September, 1859.—(Continued.)

Money Order Offices.	County.	No. of orders issued.	Amount of Orders issued.	Commission received.	No of orders paid.	Amount of Orders paid.	Commission allowed to Postmaster's.
			\$ cts.	\$ cts.		\$ cts.	\$ cts.
Newboro'	Leeds	1	24 45	0 44			0 06
Newburg	Addington	4	49 14	1 13			0 12
Newbury	Middlesex	2	25 67	0 38	6	145 98	0 37
Newcastle	Durham	3	19 56	0 70			0 05
New Hamburg	Waterloo	2	20 04	0 66			0 09
Newmarket	York	2	30 41	0 63	1	24 33	0 12
Niagara	Lincoln	4	63 57	1 21	3	54 74	0 29
Nicolet	Nicolet						
Norwich	Oxford				1	24 33	0 06
North Port	Prince Edward						
Oakville	Halton	2	26 89	0 62	1	24 33	0 13
Odessa	Addington						
Omence	Victoria						
Orangeville	Wellington						
Orillia	Simcoe	4	30 00	0 76	8	165 44	0 49
Oshawa	Ontario	5	122 25	2 20			0 30
Ottawa	Carleton	42	766 99	15 97	16	242 12	2 53
Otterville	Oxford						
Owen Sound	Grey	7	107 93	2 24	10	199 52	0 76
Paisley	Bruce						
Pakenham	Lanark	10	168 10	4 08			0 17
Palermo	Halton						
Paris	Brant	11	185 52	3 33	3	43 80	0 57
Pembroke	Renfrew	1	4 89	0 22	1	9 73	0 03
Penetanguishene	Simcoe	2	34 23	0 67			0 08
Perth	Lanark	28	437 32	9 79	4	50 12	1 21
Peterboro'	Peterboro'	13	134 25	3 82	7	98 79	0 68
Phillipsburg	Missisquoi	1	9 78	0 25			
Pickering	Ontario	1	9 75	0 25			
Pictou	Prince Edward	9	135 24	3 37	2	19 46	0 38
Pike River	Missisquoi	1	9 75	0 25			
Portage du Fort	Pontiac	5	65 08	2 09			0 16
Port Colborne	Welland	2	24 89	0 61	2	34 06	0 14
Port Dalhousie	Lincoln	1	5 00	0 25			0 01
Port Dover	Norfolk	10	185 00	4 04			0 46
Port Hope	Durham	31	311 54	8 66	7	124 20	1 09
Port Robinson	Welland	4	53 79	1 14	2	29 20	0 11
Port Rowan	Norfolk	5	36 74	1 63			0 12
Port Sarnia	Lambton	38	800 61	15 14	3	46 23	2 11
Port Stanley	Elgin	1	19 56	0 50			0 05
Prescott	Grenville	4	35 45	1 10	1	24 33	0 15
Preston	Waterloo						
Quebec	Quebec	183	2822 73	73 50	38	545 83	
Renfrew	Renfrew	4	54 75	1 50	2	48 66	0 25
Richmond Hill	York	3	53 79	1 07	2	19 47	0 18
Rimouski	Rimouski						
Rivière du Loup (en bas)	Temiscouata	2	48 66	0 88			0 12
St. Anne la Pocatière	Kamouraska						
St. Andrews, C. E.	Argenteuil	1	19 56	0 45			0 05
St. Catharines, C. W.	Lincoln	10	227 05	4 43	1	4 87	0 57
St. Eustache	Two Mountains						
St. George (Brant)	Brant						
St. Hyacinthe	St. Hyacinthe	1	4 87	0 25			
St. Johns, C. E.	St. Johns	7	111 46	2 55			0 20
St. Marys' Blanshard	Perth	7	86 07	2 09	5	81 51	0 41
St. Pie	Bagot						
St. Thérèse de Blainville	Terrebonne						
St. Thomas	Elgin	10	112 24	2 91	1	24 33	0 34
Sandwich	Essex	1	2 44	0 25	1	1 22	
Saugeen	Bruce	1	4 87	0 22	1	9 73	0 03
Seneca	Haldimand	4	19 66	0 85	3	48 67	0 15
Shannonville	Hastings				2	48 66	0 12
Sharon	York				2	48 66	0 12
Sherbrooke	Richmond	4	45 86	1 67			0 08
Simcoe	Norfolk	11	185 61	4 56	1	9 73	0 44

REPORT No. 14.—Shewing the number of Money Orders issued in Canada on the United Kingdom, during the four months preceding the 30th September, 1859.—(Concluded.)

Money Order Offices.	County.	No. of orders issued.	Amount of Orders issued.	Commission received.	No. of orders paid.	Amount of Orders paid.	Commission allowed to Postmaster's.
				\$ cts.		\$ cts.	\$ cts.
Smith's Falls.....	Lanark.....	9	158 43	3 24			0 51
Smithville.....	Lincoln.....						
Sparta.....	Elgin.....						
Stanstead.....	Stanstead.....						
Stirling.....	Hastings.....				1	14 60	0 04
Stoney Creek.....	Wentworth.....						
Stouffville.....	York.....						
Strabane.....	Wentworth.....						
Stratford.....	Perth.....	13	137 09	3 55	8	134 79	0 65
Strathroy.....	Middlesex.....	9	201 60	3 75			0 50
Streetsville.....	Peel.....	3	39 12	0 90			0 10
Terrebonne.....	Terrebonne.....						
Thornhill.....	York.....	1	1 63	0 25			
Thorold.....	Welland.....	4	43 96	1 39			0 11
Three Rivers.....	St. Maurice.....	6	79 21	1 42	7	155 71	0 58
Toronto.....	York.....	592	10135 62	245 25	116	2001 81	
Trenton.....	Hastings.....	1	5 00	0 18	3	24 34	0 07
Uxbridge.....	Ontario.....	5	92 91	1 77			0 23
Vankloek Hill.....	Prescott.....	3	53 79	1 12			0 13
Victoria.....	Norfolk.....						
Vienna.....	Elgin.....						
Walkerton.....	Bruce.....	1	4 89	0 22	1	14 60	0 03
Wardsville.....	Middlesex.....						
Warwick, C. W.....	Lambton.....	2	14 65	0 47			0 03
Waterdown.....	Wentworth.....						
Waterford.....	Norfolk.....						
Waterloo, C. E.....	Shefford.....	1	24 45	0 44			0 06
Waterloo, C. W.....	Waterloo.....				2	35 28	0 03
Welland.....	Welland.....						
Wellesley.....	Waterloo.....						
Wellington Square.....	Halton.....	3	24 45	0 72			0 03
West Flamboro.....	Wentworth.....						
Weston.....	York.....				3	46 30	0 10
Whitby.....	Ontario.....	9	117 36	2 47	5	97 33	0 53
William Henr.....	Richelien.....	2	33 01	0 60	2	29 20	0 15
Williams.....	Middlesex.....	1	5 01	0 25			
Windsor, C. W.....	Essex.....	21	241 99	4 29	4	77 86	2 96
Woodbridge.....	York.....	1	24 45	0 44			0 06
Woodstock.....	Oxford.....	11	160 28	3 53	13	229 44	0 97
Wroxeter.....	Huron.....						
York.....	Haldimand.....						
		2402	\$37078 54	\$902 77	598	\$10195 05	\$49 29

SIDNEY SMITH,
Postmaster General.

P. LE STUB,
Superintendent.

ANALYSIS.

Amount of Sterling Money Orders issued in Canada on	£	s.	d.	
England	3991	9	3	
Commission on do	98	8	0	
Scotland	1992	12	4	
Commission on do	49	15	0	
Ireland	1604	13	1	
Commission on do	42	6	0	
	£7779	3	8	
Equal at 9½. to.....				\$ 37538 70
Actually received for above orders.....				\$37078 54
Do for Commission.....				952 06
				38030 60
Fractional differences in conversion.....				171 90
Proportion of Commission allowed Department in account with the Imperial Post Office, £126 ls. 6d., equal at 9½, to				613 55
				785 45
Less—Allowance of ¼ per cent. to Country Postmasters*.....				49 29
Actual profit on British business for four months.....				\$ 736 16

* Two-thirds of the issue of Money Orders upon the United Kingdom and one-half of the paid business takes place at the City Offices.

P. LE SUEUR,
Superintendent:

SIDNEY SMITH,
Postmaster General.

REPORT No. 15.—(Supplementary).—Copy from the Record of all offers made for carrying the Mail upon Contracts advertised for public competition, during the year ended 30th September, 1859.

Name of proposed Contract.	Conditions stipulated by Department in advertising proposed Contract.	Date of advertisement for Tenders.	Date of reception of Tenders.	Name of person Tendering.	Residence of person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Proposed duration of Contract.	Amount per annum proposed in Tender.	Observations.
Longueuil and William Henry (in winter),—Longueuil and Contereour (in summer) (42 miles)	Service six times per week by one-horse vehicle.	1858. Oct. 1.	1858. Nov. 12.	J. Lavigne..... D. Guévrement..... H. Girard..... O. Boucher & A. Pelouquin..... Jos. Benoit..... A. Dumaine.....	Varennes Sorel Varennes Sorel do Montreal.....	1858. Nov. 4..... " 5..... " 9..... " 8..... Oct. 27..... Nov. 11.....	1858. Nov. " " 9..... " 11..... " 5..... " 12.....	1 2 3 4 5 6	1 In accordance with stipulations proposed in advertisement.	Four years, with usual reservation in favour of P. M. General.	\$ cts. 594 00 1000 00 1080 00 1200 00 1196 00 1300 00	Tender No. 1 accepted.
Penetanguishene and Sault Ste. Marie (320 miles)	Service once per fortnight from closing of navigation till reopening of the same. Conveyance in a boat, sledge, or on snow-shoes, according to the weather and season.	Oct. 2.	Oct. 28.	Ed'wd Jeffery.. D. Pim & J. Carney D & A Mitchell Peter Crolley ...	Penetanguishene. Sault Ste. Marie Penetanguishene. Toronto.....	Oct. 27..... " 11..... " 19..... " 28.....	Oct. " " "	1 2 3 4	1 Do 2 Do 3 Do 4 (Informal.)	Do p.m'th p. trip	{ 74 50 90 00 92 00 120 00 60 00	No Tender for this service was accepted, in view of the proposed contract for the conveyance of the mails through to Red River.
Glenniac and Madoc (26 miles)	Service once per week from 1st Decr. 1858. Conveyance on horseback, or in a buggy in summer, and in a cutter during winter.	Oct. 6.	Nov. 20.	John Tassie..... W. E. D. Elers.	Townsh'p Madoc. Vil. of Hastings	Nov. 9..... " 3.....	Nov. "	1 2	1 Do 2 Do	Do ... Do ...	149 00 3 50 p. d'ble trip	Neither of these tenders accepted. Arrangement made with Mr. Orton of Madoc, for the performance of service; at the rate of \$180 per annum. These Tenders were opened by the P. O. Inspector at Kingston.

Mail Tender Register—(Continued)

Name of proposed Contract.	Conditions stipulated by Department in advertising proposed Contract.	Date of advertisement for tenders.	Date for reception of tenders.	Name of person tendering.	Residence of person tendering.	Date of tender.	Date of receipt of tender by P. M. General.	No. of tender.	Terms proposed in tender.	Proposed duration of contract.	Amount per annum proposed in tender.	Observations.
Feversham and Mortimer (8 miles.)	Service once per week from 1st January, 1859. Conveyance on horseback, in a buggy, cutter, or sleigh, at option of contractor.	1858. Oct. 14.	1858. Dec. 4.	E.H. Horton. John Sprout.		1858. Nov. 12. " 23.	1858. Nov. 29. Dec. 4.	1 2	In accordance with stipulations proposed in advertisement. M. (tender).	Four years.	\$ cts. 50 00 60 00	Tender No. 1 accepted.
Castlemore Humber (4 miles.)	Service twice per week from 1st January, 1859. Conveyance on horseback, in a wagon, cutter, or sleigh, at option of contractor.	Oct. 14.	Dec. 4.	Jon. Natrass. Geo. Taylor. J. O'Donnell. Maurice Nash. John Murphy. C. Cummins. Jas. Colleton. John Linton. Geo. Taylor. Jno. Gardhouse.	Castlemore. Albion. Clairville. Gore of Toronto. Castlemore. do do. Etobicoke. Albion. Clairville.	Nov. 26. Dec. 1. " 21. " 2.	Nov. 29. Dec. 4. " 2. " 4. " 2. " 30. " 27. Dec. 1. " 28. " 21. " 2.	1 2 3 4 5 6 7 8 9 10	Do	Do	59 00 65 00 68 00 72 00 75 50 78 00 80 00 88 00 99 00 100 00	Tender No. 1 accepted.
Collingwood and Owen Sound (50 miles.)	Service six times per week, from 1st Jan., 1859. Conveyance in a wagon, cutter, or sleigh, or on horseback, at option of contractor. During season of navigation, service three times per week, during close of do. six times.	Oct. 14.	Dec. 4.	H. P. Thompson. Geo. Taylor. Isaac May. Nath. Burley. T. & G. McElroy. Thomas May. R. B. Leavens. David Grier. J. W. Lunan. H. Pearson & E. Tobey. James Yaton. A. & G. Mackay. Chas. Cameron. J. P. Coulson. A. Montgomery. W. Stephenson.	Toronto. Barrie. St. Vincent. Collingwood. Owen Sound. Leavens. Griersville. Collingwood. Owen Sound. Collingwood. Owen Sound. Collingwood. Owen Sound. Collingwood. North Meaford.	Dec. 4. " 4. " 15. Dec. 1. Nov. 25. " 15. Dec. 1. Nov. 27. " 30. " 3. Dec. 11. Nov. 26. " 26. Dec. 1.	Dec. 4. " 4. " 23. " 1. Nov. 23. Dec. 1. " 3. " 20. Dec. 4. " 30. Dec. 8.	1 2 3 4 5 6 7 8 9 10	Do	Do	784 00 875 00 995 00 1100 00 1100 00 1125 00 1175 00 1175 00 1200 00 1310 00 904 00 1340 00 1353 00 1074 00 1050 00 2181 00	Tender No. 1 accepted.

Erin and Guelph (20 miles.)	Service twice per week from 1st January, 1859. Conveyance on horse-back, in a wagon, cutter or sleigh, at the option of contractor.	Oct. 14.	Dec. 4.	D. McMillan. R. Beckwith. R. Crozier. Samuel Irvin. A. Cunningham.	Erin. Georgetown. Erin. do. Guelph.	Dec. 1. Nov. 29. " 16. " 26.	Dec. 30. " 11. " 2.	1 2 3 4 5	Do	Do	188 00 199 00 200 00 200 00 300 00	Tender No. 1 accepted.
Creechmore Mills & Sarnidale Station (64 miles.)	Service three times per week, from 1st Jan., 1859. Conveyance on horse-back, in a wagon, cutter or sleigh, at option of contractor.	" 14.	" 4.	A. Livingaton.	Sarnidale St'n.	Nov. 30. Dec. 1.	Dec. 1. Dec. 1.	1	Do	Do	165 00	Tender accepted.
Galt, and Railway Station (4 miles.)	Service daily as required from 1st Jan., 1859. Conveyance on horse-back, in a wagon, cutter, sleigh or passenger stage, at option of contractor.	" 3.	" 4.	Francis Lowell.	Galt.	Dec. 1.	Dec. 4.	1	Do	Do	312 00 per annum or 0 25 p. tri	Tender accepted, after a fortnight's endeavour to procure a more economical arrangement.
Flora and Walkerton (52 miles.)	Service once per week, from 1st Jan., 1859. Conveyance, on foot, on horse-back, in a wagon, cutter or sleigh.	" 14.	" 4.	Wm. Wilson. Jno. Cullum. Chas. Michel. Chas. Kaye. Wm. Carnegie. Alex. Smart. Wm. Gerrie, Jr. Wm. Lines. Rich'd. Bolton. Jas. McManis.	Saugen. Alma. Walkerton. Teviotdale. Glenlyon. Elora. Nichol. Elora. Minto. Teviotdale. Saugen.	Nov. 29. " 27. Nov. 30. " 26. Nov. 30. " 25. " 29. " 30. Dec. 1. " 16. " 3. Nov. 15. " 19. " 20. Dec. 3.	Dec. 3. " 30. " 11. " 2.	1 2 3 4 5 6 7 8 9 10 11	Do	Do	300 00 one p. week. 525 00 two p. week. 560 00 semi-weekly service. 580 00 weekly service. 592 00 do do. 640 00 do do. 675 00 do do. 850 00 do do.	Mr. Will's Tender for the semi-weekly service accepted.

Mail Tender Register—(Continued)

Name of proposed Contract.	Conditions stipulated by Department in advertising proposed Contract.	Date of advertisement for Tenders.	Date for reception of Tenders.	Name of person tendering.	Residence of person tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	Number of Tenders.	Terms proposed in Contract.	Proposal duration of Contract.	Amount per annum proposed in Tender.	Observations.
Blossington and Shannonville (14 miles.)	Service twice per week from 1st January, 1859. Conveyance on horse-back, or in a buggy in summer, and in a cutter in winter.	1858. Nov. 3.	1858. Dec. 15.	F. Stewart. Hugh Reel. John Deans, Jr. James Dornau. Paul Deans. E. M. C. Fairman. Geo. R. Earls. David Dextator. Jas. Eagle. M. Mel. Wh. Hans. David Smith.	Shannonville. do. Tyendinaga do. do. Shannonville Tyendinaga Shannonville do. Shannonville do.	Dec. 14. " 3. " 10. " 2. " 9. " 7. " 1. " 8. Nov. 27. Dec. 6. " 13. " 14. " 14. " 14. " 30. " 30.	1858. Dec. 15. " 10. " 2. " 9. " 7. " 1. " 8. Nov. 28. Dec. 7. " 13. " 14. " 14. " 14. " 30. " 30.	1 2 3 4 5 6 7 8 9 10 11	In accordance with stipulations proposed in advertisement.	Four years.	\$ ets. 96 00 99 00 100 00 103 00 115 00 130 00 145 60 158 00 160 00 200 00 136 00	Tender No. 1 accepted.
Hockton and Kemptonville (15 miles.)	Service three times per week from 1st January, 1859. Conveyance on horse-back, or in a buggy in summer and in a cutter in winter.	Nov. 3.	Dec. 15.	Aug. Hurd. Henry Hurd. W. A. Garlick.	Kemptonville do. do.	Dec. 14. " 11. " 14.	Dec. 15. " 14. " 15.	1 2 3	In accordance with stipulations proposed in advertisement.	Do	120 00 130 00 180 00	Tender No. 1 accepted.
Harrowsmith and Westport (36 miles.)	Service once per week from 1st January, 1859. Conveyance on horse-back, or in a buggy in summer and in a cutter in winter.	Nov. 3.	Dec. 15.	Jas. Leonard. Moses Spike. Hugh McLeann. B. Watkins.	Harrowsmith do. do. do.	Nov. 25. Dec. 12. Nov. 8. Dec. 2.	Nov. 28. Dec. 15. " 10. " 15.	1 2 3 4	Do	Do	190 00 260 00 285 00 286 00	Tender No. 1 accepted.

Name of proposed Contract.	Conditions stipulated by Department in advertising proposed Contract.	Date of advertisement for Tenders.	Date for reception of Tenders.	Name of person tendering.	Residence of person tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	Number of Tenders.	Terms proposed in Contract.	Proposal duration of Contract.	Amount per annum proposed in Tender.	Observations.
Trenton and Railway Station (11 miles.)	Service 24 times per week from 1st January, 1859. Conveyance on public stage or otherwise at option of contractor.	Nov. 3.	Dec. 15.	N. Gaultlett. D. E. Ostroun. L. Cracksbank. J. O. Sanford. E. D. Wilkins.	Trenton do. do. do. do.	Dec. 11. " 13. " 7. " 7. " 7.	Dec. 14. " 9. " 8. " 10. " 10.	1 2 3 4 5	Do	Do	121. 25 25 29 40	Tender No. 1 accepted.
St. Thomas and Vienna (28 miles)	Service six times per week from 1st January, 1859. Conveyance in a buggy, waggon, or sleigh.	Nov. 19.	Dec. 18.	W. T. Partlow. Roswell Mott. Wm. H. Deans.	Aylmer do. Yarmouth Twp.	Dec. 16. " 16. " 16.	Dec. 17. " 17. " 17.	1 2 3	Do	Do	574 00 580 00 685 00	Tender No. 1 accepted.
Port Burwell and Port Stanley (29 miles.)	Service three times per week from the 1st March, 1859. Conveyance on horse-back, or in a buggy or sleigh, as may be required.	1859. Jan. 15.	1859. Feb. 19.	Hy. M. Swan. Isaac B. Draper. A. W. Plottel. Leander White. Jas. Teminison. Joseph Baker. Issac Hannab. Hy. M. Swan. Leander White.	Port Burwell Port Stanley Yarmouth do do Spartia do Port Burwell Port Stanley do	1859. Feb. 9. Jan. 21. Feb. 12. " 7. " 15. " 16. " 16. " 16. " 16. " 16.	1859. Feb. 15. " 4. " 5. " 6. " 6. " 18. " 15. " 9. " 7. " 7.	1 2 3 4 5 6 7 8 9 10 11	Do	Do	500 00 600 00 690 00 700 00 700 00 599 00 625 00 700 00 1270 00 391 00 620 00	Tender No. 1 accepted. Service modified to Port Burwell and St. Thomas, at an augmentation of \$30 to the price.

Mail Tender Register.—(Continued.)

Name of proposed Contract.	Conditions stipulated by Department in advertising proposed Contract.	Date of advertising for tenders.	Date of reception of tenders.	Name of person tendering.	Residence of person tendering.	Date of tender.	Date of receipt of tender by P. M. General.	No. of tender.	Terms proposed in tender.	Proposed duration of Contract.	Amount per annum proposed in tender.	Observations.
Acton and R. R. Station (4 mile)	Service twelve times per week from 1st April, 1859. Conveyance on foot, on horseback, in a waggon, cutter or sleigh, at option of contractor.	1859. Jan. 29.	1859. Mar. 12.	Thomas Clark, Acton Wm. Crawford, Norval Jas. Matthews, Acton	Acton	Mar. 11. " 11. " 4.	1859. Mar. 12. " 12. " 5.	1. 2. 3.	In accordance with stipulations proposed in advertisement of P. M. Genl.	Four years.	\$ cts. 90 00 120 00 120 00	Tender No. 1 accepted.
Arkwright and Willisroft (6 1/2 miles.)	Service once per week from 1st April, '59. Conveyance on horseback, in a waggon, cutter or sleigh, at option of contractor.	Jan. 29.	Mar. 12.	Josh. Faulkner, Arkwright Geo. Willisroft, Elfersho Benj. Willisroft, do	Arkwright Elfersho do	Feb. 2. Mar. 7. " 2.	Feb. 2. Mar. 10. " 8.	1. 2. 3.	Do	Do	48 00 80 00 100 00	Tender No. 1 accepted.
Clarke and Kendall (6 1/2 miles.)	Service twice per week from 1st April, '59. Conveyance on horseback, or in a waggon, cutter or sleigh, at option of contractor.	Jan. 20.	Mar. 12.	W. Carscadden, Clarke	Clarke	Mar. 8.	Mar. 10.	1.	Do	Do	93 00	Tender No. 1 accepted.

Glenclyde and Scone (14 miles.)	Service once per week, from 1st April, 1859.—Conveyance on horseback, or in a waggon, cutter, or sleigh, at option of contractor.	Jan. 29.	Mar. 12.	John Campbell, Bentinck D. McIntosh, Twp. Sullivan John McLintosh, do Dan. Gilin, do Win. Smith, Twp. Holland Robert Corbett, Bentinck John Campbell, Bentinck	Bentinck Twp. Sullivan do do Twp. Holland Bentinck Bentinck	Mar. 7. " 7. " 4. " 28. Mar. 5. " 9.	Mar. 7. " 7. " 10. Feb. 16. Mar. 7. " 7.	8. 9. 9. 7. 2. 9. 16.	1. In accordance with stipulations proposed in advertisement of P. M. Genl.	Four years.	74 00 75 00 75 00 96 00 102 00 175 00 70 00	Tender No. 1 accepted.
Berlin and Millbank (21 miles.)	Service twice per week, from 1st April, 1859.—Conveyance on horseback, or in a waggon, cutter, or sleigh, at option of contractor.	Jan. 29.	Mar. 12.	Wm. Ross, Millbank W. Rutherford, do John B. Hiett, Berlin Richard Lee, Crosshill A. McLennan, Millbank E. Rutherford, Mornington	Millbank do do do do do	Mar. 7. " 7. " 10. Feb. 16. Mar. 7. " 7.	Mar. 7. " 7. " 10. Feb. 16. Mar. 7. " 7.	9. 2. 3. 17. 10. 5. 8.	Do	Do	240 00 250 00 350 00 380 00 396 00 400 00	Tender No. 1 accepted.
Thornhill and Toronto (14 miles.)	Service six times per week, from 1st April, '59. Conveyance in a waggon, cutter, sleigh or passenger stage, at option of contractor.	Jan. 29.	Mar. 12.	Thomas Cook	Thornhill	Feb. 23.	Feb. 23.	1.	Do	Do	100 00	Accepted.
Oak Ridges and King Station (5 miles.)	Service six times per week from 1st April, 1859.—Conveyance on horse-back, or in a waggon, cutter or sleigh, at option of contractor.	Jan. 29.	Mar. 12.	Geo. Taylor, Albion R. P. McGregor, King Station A. McKechnie, Oak Ridges	Albion King Station Oak Ridges	Mar. 12. " 11. Feb. 14.	Mar. 12. " 11. " 3.	1. 2. 3.	Do	Do	156 00 160 00 200 00	Tender No. 1 accepted.
Owen Sound and Saugoen (34 miles.)	Service to be tri-weekly in summer, and six times per week in winter; to commence 1st April, 1859. Conveyance in a waggon, cutter, sleigh or passenger stage.	Jan. 29.	Mar. 12.	Thomas May, Owen Sound James Angus, do J. & W. Hackett, Campbell's Cross Wm. Wilson, Walkerton Jos. Gilbert, Saugoen Jos. Ferguson, Ferguson Jno. P. Coulson, Owen Sound P. McPherson, Esqueving	Owen Sound do Campbell's Cross Walkerton Saugoen Ferguson Owen Sound Esqueving	Feb. 23. Mar. 8. " 7. " 7. " 7. " 12. Feb. 25. Mar. 1.	Feb. 23. Mar. 8. " 7. " 7. " 7. " 12. Feb. 25. Mar. 1.	1. 2. 3. 4. 5. 6. 7. 8.	Do	Do	479 00 480 00 515 00 550 00 750 00 850 00 872 00 960 00	Tender No. 1 accepted.

Mail Tender Register—(Continued.)

Name of proposed Contract.	Conditions stipulated by Department in advertising proposed Contract.	Date of advertisement for Tenders.	Date of reception of Tenders.	Name of person Tendering.	Residence of person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tenders.	Terms proposed in Tender.	Proposed duration of Contract.	Amount per annum proposed in Tender.	Observations.
Petersburg and Wellesley (10 miles.)	Service six times per week, from 1st April, '59. Conveyance on horse-back, or in a waggon, cutter or sleigh, at option of contractor.	1859. Mar. 29.	1859. Mar. 12.	J. Zoeger, H. & C. Doering.	Wellesley do.	1859. May 10.	1859. March 12.	1 2	In accordance with stipulations proposed in advertisement, Making the route Peters-burg and N. Hamburg via Philipsville.	Four years with usual reservation in favour of the P.M. General.	\$ 320 00 350 00 300 00	This Route was changed to Petersburg and New Hamburg, and the service assigned to Mr. Zoeger, who offered to perform it for \$300.
Lifford and Orono via Newry (18 miles.)	Service 3 times per week, from 1st April 1859. Conveyance on horse-back, or in a waggon, cutter, or sleigh, at option of contractor.	Jan. 29.	Mar. 12.	W. Howden, Thos. Robinson, Thomas Ward, William Neal.	Manvers Twp. Lifford do.	Mar. 9. 7. 2. 9.	Mar. 11. 11. 4. 11.	1 2 3 4	Do Do Do Do	Do Do Do Do	260 00 300 00 280 00	Tender No. 1 accepted.
Aylmer and Ottawa City (\$4 miles.)	Service 6 times per week, to commence 1st April 1859. Mail to be conveyed in a one horse vehicle.	Feb. 1.	Mar. 16.	Moses Holt, Conroy & McCook.	Aylmer do.	Mar. 10. 14.	Mar. 13. 13.	1 2	Do Do	Do Do	200 00 320 00	Tender No. 1 accepted.

Aylmer and Portage du Fort (53 miles.)	Service 3 times per week, from 1st April, 1859. Conveyance in vehicles drawn by one horse.	Feb. 1.	Mar. 10.	Jos. Wynn, Moses Holt, Jos. Wynn, Geo. Hodgins, John Gordon, Conroy & McCook.	Oxlow do do Portage du Fort do.	Mar. 11. 10. 10. 1. 7. 14.	Mar. 15. 13. 12. 14. 14. 13.	1 2 3 4 5 6	Do Do Do Do Do Do	Do Do Do Do Do Do	800 00 1000 00 1000 00 1180 00 1195 00 1240 00	Tender No. 1 accepted.
Brownsville and Ingersoll (18 miles.)	Service 3 times per week, from 1st April, 1859. Conveyance in a buggy, waggon or sleigh.	Feb. 1.	Mar. 19.	Edwin Doty, James Owens.	Ingersoll do.	Mar. 18. 18.	Mar. 19. 19.	1 2	Do Do	Do Do	480 00 518 00	Tender No. 1 accepted, but for 1 year only.
Wabesch and Strathroy Post Office and R. R. Station (14 miles)	Service six times per week, from 1st April, 1859. Conveyance in a buggy, waggon, or sleigh.	Feb. 1.	Mar. 19.	Henry Monger, John Bowers, S. Itungerford, Wiram Dell, W. J. Armstrong, Timothy Cook, J. McCarvey.	Amiens Warwick Twp. Strathroy do do do do.	Mar. 9. 14. 16. 1. 15. 14. 10.	Mar. 18. 17. 17. 17. 17. 17.	1 2 3 4 5 6 7	Do Do Do Do Do Do	Do Do Do Do Do Do	390 00 400 00 450 00 548 00 593 00 600 00 500 00	Tender No. 1 accepted.
Lancaster and G. T. Railway station (13 miles.)	Service 24 times per week or more, as may be required, from 1st May 1859. Conveyance in a carriage or otherwise, at option of contractor.	Feb. 9.	Mar. 23.	Donald Ross, James Dunlop, Wm. Gillespie, R. McDougall, D. McNaughton.	Lancaster do do do do.	Mar. 17. 18. 28. 17. 14. 17.	Mar. 18. 20. 2. 22. 18. 18.	1 2 3 4 5 6	In conformity with stipulations proposed in advertisement.	Do Do Do Do Do Do	192 00 250 00 300 00 on 25 cts. per trip. 365 00 417 00 or \$ 00 per week.	Tender No. 1 accepted.
Brighton and Norham (14 miles.)	Service three times per week, from 1st May, 1859. Conveyance in a buggy or other vehicle during summer, and in a cutter during winter.	Feb. 9.	Mar. 23.	R. J. Morrow, Isaac S. Platt, Robert Potts, Ed. Howard, S. Richmond, Wm. Mills, F. W. Striker, Wm. Shaw, H. E. Ketchum, J. Dingman.	Hilton Twp. Percy Brighton Frederic ksburg Hillton Brighton do Twp. Codrington do.	Mar. 12. 5. 5. 15. 6. 4. 12. 10. 21. 21.	Mar. 18. 10. 9. 17. 7. 5. 18. 14. 21. 21.	1 2 3 4 5 6 7 8 9 10	Do Do Do Do Do Do Do Do Do Do	Do Do Do Do Do Do Do Do Do Do	180 00 193 00 195 00 265 00 249 00 245 00 300 00 300 00 380 00 450 00	Tender No. 1 accepted. (Inform.)

Mail Tender Register.—(Continued.)

Name of proposed Contract.	Conditions stipulated by department in advertising proposed Contract.	Date of advertisement for tenders.	Date of reception of tenders.	Name of person tendering.	Residence of person tendering.	Date of tender.	Date of receipt of tender by P. M. General.	No. of tender.	Terms proposed in tender.	Proposed duration of Contract.	Amount per annum proposed in tender.	Observations.
Norwood & Keene via Asphodel (17 miles)	Service three times per week, from 1st May, 1859. Conveyance on horse-back, or in a buggy, or in a summer, and in a cutter during winter.	1859. Feb. 9. Mar. 23.	1859. Mar. 23.	Sam. Johnston. Michael Ryan. Wm. R. Scott. Moses Minor. L. P. Dinsdale. G. W. Smith. Charles Lavis. J. A. Johnson. Jno. V. Cronk. J. S. Coustock.	Norwood. Westwood. Norwood. Westwood. Norwood. do. do. do. do. do. Asphodel.	1859. Mar. 17. " 19. " 21. " 23. " 25. Feb. 23. Mar. 10. " 19. " 21. " 23.	1859. Mar. 21. " 22. " 23. " 24. " 25. " 26. " 27. " 28. " 29. " 30. " 31.	1 2 3 4 5 6 7 8 9 10	In accordance with stipulations proposed in advertisement.	Four years with usual reservation in favor of P. M. General.	\$ 198 00 232 00 236 00 240 00 270 00 273 00 300 00 300 00 300 00 330 00	Tender No. 1 accepted.
Colborne & Norwood (30 miles).	Service three times per week, from 1st May, '59. Conveyance in a buggy or other vehicle in summer, and in a cutter in winter.	1859. Feb. 9. Mar. 23.	1859. Mar. 23.	J. Gallagher. Charles Weller. J. A. Johnson. Wm. C. Lewis. A. B. Gorman. B. F. Ewing. Denis Connolly. G. W. Webb. J. S. Strong. E. D. S. Wilkins. L. R. Weller.	Colborne. Castleton. Norwood. Brockville. Fp. Percy. do. do. Haldimand. Colborne. do. do. Cobourg.	1859. Mar. 8. " 19. " 21. " 22. " 23. " 17. " 18. " 19. " 20. " 21. " 22. " 23.	1859. Mar. 10. " 22. " 23. " 24. " 25. " 26. " 27. " 28. " 29. " 30. " 31.	1 2 3 4 5 6 7 8 9 10 11	Do	Do	510 00 570 00 600 00 600 00 691 00 700 00 730 00 780 00 784 00 800 00 960 00	Tender No. 1 accepted.
Ottawa City and Pakenham (36 miles.)	Service six times per week, from 1st May, 1859. Conveyance by stage, weather and roads permitting.	1859. Feb. 23. April 6.	1859. April 6.	Jno. McAdam. Wm. Halpenny. Rodger Smith. Robt. Stanley. J. S. McAdam. J. Beauchamp.	Pakenham. do. do. Ottawa City. Pakenham. Ottawa City.	1859. Mar. 23. " 25. " 21. " 22. " 23. " 2. " 3. " 29.	1859. Mar. 31. " 31. " 31. " 31. " 31. " 3. " 3. " 3.	1 2 3 4 5 6	Do	Do	900 00 994 00 1100 00 1184 874 1200 00 1550 00	Tender No. 1 accepted.

Lanark and Perth (13 miles.)	Service six times per week, from 1st May, 1859. Conveyance by passenger stage or other vehicle.	1859. Feb. 24. April 6.	1859. April 6.	Patrick Daley. James Murphy. J. Patterson. M. McPherson. D. McKeenoch. Alex. Ferguson. P. McFarlane. Jno. Stewart. Mat. Stanley.	Perth. do. do. do. do. Drunmond Tp. Perth. do. do. Bathurst Tp.	1859. April 1. " 30. " 30. " 30. " 30. " 31. " 31. " 31. " 31. " 30.	1859. April 3. " 31. " 31. " 31. " 31. " 31. " 31. " 31. " 31. " 31.	1 2 3 4 5 6 7 8 9	Do	Do	192 00 200 00 218 00 220 00 240 00 260 00 290 00 360 00	Tender No. 1 proving satisfactory No. 2. was accepted.
Port Nelson and Wellington Sq. (14 mile.)	Service six times per week, from 1st May, 1859. Conveyance on horse-back, in a waggon, cutter, sleigh, or passenger stage.	1859. Mar. 1. April 16.	1859. April 16.	Samuel Fish. James Cutler. Wm. Ong. W. Richardson. Curry Sanders. Patrick Norris. Robt. Campbell.	Wellington Sq. Nelson. Port Nelson. Wellington Sq. do. do. Port Nelson. do.	1859. April 15. " 15. " 12. " 12. " 14. " 15. " 12. " 12.	1859. April 5. " 16. " 15. " 13. " 5. " 7. " 15. " 13.	1 2 3 4 5 6 7 8	Do	Do	45 00 50 00 56 00 95 00 100 00 100 00 100 00 225 00	
Wellington Square and R. R. Station (14 mile.)	Service twenty four times per week, from the 1st May, 1859. Conveyance in a waggon, cutter, sleigh or passenger stage, at option of contractor.	1859. Mar. 1. April 16.	1859. April 16.	Jas. Cutler. Samuel Fish. Samuel May. W. Richardson. Wm. Ong. Curry Sanders. Rd. Mortimer.	Port Nelson. Wellington Sq. Nelson. Wellington Sq. do. do. do.	1859. April 12. " 15. " 15. " 7. " 12. " 14. " 30.	1859. April 5. " 16. " 15. " 13. " 5. " 7. " 15. " 13.	1 2 3 4 5 6 7	Do	Do	194 00 195 00 200 00 225 00 245 00 290 00 300 00	
Port Nelson and Wellington Square and R. R. Station (3 miles.)	A combination of the two preceding services.	1859. Mar. 1. April 16.	1859. April 16.	Aaron Kenny. Thomas Ion. Wm. James. H. Richardson. Wm. Bell. Rd. Mortimer.	E. Flamboro. Nassagwewa. Wellington Sq. do. Port Nelson. Wellington Sq.	1859. April 13. " 14. " 5. " 10. " 4. " 30.	1859. April 14. " 14. " 5. " 10. " 14. " 30.	1 2 3 4 5 6	Do	Do	230 00 275 00 285 00 350 00 400 00	Tender No. 1 accepted. 100 per day or \$313 00 per annum.
Stoco and Tweed (6 miles.)	Service twice per week, from 1st May, 1859. Mode of conveyance optional with contractor.	1859. Mar. 10. April 16.	1859. April 16.	Adam Young. James Young. Rd. Marshall. Philip Itufinan. A. M. Vandusen.	Stoco. do. Tweed. Hungerford. Tweed.	1859. April 25. " 11. " 12. " 7. " 13.	1859. April 31. " 14. " 12. " 12. " 14.	1 2 3 4 5	Do	Do	36 00 44 00 50 00 52 00 70 50	Tender No. 1 accepted. These tenders were opened by the Post Office Inspector at Kingston.

Mail Tender Register.—(Continued.)

Name of proposed Contract.	Conditions stipulated by Department in proposed Contract.	Date of advertising for Tenders.	Date of reception of Tenders.	Name of person Tendering.	Residence of person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No of Tender.	Terms proposed in Tender.	Proposed duration of Contract.	Amount per annum proposed in Tender.	Observations.
Merrickville and Irish Creek Station (9 miles.)	Service 6 times per week, from 1st June, 1859. Conveyance by passenger stage, or other vehicle.	1859. Mar. 23.	1859. May 4.	Robert Crozier.	Merrickville.	May 3.	1859. May 4.	1	In accordance with stipulations proposed in advertisement in favor of P. M. General.	Four years.	\$ 160 00	Tender No. 1 accepted.
Brockville and Smith's Falls (32 miles.)	Service 3 times per week, from 1st June, 1859. Mail to be conveyed in a passenger stage or other vehicle.	Mar. 23.	May 4.	H. Bradford Jr. Wm. C. Lewis. C. Stevenson. Wm. Finlay. David Edgav. Jas. Armstrong. Peter Bullis. Ninian Bates.	Brockville. do do Tp of Kitley. Smith's Falls. Kitley. Yonge.	May 2. Apr. 29. " 28. " 26. Apr. 28. May 3. Apr. 20. May 2.	May 3. " 2. Apr. 30. " 28. Apr. 28. May 5. Apr. 20. May 4.	1 2 3 4 5 6 7 8	Do	do	401 00 498 00 580 00 598 00 700 00 782 50 900 00 1200 00	The P. M. General decided not to open this service, but to serve the offices, which it was intended to accommodate, by a daily mail between Merrickville and Irish Creek Station.
Melbourne and Richmond, and Richmond Station.	Service 24 times per week, from 1st June, 1859. Conveyance in a one horse vehicle.	Mar. 30.	May 11.	Ers. Gouin, Jr. Jno. N. Gee. L. Thomas. Andrew Lamb.	Richmond. Melbourne. do do	May 9. " 3. " 3. " 6.	May 10. " 5. " 5. " 8.	1 2 3 4	Do	do	158 00 180 00 199 00 235 00	Tender No. 1 accepted.
St. Jacobs and Linwood Hawksville (12 miles.)	Service 3 times per week, from 1st June, 1859. Conveyance on horse back, or in a waggon, cutter or sleigh, at option of contractor.	April 1.	May 14.	David Petch. J. A. Johnson. Jos. W. Fish.	Wellesley. St. Jacobs. Linwood.	Apr. 28. May 1. " 1.	May 6. " 16. " 6.	1 2 3	Do	do	200 00 250 00 260 00	Tender No. 1 accepted.

Manchester and Vroomanton via Brock, Wick and Greenbank (20 miles.)	Service twice per week. Conveyance on horseback, or in a waggon, cutter or sleigh, at the option of contractor.	April 1.	May 14.	A. McPhaden. Jas. Speiran. J. G. Franx. Wm. Thompson. Wm. Oliver. Jno. Atkinson.	Brock Township. Brock. do do do Manchester.	May 6. " 9. " 9. " 6. " 2.	May 9. " 11. " 10. " 11. " 8. " 3.	1 2 3 4 5 6	Proposes to make the mail days Wednesday and Saturday, instead of Tuesday & Friday, the days fixed on by the Department.	do	170 00 178 00 180 00 180 00 190 00 240 00	Tender No. 1 accepted.
Coaticook and R. Station.	Service 24 times per week from 1st July, 1859. Conveyance in a one horse vehicle.	April 1.	June 2.	Warren Paigo.	Compton.	May 28.	May 30.	1	In conformity with stipulations proposed in advertisement.	do	240 00	The P. M. General deeming the amount asked in this Tender too high, effected, through the intervention of the Inspector, an arrangement with the P. Master of Coaticook for the performance of the service at the rate of \$80 per annum.
Paris Distributing P. O. & Dereham (41 miles.)	Service 6 times per week, to commence 1st July, 1859. Mail to be conveyed in a one or two horse vehicle, at option of contractor.	April 1.	June 18.	Wm. Stroud. F. Johnson. Thos. Murray. John Colridge.	Norwichville. Branford Twp. Paris. Ingersoll.	May 2. June 16. " 15. " 18.	June 17. " 16. " 16. " 18.	1 2 3 4	Do	do	1400 00 1400 00 1450 00 1400 00	Messrs. Stroud and Johnson having been made aware that the tenders were equal in amount, made each a second offer,—Mr. Stroud asking \$1340 for the service, and Mr. Johnson \$1361. Contract made with Mr. Stroud accordingly.

Mail Tender Register—(Continued.)

Name of proposed Contract.	Conditions stipulated by Department in advertising proposed Contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of person Tendering.	Residence of person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tenders.	Terms proposed in Tender.	Proposed duration of Contract.	Amount per annum proposed in Tender.	Observations.
Montreal and Quebec (by steamer.)	Service of times per week, from 1st May, 1859. Steamer to serve Three Rivers and Sorol, and any other places at which it may stop.	1859. April 7.	1859. April 19.	Jos. Levy. Louis Perrault. Jos. Levy.	Montreal. Do. Do.	1859. April 18. " 18. " 18.	1859. April 19. " 19. " 19.	1 2 3	In accordance with stipulations proposed in advertisement.	Four years, with usual reservation in favor of P. M. Genl.	\$ ets. 3000 00 3000 00 3200 20	Tender No. 1 accepted.
Metis and Riv. du Loup (22 miles.)	Service of times per week, from 1st July, 1859. Conveyance to be made in a one horse vehicle.	April 8.	May 28.	E. Lavoie. Jos. Coutombe. J. E. Maurant. A. S. Lavoie. Thomas Parent. F. X. Boucher. A. Desjardins. Geo. Pelletier. E. Belanger. Charles Hough	Rimouski. St. Simon. Riv. du Loup. Rimouski. Do. St. Germain. Metis. Riv. du Loup. St. Simon. Quebec.	May 16. " 19. " 19. " 11. " 9. " 21. " 16. " 22. April 18. May 20.	May 19. " 23. " 24. " 18. " 12. " 19. " 25. " 23. " "	1 2 3 4 5 6 7 8 9 10	Do	1584 00 1588 00 1800 00 1800 00 1840 00 1800 00 1800 00 2000 00 2400 00 3400 00	Tender No. 1 accepted.	
Brampton and Orangeville (22 miles.)	Service of times per week, to commence 1st July, 1859. Mail to be conveyed in a wagon, cutter, sleigh or passenger stage, at option of contractor.	April 18.	June 16.	John Robinson John Harris. Samuel Lewis. W. J. Lewis. S. Westorvelt. Robert Jobuson	Brampton. Streetsville. Chinguacousy. Brampton. Chinguacousy. Toronto Twp.	June 13. " 13. " 8. " 14. " 16. " 13.	June 15. " 14. " " " " " " " 14.	1 2 3 4 5 6	Do	Do	594 00 600 00 650 00 725 00 898 00 950 00	Tender No. 1 proving unsatisfactory, No. 2 was accepted.

Name of proposed Contract.	Conditions stipulated by Department in advertising proposed Contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of person Tendering.	Residence of person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tenders.	Terms proposed in Tender.	Proposed duration of Contract.	Amount per annum proposed in Tender.	Observations.
Petersburg and St. Agatha (2 miles.)	Service of times per week, to commence 1st July, 1859. Mode of conveying the mails optional with contractor.	April 18.	June 18.	No Tenders received.								Inspector instructed to make as economical an arrangement as possible.
Stanstead & Waterloo (41 miles.)	Service of times per week; to commence 1st June, '59. Conveyance in a one or two-horse vehicle, according to Tender.	April 20.	May 17.	W. Chamberlain. Warren Paige. W. A. Cole. Jno. Perry. Alonzo Wood. David Frost.	Stanstead P.V. Compton. Georgeville. Shefford. do Frost Village.	May 12. " 12. " 10. " 12. " 2. " 5.	May 14. " 16. " 16. " 12. " 12. " 5.	1 2 3 4 5 6	In conformity with stipulations proposed in advertisement.	Do	375 00 400 00 440 00 560 00 510 00 590 00 1000 00	two horses, two horses, one horse, two horses, two horses, two horses, one horse. No. 1 accepted.
Pointe Claire and R. R. Station (1 mile.)	Service of times per week; to commence 1st July, '59. Conveyance to be made in a one-horse vehicle.	April 19.	May 28.	No Tenders received.								Insp. instructed to arrange for service.
Lennoxville and R. R. Station.	Service of times per week from 1st July, 1860. Conveyance to be made in vehicles drawn by one horse, or on foot.	April 20.	June 1.	Alonzo Sanborn J. P. Cushing.	Lennoxville do	May 13. " 26.	June 1. May 27.	1 2	In conformity with stipulations proposed in advertisement.	Do	59 00 74 00	No. 1 accepted.
Compton and R. R. Station (12 miles.)	Service of times per week from 1st July, 1860. Mail to be conveyed in vehicles drawn by one horse.	April 20.	June 3.	W. D. Bartlett. P. Olivier. A. S. Merrill. do. Warren Paige.	Compton Compton Twp. Compton. do do	May 30. " 30. " 30. " 30. " 28.	June 1. " 1. " 1. May 31. " 30.	1 2 3 4 5	Do	Do	160 00 198 00 { 287 12 or 0 19 per trip. 249 00 or 0 20 per trip. 0 25 " 313 00 per annum.	No. 1 accepted.

Mail Tender Register.—(Continued.)

Name of proposed Contract.	Conditions stipulated by Department in advertising proposed Contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of person Tendering.	Residence of person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. (General).	No. of Tenders.	Terms proposed in Tender.	Proposed duration of Contract.	Amount per annum proposed by Tender.	Observations.
Sherbrooke and R. R. Station.	Service twenty-four times per week from 1st July, 1859. Conveyance to be made in vehicles drawn by one horse.	1859. April 20.	1859. May 31.	O. Cameron... Elias Cheney... W. Chamberlin	Sherbrooke... do do	May 27... " 23... Apr. 28.	1859. " 28... " 26... Apr. 30.	1 2 3	1 In accordance with stipulations proposed in advertisement. 2 with stipulations proposed in advertisement. 3	Four years with annual reservation in favour of P. M. G.	\$ cts. 160 00 189 88 249 00	Tender No. 1 accepted.
Ayr & New Dundee (8 miles.)	Service three times per week from 1st July, 1859. Mail to be conveyed on horse-back or in a vehicle, at contractor's option.	April 20.	June 18.	No Tenders received.						Do		The P. M. G. having decided to shorten this route, and make it—New Dundee and Roserville, Mr. Ervay, P. M. of New Dundee, undertook the service at \$78 a year.
Bavie & Ripley (7 miles.)	Service once per week from 1st July, '59. Mails to be conveyed on horse-back or in a vehicle, at option of contractor.	April 28.	June 18.	Moses Wall... T. Harris, sr... Jos. Morgan	Huron Tp... Huron Tp... Huron Tp	June 8... " 9... " 17.	June 17... " 17... " 17.	1 2 3	1 In accordance with stipulations proposed in advertisement. 2 with stipulations proposed in advertisement. 3	Do	40 00 44 50 45 00	No. 1 accepted.

Galt and Paris (14 miles.)	Service six times per week to commence 1st July, '59. Mail to be conveyed in a buggy, wagon, or sleigh. Contractor is allowed so required to serve Glenorris without extra charge as soon as the bridge is completed.	April 30.	June 18.	W. Anderson... Thos. Colwell... Chas. O'Neil... Thos. Murray	Ayr... do... Glenorris... Paris	June 9... " 15... " 14... " 15.	June 9... " 15... " 14... " 15.	1 2 3 4	1 Do 2 Do 3 Only agrees to run between Galt & Paris Dis. P. O. 4	Do	795 00 880 00 900 00 745 00	No. 1 accepted.
North Pelham and Port Robinson (13 miles.)	Service three times per week to commence 1st July, '59. Mail to be conveyed on horse-back, or, if necessary, in a buggy, wagon, or sleigh.	April 30.	June 18.	T. McGlashan... P. W. Horton... Geo. Coon, jr... W. W. Holcomb... J. M. McQueen	N. Pelham... Pelham Tp... do... Crowhand... Gainsboro	June 13... " 7... " 14... " 17... " 6.	June 13... " 8... " 16... " 17... " 7.	1 2 3 4 5	1 In accordance with stipulations proposed in advertisement. 2 with stipulations proposed in advertisement. 3 4 5	Do	240 00 248 00 269 00 275 00 280 00	No. 1 accepted.
Barrie and Orillia (28 miles.)	Service to be performed every day that no steamer runs between Barrie and Orillia, Sundays excepted, and on such days only; to commence 1st July, '59. Mail to be conveyed in a wagon, cutter, sleigh, or passenger stage, at option of contractor.	May 1.	June 18.	Jac. Harvie... R. J. Millen... Thos. Cudde...	Orillia... Tp. Orillia... Barrie	June 15... " 16... May	June 17... " 8... " 6.	1 2 3	1 Do 2 Do 3	Do	2 25 per trip. 2 75 per trip. 3 45 per trip.	No. 1 accepted.

Mail Tender Register.—(Continued.)

Name of proposed Contract.	Conditions stipulated by Department in advertising proposed Contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of person Tendering.	Residence of person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Proposed duration of Contract.	Amount per annum proposed in Tender.	Observations.
St. Hughes and Yanaska (25 miles.)	Service three times per week from 1st July, 1859. Conveyance to be made in vehicles drawn by one horse. Contract or is also required to provide for a tri-weekly mail between Ruiseau des Chênes and Upton, and for one between St. Marcel and Raymond's Corners.	1859. May 4.	1859. June 15.	H. Hennault.	Ruiseau des Chênes.	June 10.	June 14.	1	In accordance with stipulations proposed in advertisement of P. M. G.	Four years with reservation in favour of P. M. G.	\$ cts. 350 00 424 60	No. 1 accepted.
Frankville and R. Station at Irish Creek, (11 miles.)	Service six times per week; to commence 1st July, '59. Mail to be conveyed by public stage, or otherwise at contractor's option.	May 4.	June 15.	W. Leacock. A. Stewart. David Edgar. D. C. Williams. James Dobben. Nash Marshall. A. Robinson. D. Dowsley. Hiram McKen. S. Holmes.	Kitley. do. do. Toledo. Kitley. Toledo. do. do. do. do.	June 6. " 11. " 10. May 6. June 9. " 9. " 9. " 13. " 13. May 30.	" 7. " 14. " 14. " 11. " 13. " 11. " 13. " 14. " 2.	1 2 3 4 5 6 7 8 9 10	Do Do Do Do Do Do Do Do Do Do	230 00 289 00 297 00 350 00 350 00 365 00 430 00 445 00 490 00 599 00	No. 1 accepted.	
Drummondville & Upton (17 miles)	Service twice per week; to commence 1st July, 1859. Mail to be conveyed in a one-horse vehicle.	May 4.	June 15.	P. Bourgeau. Louis Gussion. P. Bourgeau. H. Gagnon. Louis Gussion. O. Chartrain, jr.	Drummondville. do. do. do. do. do.	June 10. " 6. " 6. June 4. " 3.	" 13. " 8. " 8. " 11. " 8. " 7.	1 2 3 4 5 6	Do Do Do Do Do Do	140 00 160 00 160 00 176 00 200 00 216 00	No. 1 accepted.	

North Augusta and Prescott (18 miles.)	Service three times per week from 1st August, 1859. Mail to be conveyed or horse-back, or in a buggy in summer, and in a cutter in winter.	May 10.	June 22.	James Wilcox.	N. Augusta.	June 15.	June 17.	1	Do	Do	100 00	The P. M. G. considering this tender too high, Mr. Wilcox agreed to perform the service for \$80 per annum, and the contract was given to him accordingly.
Colborne and R. Station (1 mile.)	Service twenty-four times per week, (or more or less frequently, as may be required); to commence 1st Aug., 1859. Mail to be conveyed in a public or other vehicle, at option of contractor.	May 10.	June 22.	Jas. Brunov. J. L. Yennaus. G. W. Webb. D. S. Howell.	Colborne.	June 17. " 20. " 16. " 17.	June 22. " 22. " 8. " 8.	1 2 3 4	Do Do Do Do	Do	10 14 18 20	Tender No. 2 accepted, No. 1 being found unsatisfactory.
Edwardsburg and R. R. Station (1 1/2 mile.)	Service two or three times a week, or as often as required; to commence 1st Aug., 1859. Mail to be conveyed on foot, or otherwise, at option of contractor.	May 10.	June 22.	W. S. Akin. H. Anderson.	Edwardsburg.	" 20. " 14.	June 21. " 17.	1 2	Do Do	Do	25 35	No. 1 accepted.

Mail Tender Register—(Continued.)

Name of proposed Contract.	Conditions stipulated by Department in advertising proposed Contract.	Date of advertisement for Tenders.	Date of reception of Tenders.	Name of person Tendering.	Residence of person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Proposed duration of Contract.	Amount per annum proposed in Tender.	Observations.
Collingwood, Sault St. Marie, Fort William and Red River.	Between Collingwood and Sault Ste. Marie, once a fortnight, or more frequently according to Tender. Contractor to serve the offices on the way. Between Sault Ste. Marie and Red River once a month.	1859, May 5.	1859, May 14.	E. M. Carruthers	Toronto	1859, May 14.	1859, May 14.	1	Collingwood and Sault Ste. Marie. \$40 once a week-- \$60 in once a steam-er and night canoe. First Time, class 15 dys. steam-er. Time, 36 hrs. \$30 once a month, \$50 in once a steam-er and night canoe. Pas-son-15 dys. steam-er. Time, 36 hrs. \$50 once a	Season of navigation, 1859.		Contract assigned to Tender No. 1.
				T. H. Wright	do	" 12.	"	2				
				D. McCormick	do	" 12.	"	3				

				Theo. J. Park	Amherstburg	May 13.	"	4	week, in th-- \$60 steam-er and once a fort- night, Time, in a 36 dys. screw the steam- round trip. or. \$60 once a week, month, \$70 steam- once a er and fort- canoe. night, Time, in a 15 dys. first from class the steam- Sault to er. Time, 36 hrs. Red River. \$80, \$800 3 times twicea per month, \$800 per once a round month trip. steam- \$80 er and once a canoe, week-- Time, first 18 dys. class from steam- er. Sault Time, to Red 36 hrs. River.			
				Capt. T. Dick	Toronto	" 14.	"	5				

Mail Tender Register.—(Continued.)

Name of proposed Contract.	Conditions stipulated by Department in advertising proposed Contract.	Date of advertising Tenders.	Date for reception of Tenders.	Name of person Tendering.	Residence of person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Proposed duration of Contract.	Amount per annum proposed in Tender.	Observations.
Brighton and R. R. Station (1 mile.)	Service 24 times per week, or more or less frequently as may be required; to commence 1st August, 1859. Mail to be conveyed in a public or other vehicle at option of contractor.	1859 May 10.	June 22.	Thos. Hewitt, T. C. Lockwood, Geo. S. Marsh, John Butler, J. Dingman.	Brighton do do do	June 8 " 20 " 20 May 23 June 17.	June 14 " 21 " 21 " 22 " 27	1 2 3 4 5	1 In accordance with the stipulations proposed in the advertisement.	Four years with usual reservation in favour of P. M. Genl.	\$ cts. 00 10 p.t. 00 12½ " 00 16½ " 00 18 " 00 20 " 00 20 "	No. 1 accepted.
Shannonville and R. R. Station (1 mile.)	Service 24 times per week, or more or less frequently, as may be required; to commence 1st Aug., 1859. Mail to be conveyed on foot or otherwise at option of contractor.	May 10.	June 22.	Robert Clarke, H. Vancott, James Doman, R. Michach, J. W. Loveless.	Tyendinaga Shannonville do do do	June 21 " 20 " 20 " 20 " 18.	June 22 " 21 " 22 " 21 " 22	1 2 3 4 5	1 Do 2 Do 3 Do 4 Do 5 Do	Do	00 08 p.t. 120 00 p.m. 00 10 p.t. 00 11½ " 00 13½ " 00 15½ "	Tender No. 2 accepted, — No. 1 being found unsatisfactory.
Grafton and R. R. Station (1 mile.)	Service 12 times per week, or more or less frequently as may be required; to commence 1st Aug., 1859. Mail to be conveyed in a public vehicle or otherwise at option of contractor.	May 10.	June 22.	Benj. Brown, Henry McBrien, Thos. Patterson, Jes. McBrien.	Grafton do do do	June 20 " 21 " 21 " 21	June 20 " 22 " 21 " 22	1 2 3 4	1 Do 2 Do 3 Do 4 Do	Do	00 25 p.t. 00 25 " 00 30 " 00 40 "	Tenders Nos. 1 & 2 were afterwards reduced to 19½ & 22 cents respectively. No. 1 at 19½ cents, accepted accordingly.

Portage du Fort and Ross.	Service three times per week; to commence 1st August, 1859.— Mail to be conveyed across the river in a boat, on foot, on horseback, or in a cutter, according to the season and condition of crossing.	May 10.	June 14.	Thomas Cairy.	Portage du Fort	June 14.	June 17.	1	1 Do	Do	1 40 00	The P. M. General deeming this amount too high, Mr. Cairy consented to reduce it to \$120, and a contract was made with him at that rate.
Bobaycon and Minden (30 miles)	Service once per week; to commence 1st Aug., 1859. Mail to be conveyed on horseback or in a vehicle.	May 18.	June 20.	James Finley.	Verulam	June 20.	June 20.	1	1 Do	Do	156 00	No. 1 accepted.
Drummondville and La Baie (22 miles.)	Service three times per week; to commence 1st August, 1859. Mail to be conveyed in vehicles drawn by one horse.	May 20.	July 1.	O. Chartrain, Louis Cuisson.	Drummondville do.	June 30 " 27.	July 1 June 20.	1 2	1 Do 2 Do	Do	200 00 290 00	No. 1 accepted.
La Baie & Three Rivers (25 miles)	Service six times per week from 1st August, 1859. Mail to be conveyed in vehicles drawn by one horse.	May 20.	July 1.	Louis Cuisson, H. Hebert, A. Beauchemin, Ers. Prince, Eugene Prince, R. Lariviere, A. Buisson.	Drummondville St. Gregoire Three Rivers St. Gregoire do do do.	June 28 " 18 " 15 " 27 " 18 " 23 " 15.	July 1 June 30 " 30 " 30 " 23 " 22	1 2 3 4 5 6 7	1 Do 2 Do 3 Do 4 Do 5 Do 6 Do 7 Do	Do	600 00 601 50 704 25 720 00 700 00 897 00 948 00	No. 1 accepted.
Drummondville, La Baie & Three Rivers (47 miles)	A union of the two preceding services.	May 20.	July 1.	T. & J. Vigneau	La Baie	June 21.	June 27.	1	1 Do	Do	1300 00	No. 1 accepted.

Mail Tender Register.---(Continued.)

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Rawdon and St Jacques L'Acadiegan (13 miles.)	Service three times per week; to commence 1st August, 1859. Mail to be conveyed in a one-horse vehicle.	1859. July 1.	1859. July 27.	James Daly. Hugh Cassidy. Michael Coffey. Geo. Dorwin.	Rawdon T'p. do. St. Liguori. Rawdon T'p.	1859. July 21. " 17. " 15. " 14.	1859. July 25. " 19. " 19. " 25.	1 In accordance with stipulations proposed in advertisement.	Four years.	\$ 205 00 215 00 225 00 260 00	No. 1 accepted by P. M. General.
Cayuga and Seneca (13 miles.)	Service six times per week; to commence 1st August, 1859. Mail to be conveyed in a buggy, waggon, or sleigh, as may be required.	June 1.	July 23.	Edward Evans. Geo. Phillips. John Waters. Jos. McGovern. George Gibson. Geo. Whieher.	Walpole. Seneca. Caledonia. Cayuga T'p. Cayuga. Caledonia.	July 4. June 25. July 9. 15. " 21. " 20.	July 6. " 20. " 20. July 21. " 22. " 21.	Do.	Do.	310 00 345 00 400 00 400 00 440 00 450 00	No. 1 accepted.
Quebec and St. Raymond (42 miles.)	Service twice per week from 1st July, 1859. Mail to be conveyed in vehicles drawn by one horse.	June 4.	June 20.	J. Drochers. J. Piamondon. Alex. Read. P. Piamondon. C. Henderson. Denis O'Hare.	St. Raymond. do. Bourg Louis. St. Raymond. Bourg Louis. Quebec.	June 16. " 16. " 13. " 9. " 13. " 20.	June 20. " 20. " 16. " 16. " 15. " 20.	Do.	Do.	344 00 400 00 400 00 400 00 440 00 500 00	No. 1 accepted.
Kemptville and Morriekville (18 miles.)	Service six times per week from 1st August, 1859. Mails to be conveyed in a public or other vehicle, at option of contractor.	June 8.	July 20.	Jas. Armstrong. S. Mirriek.	Mirriekville. N. Mirriekville.	July 18. " 8.	July 20. " 9.	Do.	Do.	230 00 400 00	No. 1 accepted.

Name of proposed Contract.	Conditions stipulated by Department in advertising proposed Contract.	Date of advertising for Tenders.	Date of reception of Tenders.	Name of person Tendering.	Residence of person Tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	Terms proposed in Tender.	Proposed duration of Contract.	Amount per annum proposed in Tender.	Observations.
Downmore and Notawasaga Station (6 miles.)	Service three times per week; to commence 1st September, 1859. Mail to be conveyed in a buggy, waggon or sleigh, or on horse-back, at option of contractor.	Aug. 6.	June 15.	John Bain. Neil Campbell. J. Cunningham. A. McDonald. Arch'd. Bell. Wm. Blair. H. Carmichael. John Currie. A. Gillespie. John Currie.	Notawasaga. do. do. do. do. do. do. do. Sunnidale. Notawasaga.	July 23. " 23. " 23. " 23. July 22. Aug. 1. July 21. " 26. " 18. " 19.	July 26. " 26. " 26. " 26. July 26. " 26. July 23. " 28. " 20. " 23.	Do.	Do.	50 per trip. 78 per annum. 80 00 82 00 85 00 104 00 112 00 120 00 160 00	No. 1 accepted.
Bayfield & Hillsboro' (45 miles.)	Service once per week; to commence 1st Aug., 1859. Mail to be conveyed on horse-back or otherwise, at option of contractor.	June 15.	July 23.	Geo. Castle, jr. Thomas Laton. Jacob Hodgson. Joseph Pascoe. J. Kemp, J.P. W. A. Church. James Barrie.	Bayfield. do. Bosanquet. do. Plympton. Stanley. Sarnit.	July 19. " 21. " 21. July 18. " 8. " 19. " 19.	July 21. " 22. " 21. " 14. " 20. " 21.	Do.	Do.	225 00 230 00 280 00 200 00 209 52 00 300 00 400 00	No. 1 accepted.
Downmore and Osprey, via Mortimer (12 miles.)	Service once per week, to commence 1st Sept., 1859. Mail to be conveyed on horseback, in a waggon, cutter, or sleigh at the contractor's option.	June 15.	Aug. 6.	Robert Brown. J. Timney, jr. J. McD. Tupper. Jas. Hamilton. Donald Fraser. Jus. Chappman.	Osprey T'p. do. do. do. do. do.	July 28. " 22. Aug. 3. July 29. " 23. June 30.	Aug. 2. July 25. " 6. " 4. July 26. " 5.	Do.	Do.	50 00 70 00 71 00 74 00 75 00 110 00	No. 1 accepted.
Horning's Mills and Melancthon (8 miles.)	Service once per week, from 1st September, 1859. Mail to be conveyed on horseback, in a waggon, cutter, or sleigh, at option of contractor.	June 15.	Aug. 6.	Thos. Inxtable. Wm. Dorlin, jr. Wm. Dorlin, jr. Jas. McQuee.	Melancthon. do. do. do.	Aug. 1. " 4. " 1. July 21.	Aug. 6. " 5. " 1. July 26.	Do.	Do.	49 50 65 00 79 00 85 00	No. 1 accepted.

Mail Tender Register—(Continued.)

Name of proposed Contract.	Conditions stipulated by advertiser in proposed Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of person tendering.	Residence of person tendering.	Date of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Proposed duration of Contract.	Amount per annum proposed in Tender.	Observations.
Collingwood and Kottawa (3 miles)	Service 3 times per week, to commence 1st Sept., 1859. Mail to be conveyed on foot, horseback, in a waggon, cutter or sleigh at option of contractor.	1859. June 15.	1859. Aug. 6.	Dug. McLeary, Don. McAlisten, Hugh Currie, Wm. Lawrence.	Collingwood.	1859. June 29, July 19, Aug. 4.	1859. Aug. 6, 7, 21.	1, 2, 3, 4.	In conformity with stipulations proposed in advertisement.	Four years, with usual reservation in favor of P. M. General.	\$ cts. 78 00, 80 00, 112 00, 149 00	No. 1 accepted.
Newcastle and Orono (9 miles.)	Service 6 times per week, to commence 1st Aug., 1859. Mail to be conveyed on horseback, or in a vehicle.	June 15.	July 23.	W. R. Bradley, Richard Allen, James Kerr, John Werry, James Dickson, Thos. Brodie, Jr.	Newcastle, Orono, Clarke Town, Orono.	July 22, " 21, " 19, " 19, " 21, " 22.	July 23, " 22, " 22, " 19, " 19, " 21, " 22.	1, 2, 3, 4, 5, 6.	In conformity with stipulations proposed in advertisement.	do	159 00, 160 00, 180 00, 259 00, 300 00, 300 00	No. 1 accepted.
Johnson and Owen Sound (15 miles.)	Service twice per week, to commence 1st Aug., 1859. Mail to be conveyed on horseback, or in a vehicle.	June 20.	July 16.	Wm. Johnstone.	Owen Sound.	July 15.	July 16.	1.	In conformity with stipulations proposed in advertisement.	do	100 00	No. 1 accepted.
Addison and Bellamy's Station (7 miles.)	Service 6 times per week, to commence 1st Oct., 1859. Mail to be conveyed in a public vehicle or otherwise, at option of contractor.	July 6.	Aug. 17.	John Forth, August Taplin, Wm. Robinson, Geo. Taylor, Jos. Robbins, Robt. Connor, A. Blanchard, Samuel Gray, A. Halliday & W. H. Robinson.	Unionville, Addison, do, Greenbush, Tp. Elizabeth, Greenbush, do, Addison, do.	Aug. 15, " 15, " 8, " 4, " 11, " 16, " 16, " 6, " 18, " 18.	Aug. 17, " 3, " 1, " 11, " 16, " 16, " 20, " 17.	1, 2, 3, 4, 5, 6, 7, 8, 9.	In conformity with stipulations proposed in advertisement.	do	190 00, 192 00, 200 00, 220 00, 225 00, 259 00, 276 00, 300 00	No. 1 accepted.

Chatsworth and Orangeville (59 miles.)	Service once per week; to commence 1st October, 1859. Mail to be conveyed on horseback, or in a waggon, cutter or sleigh, at option of contractor.	Sept. 10.	Sept. 6.	E. Harrison, Geo. Taylor, J. Brown, Robt. Laidlaw, Thos. Huxtable, Wm. J. Lewis, J. Matthews, R. D. Coulson, John Mays, Hugh Hickey.	Mecklenburgh, Addison, do, do, do, do, do, do, do, do, do.	Sept. 7, " 6, " 3, " 30, " 1, " 4, " 5, " 5, " 30, " 30.	Sept. 10, " 8, " 2, " 29, " 1, " 7, " 8, " 2, " 2, " 2.	1, 2, 3, 4, 5, 6, 7, 8, 9.	Do	do	550 00, 537 00, 300 00, 405 00, 499 00, 500 00, 550 00, 600 00, 700 00, 400 00	No. 1 accepted, but afterwards set aside being found unsatisfactory. Contract assigned to No. 2. (Informal.)
Zimmerman and Wellington Square Station (9 miles.)	Service 6 times per week; to commence 1st October, 1859. Mail to be conveyed on horseback, or in a waggon, cutter or sleigh, at option of contractor.	July 18.	Sept. 10.	Thomas Watson, John Scott, Wm. Trimbble.	do, do, Zimmerman.	Sept. 7, " 31, " 6, " 6.	Sept. 10, " 31, " 7.	1, 2, 3.	Do	do	220 00, 230 00, 256 00	No. 1 accepted.
Bellerive and Hillier (18 miles.)	Mail 3 times per week; service to commence 1st October, 1859. Mail to be conveyed on horseback, or in a buggy in summer, and in a cutter in winter; the Bay of Quinte, during season of navigation, being crossed in a boat.	July 20.	Aug. 31.	George Rose, Y. H. Flagler, S. Flagler.	Amelinsburg, do, do.	Aug. 22, " 29, " 27.	August 24, " 31, " 31.	1, 2, 3.	Do	do	294 00, 340 00, 360 00	No. 1 accepted.
Montmagny and St. Francis (10 miles.)	Service twice per week; to commence 1st October, 1859. Mail to be conveyed in a one-horse vehicle.	July 21.	Sept. 15.	Et. G. Boulet, E. X. Caron, J. B. Bernatché, P. Gaudreault.	St. Thomas, do, do, do.	Aug. 19, " 12, " 12.	August 21, " 13, " 13.	1, 2, 3, 4.	Do	do	120 00, 100 00, 200 00	No. 1 accepted. No price stated.

Mail Tender Register.—(Continued.)

Name of proposed Contract.	Conditions stipulated by Department in advertising proposed Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of person tendering.	Residence of person tendering.	Date of tender.	Date of receipt of tender by P. M. General.	No. of tenders.	Terms proposed in tender.	Proposed duration of Contract.	Amount per annum proposed in tender.	Observations.
Drayton and Elora (15 miles.)	Service three times per week; to commence 1st October, 1859. Conveyance to be made on horse-back, or in a waggon, cutter, or sleigh, at option of contractor.	1859. July 21.	1859. Sept. 10.	R. McKague, Alex. Smit, James Echlin, R. E. French, Lewis Adams, John M. Hart, S. Hambleton, Francis Dalby.	Maryboro', Elora, Peel Twp., Do., Drayton, Guelph, Maryboro', Elora.	1859. Aug. 18. Sept. 8. Aug. 15. " 17. August 21. " 27. July 25. " 30.	1859. August 24. Sept. 2. " 30.	1 2 3 4 5 6 7 8	In conformity with stipulations proposed in advertisement in favour of P. M. Genl.	Four years	\$ cts. 224 00 236 00 240 00 300 00 320 00 400 00 425 00	No. 1 accepted.
Barrie and R. Station (1 1/2 mile.)	Service as often as required; to commence 1st October, 1859. Mail to be conveyed in a passenger stage, or other vehicle, at option of contractor.	July 21.	Sept. 10.	T. McCausland.	Barrie.	Aug. 22.	.....	1	Do	..... Do	0 10 per trip.	No. 1 accepted.
Stouffville & Scarborough R. R. Station (18 miles.)	Service six times per week; to commence 1st October, 1859. Mails to be conveyed on horse-back, in a waggon, cutter, passenger stage, or sleigh, at option of contractor.	July 27.	Sept. 10.	John Ruymer, Henry Coppin, R. P. McGregor, Wm. McGill, Jacob Brooks, Alex. Sangster, H. Hall.	Pickering, Uxbridge, King Twp., Stouffville, Woburn, Stouffville, Markham.	Aug. 30. Sept. 7. " 4. " 7. " 5. Aug. 29. Sept. 5.	..... 10. Sept. 10. " " 10. " " 8. " " 6. " " 7. " "	1 2 3 4 5 6 7	Do	..... Do	390 00 460 00 500 00 505 00 550 00 600 00 600 00	No. 1 accepted.

Name of proposed Contract.	Conditions stipulated by Department in advertising proposed Contract.	Date of advertising for tenders.	Date for reception of tenders.	Name of person tendering.	Residence of person tendering.	Date of tender.	Date of receipt of tender by P. M. General.	No. of tenders.	Terms proposed in tender.	Proposed duration of Contract.	Amount per annum proposed in tender.	Observations.
Craighurst and Jarratt's Corners (11 miles.)	Service twice per week; to commence 1st October, '59. Mails to be conveyed on horse-back, or in a waggon, cutter, or sleigh, at option of contractor.	July 29.	Sept. 10.	Thos. Jarratt.	Twp. of Oro.	Sept. 3.	Sept. 8.	1	Do	..... Do	104 00	This tender not accepted. Inspector instructed to advertise service between Craighurst and Orillia.
Barrie and Shanty Bay (7 miles.)	Service twice per week; to commence 1st October, '59. Mail to be conveyed on horseback, in a waggon, cutter, or sleigh, at option of contractor.	July 29.	Sept. 10.	Wm Heard.	Twp. of Oro.	Sept. 3.	Sept. 6.	1	Do	..... Do	{ 1 00 per trip. 104 00 per annum.	Tender accepted.
West Flamboro & R. R. Station (14 mile.)	Service six times per week, from 1st October, '59. Mail to be conveyed on horse-back or in a vehicle.	Aug. 1.	Sept. 16.	Geo. Sweet, W. M'Pherson and Andw. Wield.	West Flamboro.	Sept. 2. Aug. 22.	Sept. 1. Aug. 26.	1 2	Do	..... Do	120 00 120 00	These tenders having afterwards been reduced to \$86 and \$80 respectively, No. 2 at \$80 was accepted by the P. M. G.
Chambly and St. Hilaire (12 miles)	Service six times per week; to commence 1st Oct., '59. Mail to be conveyed in a one-horse vehicle.	Aug. 5.	Sept. 10.	L. St. Germain, Ed. Ducloux, Edouard Macé, André Larose, C. Larivière, C. Deschamps, Thomas Roane.	Chambly, St. Hilaire, St. Mathias, St. Hilaire, do., Chambly, do.	Sept. 13. Sept. 14. " 14. " 3. " 13. " 16. " 16.	..... 14. Sept. 14. " " 6. " " 21. " " 20. " "	1 2 3 4 5 6	Do	..... Do	318 00 330 00 359 00 360 00 375 00 314 00 322 00	No. 1 accepted. Received too late. Do.

Mail Tender Register.—(Continued.)

Name of proposed Contract.	Conditions stipulated by Department in advertising proposed Contract.	Date of advertising for Tenders.	Date of reception of Tenders.	Name of person Tendering	Residence of person Tendering.	Date of Tender.	Date of receipt of Tender by General	No. of Tender.	Terms proposed in Tender.	Proposed duration of Contract.	Amount per annum proposed in Tender.	Observations.
Compton and Stanstead (22 miles.)	Service 6 times per week, to commence 1st Oct. 1859. Mail to be conveyed in vehicles drawn by one horse.	1859 Aug. 5.	1859 Sept. 16.	B. Pomroy Tor. McGovert E. W. Hubbard T. P. Jenkins.	Compton Waterville do do	1859 Sept. 13. " 15. " 13. " 15. " 16.	1859 Sept. 15. " 16. " 14. " 15. " 16.	1 2 3 4	In conformity with stipulations proposed in advertisement in favor of P. M. G.	Four years, with usual reservation in favor of P. M. G.	\$ cts. 500 00 549 00 600 00 600 00	The P. M. General thinking \$500 too high a price to be paid for this service, Mr Pomroy consented to a reduction of \$50 on his Tender, which was thereupon accepted.
Conticook and Stanstead (19 miles.)	Service 6 times per week, to commence 1st Oct. 1859. Mails to be conveyed in a one horse vehicle.	Aug. 5.	Sept. 16.	Geo. Thomas Geo. Thomas B. Pomroy E. W. Hubbard	Barford do Compton Stanstead	Sept. 14. " 14. " 13. " 13.	Sept. 15. " 15. " 14. " 14.	1 2 3 4	Do Do Do Do	do do do do	300 00 350 00 500 00 600 00	No. 1 accepted. (Employing two horses.)
Ottawa City and North Wakefield (26 miles.)	Service 3 times per week, to commence 1st Oct. 1859. Mail to be conveyed in a two horse covered vehicle.	Aug. 5.	Sept. 16.	Wm. Patterson Seth Cates John Kirk John Evans M. Fitzpatrick J. Beauchamp	Wakefield Wakefield Towns'p of Hull do of Wakefield Wakefield Ottawa	Sept. 10. " 10. " 12. " 5. " 7. " 12. " 12.	Sept. 10. " 10. " 13. " 7. " 14. " 17.	1 2 3 4 5	Do Do Do Do Do	do do do do do	130 00 105 00 199 00 300 00 340 00 900 00	No. 1 accepted. Received late.

Bowmanville and Tyrone (7 miles.)	Service 3 times per week, to commence 1st Oct. Mail to be conveyed in a passenger stage, or other vehicle, at option of contractor.	Aug. 9.	Sept. 17.	Patk. Travers J. Maynard Jas. Mahaffey Richd. Barrett Jos. Maynard	Tp Darlington Darlington do Tp Darlington Bowmanville	Sept. 12. " 12. " 12. " 14. " 14.	Sept. 10. " 10. " 14. " 10. " 17.	1 2 3 4 5	Do Do Do Do Do	do do do do do	59 00 78 00 99 00 119 00 120 00	No. 1 accepted.
Carillon and Ottawa City; during navigation (70 miles.)	Service 6 times per week, to commence on the close of navigation in 1859, and to continue till the opening of navigation in 1860. Mail to be conveyed in a one horse vehicle.	Aug 26.	Oct. 26.	Patrick Lee J. Beauchamp	L'Original Ottawa	Oct. 24. " 24.	Oct. 23. " 23.	1 2	Do Do	do do	1298 00 2420 00	for the season No. 1 accepted,
Montreal and St. Eustache; during season of navigation (21 miles) and Carillon, during close of navigation (48 miles.)	Service 6 times per week all the year round, to commence on the close of navigation in 1859. Mail to be conveyed in a one horse vehicle.	Aug. 26.	Oct. 26.	J. W. Mitchell Alex. Brunet C. Jeanvieu dit Doltaire Ven. Lemay	St. Eustache Montreal St. Eustache St. Martin	Oct. 19. " 18. " 19. " 18.	Oct. 23. " 23. " 22. " 25.	1 2 3 4	Do Do Do Do	Two years, with usual reservation in favor of P. M. G.	918 50 15 00 32 00 1600 00 1800 00	No. 1 accepted. { per week during season of nav. } { per week during close of nav. } " " per annum.
Amrrior and Castelford (13 miles.)	Service 6 times per week, to commence 1st Dec. 1859. Mail to be conveyed on horseback, or in a buggy in summer, and in a cutter in winter.	Sept. 9.	Oct. 21.	John Warnock D. Ferguson John Campbell	Horton do Amrrior	Oct. 15. " 17. " 17.	Oct. 18. " 18. " 18.	1 2 3	Do Do Do	Four years with usual reservation in favor of P. M. G.	470 00 540 00 720 00	No. 1 accepted.

Mail Tender Register.—(Continued.)

Name of proposed Contract.	Conditions stipulated by Department in advertising proposed Contract.	Date of advertising for Tenders.	Date for reception of Tenders.	Name of person Tendering.	Residence of person Tendering.	Date of receipt of Tender.	Date of receipt of Tender by P. M. General.	No. of Tender.	Terms proposed in Tender.	Proposed duration of Contract.	Amount per annum proposed in Tender.	Observations.
Franktown and R. R. Station (1 mile.)	Service 12 times per week, to commence 1st Dec. 1859. Mail to be conveyed in a passenger vehicle, or otherwise, at option of contractor.	1859. Sept. 9.	1859. Oct. 21.	Jas. Burrows... Ewen McEwen.	Franktown..... do	1859. Oct. 15. " 19.	1859. " 20.	1 2	In conformity with stipulations proposed in advertisement.	Four years, with usual reservation in favor of P. M. G.	\$ cts. 75 00 144 00	No. 1 accepted.
Clarence and Grenville; during close of navigation (35 miles.)	Service 3 times per week, to commence with the close of navigation 1859. Mail to be conveyed in a one horse vehicle.	Sept. 21.	Nov. 4.	Steph. Hillman Jno. M. Dole... A. Galipeau... R. Woodley... H. M. Whitecomb	Papineauville... Lochaber T p... do Clarence..... Lochaber.....	Oct. 29. " 27. " 25. Nov. 1. Oct. 21.	Nov. 1. Oct. 20. " 23. Nov. 3. Oct. 20.	1 2 3 4 5	Do	do	120 00 144 00 320 00 380 00 100 00	per quarter.No. 1 accepted. per season. per season. per month.
Carillon and Grenville, during close of navigation (12 miles.)	Service 6 times per week, to commence with close of navigation 1859. Mail to be conveyed in a one-horse vehicle.	Sept. 21.	Nov. 4.	Patk. Kelly.....	Grenville.....	Oct. 24.	Oct. 20.	1	Do	do	1 373	Mr. Kelly afterwards agreed to perform the service for \$1.25 per trip, and a Contract was accordingly made with him at that rate.

SIDNEY SMITH,
Postmaster General.

EDWIN KING,
Secretary.

REPORT NO. 16.

STATEMENT of Dead Letters containing Money and other articles of value, registered and sent out for delivery during the year ended 30th September, 1859, from the Dead Letter Office, Canada.

REPORT

STATEMENT of DEAD LETTERS containing MONEY, and other ARTICLES of VALUE, registered and sent out for delivery, during the year ended 30th September, 1859, from the Office, Canada.

No. of Letters.	Amount of Money contained in Dead Letters received, and how disposed of.		No. of Letters.	Amount of Drafts and Cheques contained in Dead Letters received, and how disposed of.		No. of Letters.	Amount of Exchange contained in Dead Letters received, and how disposed of.		No. of Letters.
	\$ cts.			\$ cts.			\$ cts.		
554	3002 65	Delivered.	110	42667 42	Delivered.	62	23511 07	Delivered.	107
126	482 75½	In hands of Post-masters waiting delivery.	10	1369 70	In hands of Post-masters waiting delivery.	7	1767 74	In hands of Post-masters waiting delivery.	14
40	131 25	Retur'd to D.L.O. unclaimed, and now on hand.	6	268 98	Retur'd to D.L.O. unclaimed, and now on hand.	4	52 00	Retur'd to D.L.O. unclaimed, and now on hand.	8
720	3616 65½	Total.	126	44306 10	Total.	73	25330 81	Total.	129

RECAPITULATION.

				\$ cts.
Number of Letters containing	Money	720		3616 65
do do do	Drafts and Cheques	126		44306 10
do do do	Bills of Exchange	73		25330 81
do do do	Promissory Notes	129		23942 32
do do do	Money Orders	16		254 97
do do do	Other Articles of Value	243		
Total		1307		97450 85½

W. H. GRIFFIN,

Deputy Postmaster General.

No. 16.

istered and sent out for delivery, during the year ended 30th September, 1859, from the Office, Canada.

Amount of Promissory Notes contained in Dead Letters received, and how disposed of.	No. of Letters.	Amount of Money Orders contained in Dead Letters received, and how disposed of.		No. of Letters.	Other Articles of Value.				
		\$ cts.			Delivered.	In hands of Post-masters waiting delivery.	Returned to D.L.O. unclaimed, and now on hand.		
22308 38	Delivered.	13	227 52	Delivered.					
1088 00	In hands of Post-masters waiting delivery.	3	27 45	In hands of Post-masters waiting delivery.					
545 94	Retur'd to D.L.O. unclaimed, and now on hand.	...	Nil.	Retur'd to D.L.O. unclaimed, and now on hand.					
23942 32	Total.	16	254 97	Total.					
					18	Deeds & Mortgages.	14	4	.....
					15	Powers of Attorney.	11	2	.....
					13	Daguerreotypes	9	3	1
					62	Valuable Letters	43	15	4
					64	do do sent to Imp.			P. O.
					10	do do sent to Washington,			U.S.
					15	Finger Rings	11	3	1
					2	Ear Rings	1	1	.....
					30	Indentures	24	4	2
					1	Testimonial	1	.....	.....
					1	Silver Watch, sent to Imp.			P. O.
					1	Commission	1	.....	.....
					3	Wills	3	.....	.....
					1	Gold Pen	1	.....	.....
					2	Gold shirt studs, sent to Wash'ton,			U.S.
					1	Bead Purse	1	.....	.....
					1	Lottery Ticket, sent to Wash'ton,			U.S.
					1	Broach, sent to Washington,			U. S.
					1	Mathe'cal Ins'tment.	1	.....	.....
					1	Medal	1	.....	.....
					243	Total.			

SIDNEY SMITH,

Postmaster General.

ERRATA.

In Report No. 3, page 47, after "J. Collins," read—

A. Green, 3rd Class Mail Clerk.

A. Kirby, 3rd do do.

Page 60, Mont St. Hilaire, \$17.54.

Page 60, Montrose, \$11.44.

(Sessional Papers, No. 7.)

RETURN of BONDS and SECURITIES recorded in the Provincial Registrar's office, between the 29th day of January, 1859, and the 28th day of February, 1860.

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

(Sessional Papers, No. 8.)

FIVE MESSAGES from HIS EXCELLENCY the GOVERNOR GENERAL, on the subject of the TRANSPORT OF FOREIGN MAILS by the CANADA LINE of STEAMSHIPS.

No. 1.

EDMUND HEAD,

The Governor General transmits, for the information of both Houses of the Legislature, the following Correspondence on the subject of the arrangements made for the transport of United States Mails, between Europe and America, by the Canadian Line of Steamships.

Government House,
Quebec, 5th March, 1860.

WASHINGTON, D. C., 31st October, 1859.

SIR,—I have the honor to inform you that I am now prepared to make a proposition in conformity with the terms mentioned to you in our interview of 17th instant.

The Proprietor of the Canadian Ocean Steamers is under contract with the Canadian Government, "To carry, by each trip of the said Steamers, such Mails as may be given to him or to the Officers in charge of his Vessels, by the Postmaster General of this Province for transmission to Liverpool, or by the Post Office authorities in Liverpool for carriage to this Province, or such other Mails as may be required to be carried at the instance or by command of the Postmaster General of this Province," and "to make weekly trips from Liverpool to Portland, and weekly trips from Portland to Liverpool," and "that the weekly communication between Liverpool and Portland shall commence each year at the time of the close of the navigation of the River St. Lawrence, and continue till the opening thereof;" and I now enclose a letter from Mr. Allan in accordance with these provisions of his Contract.

The days of sailing of these Steamers are Saturdays from Portland and Quebec, and Wednesdays from Liverpool.

It is intended during next Summer to receive and deliver the Mails at Rivière-du-Loup, the most easterly point at present reached by the Grand Trunk Railway, to be conveyed to and from Quebec by special trains, the distance being about 130 miles.

No. 1. I enclose a Schedule shewing the length of time occupied in the passages of these Steamers during the present season, and giving an average passage :

Westward of.....11 days 5 hours.
Eastward of.....10 days 3 hours.

No. 2. I also enclose an advertisement of the Grand Trunk Railway Company of Canada, shewing that their line of Railway will be opened to Detroit, by the 7th proximo, and I may inform you that since my last visit, the Railway has been opened to Rivière-du-Loup.

I also enclose Time Table proposed to be adopted by the Grand Trunk and Michigan Railway Companies, which will afford you the necessary information as to the time which will be occupied in the journey between Chicago and Portland, about 48 hours, being 1,169 miles. I may here add that I am informed that the Railway Companies West, North and South of Chicago, will run their Trains in correspondence with the lines affected by the Table enclosed.

The Railway Map herewith will shew the line of Railway and the extent of country likely to be served by the arrangement herein proposed.

The Victoria Bridge is so far advanced towards completion, that arrangements have been made for the passage of a Train with the Mails for the first Steamer ("Hungarian,") which is to sail from Portland, on 26th November next.

The Steamers will touch at Cork this Winter, the consent of the Canadian Government having been accorded for that purpose.

I have now to propose to carry United States Mails from Detroit to Liverpool, and from Liverpool to Detroit, for the existing sea rate of postage only, the Province of Canada foregoing any internal or domestic rate, in consideration of the United States Government allowing the Canadian Mails to pass free of postage between the frontier and Portland, a proceeding by which the United States will profit largely, as their Mails will unquestionably be of much greater size and amount than the Canadian Mails.

All such Mails as you desire will be landed and shipped at Cork. In order effectually to carry out these arrangements, it is necessary to apply to have Cork made an Office for Exchange of Mails, and that not only Detroit but Chicago also should be made Offices for Exchange of Mails; for, although it is only proposed to carry the Mails to and from Detroit, yet if Detroit be alone an Exchange Office, letters posted west of that place will be detained there from the arrival of one train till the departure of another, the connection will be broken, and most valuable time lost. A similar result will attach to the Mails coming from Europe.

I need hardly press upon your attention the great advantages now offered to your Department over those offered by any other line of Steamers for the establishment of a weekly communication between the United States and Europe.

I can point, with satisfaction, to the result of the operations of the Canadian Steamers during the present and also during the previous season, as proving that, under all circumstances, the line may be relied on for regularity, speed and safety.

As the season has so far advanced and the necessity for action is so urgent, I trust I may be excused for asking an early answer to this proposition.

I am, &c.,

(Signed.) SIDNEY SMITH,

P. M. G.

To Postmaster General,
Washington.

MONTREAL, 24th October, 1859.

SIR,—I beg leave respectfully to request that you will account to the Post Office Department of Canada, for the amount of postage due for carrying the United States Mails to and from Liverpool and Portland, by the steamships of the Canadian Line, previous to this date.

I beg also to state that it is with my concurrence that the Postmaster General of Canada makes arrangement for the transport by the same steam-ships of the United States Mails in future.

I am, Sir,

Your obedient Servant,

(Signed,)

HUGH ALLAN,

Contractor for the Canadian Ocean
Mail Service.

The Postmaster General of the United States,
Washington, D. C.

Outline of arrangement of trains on Grand Trunk Railway of Canada, for Winter of 1859-60, after completion of the Victoria Bridge, in November, 1859.

GOING WEST.

Leave Portland	9 A. M.
do Quebec	1 P. M.
do Richmond Junction.	5 P. M.
do Montreal	9 P. M.
do Toronto	11 A. M.
do Detroit	8 P. M.
Arrive Chicago	10 A. M. 2nd day.

GOING EAST.

Leave Chicago	5 P. M.
do Detroit	7 A. M.
do Toronto	5 P. M.
do Montreal	8 A. M.
do Richmond Junction.....	11 A. M.
Arrive Quebec	3.30 P. M.
do Portland	8 P. M.

Between Quebec and Chicago as above, 45 hours.

Do Portland and do as above, 49 hours.

ABSTRACT of the passages of the Steamers of the Montreal Ocean Steamship Company during 1859.

VESSEL.	CAPTAIN.	Left Liverpool.	Arrived at Quebec.	PASSAGE.		Left Quebec.	Arrived at Liverpool.	PASSAGE.	
				Days.	Hours.			Days.	Hours.
North Briton.....	William Grange.....	20	May, 3	11	15	May, 14	May, 25	11	2
Anglo Saxon.....	William Ballantyne.....	27	" 0	11	16	" 21	June, 1	10	11
Nova Scotian.....	R. Borland.....	4	" 10	12	11	" 28	" 8	11	0
North American.....	Thos. Arton.....	11	" 22	11	7	June, 4	" 14	10	3
Hungarian.....	Thos. Jones.....	18	" 30	12	2	" 11	" 20	9	6
Indian.....	Wm. Smith.....	25	June, 6	12	8	" 18	" 29	10	6
North Briton.....	Wm. Grange.....	1	" 11	10	8	" 25	July, 5	10	6
Anglo Saxon.....	Wm. Ballantyne.....	8	" 18	10	5	July, 2	" 11	9	5
Nova Scotian.....	R. Borland.....	15	" 27	12	7	" 9	" 19	10	3
North American.....	Thos. Arton.....	22	" 3	11	6	" 16	" 27	10	10
Hungarian.....	Thos. Jones.....	29	July, 8	9	14	" 23	August, 1	9	14
Indian.....	Wm. Smith.....	6	" 18	11	17	" 30	" 10	11	4
North Briton.....	Wm. Grange.....	13	" 24	10	6	August, 6	" 16	10	1
Anglo Saxon.....	Wm. Ballantyne.....	20	" 30	10	6	" 13	" 23	9	6
Nova Scotian.....	R. Borland.....	27	August, 7	11	7	" 20	" 30	9	21
North American.....	Thos. Arton.....	3	" 13	10	6	" 27	Sept., 6	10	2
Hungarian.....	Thos. Jones.....	10	" 20	10	9	Sept., 3	" 13	9	18
Indian.....	Wm. Smith.....	17	" 29	11	15	" 10	" 20	9	16
North Briton.....	Wm. Grange.....	24	September, 5	11	21	" 17	" 29	11	8
Anglo Saxon.....	Wm. Ballantyne.....	1	" 12	11	5	" 24	" 4	10	3
				244	16			202	21

{ Average passage Outwards, 11 Days, 5 hours. }

{ Average Homewards, 10 Days, 3 hours. }

POST OFFICE DEPARTMENT,

WASHINGTON, 1st November, 1859.

SIR,—I am directed by the Postmaster General to inform you that he assents to the proposition made in your letter of the 31st ultimo, “to carry United States mails from Detroit to Liverpool and from Liverpool to Detroit for the existing sea rate of postage only. The Province of Canada foregoing any internal or domestic rate in consideration of the United States Government allowing the Canadian mails to pass free of postage between the frontier and Portland,” upon the following conditions, viz. :

1st. That the arrangement is not to go into effect until Detroit and Chicago are constituted offices of exchange for United States and British mails.

2nd. That the United States transit charge between Portland and Canada line is to be relinquished on such mails only as shall be conveyed to and from Portland by the Canadian Mail Packets. And

3rd. That in the event of a reduction of the postage between the United States and Great Britain, the reduced rate of sea postage, whatever that may be, is to be charged by the Postmaster General of Canada.

I have further to advise you that the necessary measures will be taken at once for obtaining the consent of the British Post Office to constitute Detroit and Chicago United States offices of exchange for British mails to be transported under this arrangement by the way of Canada.

I am, very respectfully
Your obedient Servant,
(Signed), HORATIO KING.

To the Postmaster General of Canada.

WASHINGTON, D. C., 2nd November, 1859.

SIR,—I have the honor to acknowledge receipt of a letter from Horatio King, Esq., of 1st instant, and to thank you for your early attention to the matter referred to in my letter of 31st ultimo.

In the proposition submitted in my letter it was intended to embrace an offer to transport all United States Mails, between Liverpool and Portland, and *vice versa*, at the existing sea rate of Postage, the limitation about the provincial internal rate applying only to the arrangement for transport of Mails, between Detroit and Liverpool, and *vice versa*.

I now beg to renew the offer to transport all United States Mails, between Liverpool and Portland, and Portland and Liverpool, at the existing sea rate of Postage, being in effect a renewal of the service performed for you by Canadian Steamers during last winter, except that it will be a weekly instead of a monthly service.

Your assent to this part of the proposition need not, it appears to me, be in any way subject to the first condition, mentioned in Mr. King's letter.

As to the second condition mentioned in Mr. King's letter, I may say that I accede to it.

As to the third condition, it appears to me that we must deal with the rate as it exists, until the reduction of postage is agreed upon, from which time, of course, the rate then fixed will be the rate to be covered by our arrangement.

I have the honor to be,
&c., &c., &c.,
(Signed),

SIDNEY SMITH,
P. M. G. of Canada.

Hon. JOS. HOLT,
Postmaster General, Washington.

P. S.—It is understood, of course, that your Mails will be conveyed, in summer, between Rivière-du-Loup and Portland, and Portland and Rivière-du-Loup, upon the same terms as have been mentioned as regards the Detroit and Chicago Mails.

(Signed,)

S. S.

POST OFFICE DEPARTMENT,
WASHINGTON, 2nd November, 1859.

SIR,—I have the honor, by direction of the Postmaster General, to acknowledge the receipt of your letter of this date, in further explanation of the proposition made in your letter of 31st ultimo, and to inform you, in reply, that your explanations relative to the arrangement in question, as therein stated, are satisfactory to this Department.

I am, very respectfully,

Your obedient servant,
(Signed,) HORATIO KING.

Hon. SIDNEY SMITH,
P. M. Gen. of Canada,
Present.

MORLEY'S HOTEL,
LONDON, 22nd November, 1859.

MY LORD,—In the interview with which Your Lordship was yesterday so good as to favor me, I had the honor of stating that Canada had entered into an arrangement with the United States Post Office, for the transmission of weekly Mails between the United States and the United Kingdom, throughout the year by the line of Ocean Mail Steamers under contract with the Canadian Government; and in order that Your Lordship may have the fullest knowledge of the terms and scope of the agreement thus concluded, I beg leave to place before Your Lordship the enclosed copies of the Correspondence which took place upon the subject between the Postmaster General of the United States and myself, and which led to the request, addressed by the Postmaster General of the United States to your Department, that you would be pleased to concur in the arrangement, and aid in giving it effect.

The understanding between the United States and Canadian Post Offices is as follows:

1st. That General Mails for and from the United States should be despatched by the Canadian Packets weekly, both in summer and winter;

2nd. That whereas the Mails for all parts of the United States have hitherto been forwarded in winter upon the Portland Post Office; when sent by Canadian Packet it was expedient, in view of the superior facilities afforded by the Canadian Grand Trunk Railway for communication with the Western States, that Detroit and Chicago should be authorized to exchange Mails directly with the British Offices, both in winter and summer, leaving the remainder of the Correspondence to be included in the Portland Post Office bags as heretofore;

3rd. That during winter, Mails should be landed and taken up at Cork by the Canadian Steamers, and that application should therefore be made to have Cork constituted an Exchange Office for the purpose;

4th. That as the Portland Office was already authorized to exchange Mails with England during winter by the Canadian Packets, it was chiefly necessary to ask the concurrence of the British Post Office for the separation of the Detroit and Chicago Mails from the rest of the despatch, and for the transmission of those Detroit and Chicago Mails, and for the transmission of Mails to Portland in winter as well as in summer, and also for the addition of Cork as an Office of Exchange, these being the new features which the new arrangement was to add to that already existing;

5th. That the Canadian Packets would thus with the Cunard line afford to the whole of the United States the advantage of a regular semi-weekly Mail communication with Europe;

6th. That to enable Portland more efficiently to act as a port of distribution for the general Mails not comprised in the Detroit and Chicago bags, the United States Post Office was engaged in perfecting a main Trunk Line of Railway Mail through, from New Orleans to Portland, with, of course, a daily service;

I need not here dilate on the importance of these arrangements nor in the interest naturally felt in Canada, that they should come into operation with the least possible delay.

The American Post Office entered into the measure with the most gratifying promptitude and liberality of feeling, evincing the most earnest desire that all considerations should

give way to the main object of accelerating and facilitating correspondence, and Canada is most desirous of fulfilling her part of the contract in a like spirit, but of course as regards the despatch Mails from this side and other measures dependent on the active co-operation of the Imperial Post Office, Canada can do no more than earnestly entreat Your Lordship's concurrence and assistance.

Every one interested in the prosperity of Canada will be gratified that Your Lordship should have felt yourself justified in expressing so warmly as you were good enough to do, your appreciation of the very important advantages which these arrangements promise to confer, and of the inestimable value to Canada of the declaration formally made by the United States authorities that the Canadian Grand Trunk Railway and Steamship line affords a better and more expeditious channel of intercourse with Europe to the Western and South-Western States of the Union, than the lines of communication *via* New York or Boston.

To preclude as far as possible all occasion for delay or misunderstanding in carrying the arrangement into effect, I have crossed the Atlantic at the desire of Her Majesty's Canadian Government to place all this information before Your Lordship, and afford any explanation which the matter might appear to demand.

The Postmaster General of the United States could not of course give any formal assent to the commencement of these reciprocal arrangements until your concurrence should have been asked, and in fact, in deference to you, felt obliged to stipulate that this should be a preliminary step, but relying upon my assurance that Canada possessed sufficient interest with the Imperial authorities to induce them to overrule difficulties and abridge delays resting upon mere points of form, entrusted to my charge the written application for your Lordship's assent to the arrangement. Your Lordship will observe, by the Assistant Postmaster General's note to me, of the second instant, that it was anticipated that your Lordship's ready concurrence would complete the whole arrangement on both sides of the Atlantic by the 1st proximo, and with this expectation I may add that practically the arrangement was in that way to take immediate effect on the other side, and that American mails, made up in conformity with it, will leave Portland by the Canadian Steamer of the 26th November (Saturday next.) If this promptitude be irregular as a matter of form I ought to explain that the American Post Office will have become amenable to reproach in its readiness to show that it was acting heartily in the matter and under the belief that the Imperial Post Office would not complain if an irregularity of this character was consented to at the solicitation of Canada.

It will no doubt take some time to make a formal exchange of additional articles between London and Washington, but this need not, I believe, operate to delay the putting the arrangement into effect, for I perceive, by copies of the papers before me, that the transmission of the American Mails by the Canadian Steamers last winter, with the addition of Portland as an exchange office for the purpose, was commenced by England, on the 22nd December, 1858, by a public advertisement from the General Post Office, London, dated 18th December, 1858, in compliance with a request from the General Post Office, Washington, received in London on the 15th December, though the articles embodying the arrangement were exchanged under date of 11th January, 1859, in Washington, and 3rd February, 1859, in London.

The separation now desired of portions of those Portland Mails for Detroit and Chicago, and the exchange of another portion at Cork, are in point of fact mere modifications in matters of Office detail of last winter's arrangements.

It has been raised as an objection by the British Post Office, to complying with the request, that a general United States Mail be sent by the Canadian Steamers leaving Liverpool for Portland, on Wednesday,—that an authority has also been recently received from the General Post Office, Washington, for the despatch of general Mails by Steamers sailing from Southampton for New York, on Tuesday, in some weeks, and on Wednesday, in others, but I confess that I do not perceive wherein lies the magnitude assigned to this objection; for even should the British Post Office not desire to give the preference to a Canadian Steamer in a case where a Canadian and a Foreign Steamer, both authorized by the United States Post Office, should sail from the same port simultaneously,—there is no such direct conflict of choice involved in the present question,—for a departure from Southampton and a departure from Liverpool, though happening to occur occasionally on

the same day, would not for three-fourths of the correspondence involve a simultaneous making up of Mails for the two Steamers, which is the practical point at issue.

To refuse to send by the Canadian Portland Steamer of Wednesday any portion of the General United States Mail, and to forward the whole Mail upon the Foreign Steamer of that day from Southampton, would, I beg respectfully to suggest, carry the correspondence of Ireland, Scotland and the Liverpool section of the English Mail past Liverpool, down to Southampton, necessarily many hours in advance of the time of closing the American Mails at Liverpool for the Canadian Steamers, and with an attendant loss of time to correspondence that (considering that the English writer has at least an equal interest with the American receiver of a letter in avoiding) your Lordship might be expected to refuse to sanction, even in compliance with a much clearer signification of the preferential choice of the United States Post Office in that direction, than is shown to exist. To make the argument stronger, it is a fact beyond question that Mails so sent *via* Southampton, would be from one to three days longer on the Atlantic voyage, than if sent *via* Liverpool by the more speedy Canadian Packets.

It was further urged as another most serious objection by your Lordship's Department, that a Despatch by both Packets, the Liverpool Canadian and the Southampton Foreign, could not be consented to because though it might facilitate correspondence, it would operate prejudicially upon the postage profits derived by the British Post Office, from the Mails by the Cunard Line, inasmuch as it would trench upon the half of the week which it was desired to guard exclusively for the benefit of that line.

Now whether this unexpected view of the matter would be persisted in or not, I beg that your Lordship will permit me to remark that the apprehension appears to me to be entirely without sufficient grounds.

It is not proposed to encroach upon the half of the week which your Office considers must be deemed to be set apart for the Cunard Mails, for a despatch by both Liverpool and Southampton Steamer, would amount to nothing more than a division of the correspondence arising in the unappropriated half of the week, and I am at a loss to perceive how the despatch of two Mails on Wednesday, or of one of the two on the previous day, Tuesday, could be construed as affecting the accumulation of correspondence arising in the latter half of the week, and destined for the Saturday Packet.

May I trust that your Lordship will pardon me if I take the liberty of expressing my earnest hope that objections of the character of those I have just adverted to may not be allowed to weigh against the importance of giving to this measure in which the general interests of Canada are, as I had the honor of explaining to your Lordship, and to his Grace the Duke of Newcastle, so vitally engaged the active and cordial co-operation of the Imperial Post Office.

Your Lordship will excuse me if I add that were this affair a matter affecting merely arrangements for postal intercourse, I should not venture to urge its claims for the promptest possible action so strongly upon your Lordship's attention.

But as an emphatic acknowledgment of advantages available for general commercial objects as well as postal (and to the United States as well as to Canada), offered by the great line of communication between the interior of the continent of America and Europe, which has been built up by the utmost efforts of the Province, assisted by British capital, to the amount of twelve millions, it is of the last importance to Canada, at this critical period of the enterprise, that the arrangement I am pressing, should be brought under the public notice, without a moment of avoidable delay. And further that it should receive at least as cordial a reception from the authorities of the mother country, as I am bound to declare it met with from the American Government.

May I, in conclusion, entreat your Lordship, that the requisite steps may be immediately taken for giving the fullest possible effect to the arrangement, as I have had the honor to explain it, commencing with next Wednesday's Canadian Packet :

1st. That separate Mails be made up, comprising the whole correspondence for the Detroit and Chicago Bags.

2nd. That a general Mail for the United States be dispatched upon Portland.

3rd. That the Canadian Government Packets be enabled to receive and land Mails at Cork, with the same advantages as are accorded to the Steamers and Mails by the Cunard line.

I should also esteem it as a great value that a public advertisement should appear in the ordinary way, embodying this measure.

Finally I beg to say, that to meet the apprehensions expressed as to certain responsibilities in connection with this matter, I consent that should the United States Post Office raise any difficulty on the score of Postage profits with respect to the correspondence for the United States, which the arrangement contemplated should be sent by Canadian Packet to Portland, the amount of sea rate collected in England on such correspondence (which is all that Canada could claim from England) shall be held over by the British Post Office, until the question of claim can be satisfactorily adjusted.

I have the honor to be, My Lord,

Your Lordship's very humble

and very obedient Servant,

SIDNEY SMITH,

Postmaster General of Canada.

The Right Honorable,
The EARL of ELGIN, K. T.,
&c. &c. &c.

(To this, no Reply was ever received.)

GENERAL POST OFFICE,
LONDON, 25th November, 1859.

SIR,—I beg leave to transmit to you, for your information, the enclosed copy of a letter which has been received from the Postmaster General of the United States, on the subject of the proposed exchange of mails between the United States and this country, by means of the Mail Packets maintained by the Canadian Government, both by way of Chicago and Detroit, and by way of Portland, and at the same time, I have to enclose a copy of the reply which has been made to the above letter.

I am, Sir

Your most obedient Servant,

ROWLAND HILL,

The Hon. SIDNEY SMITH,
P. M. G. of Canada,
Morley's Hotel, W. C.

POST OFFICE DEPARTMENT,
WASHINGTON, 2nd November, 1859.

SIR,—I have the honor, by direction of the Postmaster General, to inform you, that an arrangement has been concluded between this Department and the General Post Office of the Province of Canada, for the transmission of United States Mails from Detroit to Liverpool, and from Liverpool to Detroit, over the Grand Trunk Railway of Canada, and by the Canadian Mail Packets plying in summer between Quebec or Rivière du Loup, and Liverpool, and in winter between Portland and Liverpool, whereby the United States and British Mails, from and for the Western, North-western, and, it is believed, the South-western States, embracing all points, West and North, and North-west of Chicago and Detroit, will be greatly expedited as compared with the present routes of transmission through this Country to New York or Boston.

In order to carry out this arrangement and secure the desired expedition of the Western Mails intended to be transmitted over the new route, it is necessary that Detroit and Chicago be constituted Exchange Offices for United States and British Mails, to correspond with Liverpool and London, and, if deemed advisable, with Cork also, for that portion of the international correspondence destined for or received from Ireland; it being understood that the Canadian Packets will touch at Cork, going and returning, during the coming winter.

As mails for and from Portland will be landed at Rivière-du-Loup during the summer season, it is also desirable to so modify the additional articles constituting Portland an Office of Exchange for United States and British Mails, and to authorize the exchange of Mails

by that Office by way of Rivière-du-Loup as well as by the Steamers running direct between Portland and Liverpool.

Inasmuch as a direct weekly communication between our Western States and the United Kingdom, by means of the Canadian route *via* Quebec and Portland, will secure important advantages in point of expedition, the Postmaster General is induced to believe that you will readily assent to his proposal, to constitute Detroit and Chicago additional offices of Exchange, for the correspondence intended to be transmitted by the new route. In that case I am desired to request that you will please cause formal articles to be prepared for execution of the respective Post Office Departments, embracing Cork also, as an additional Exchange Office, on the side of the United Kingdom, if deemed advisable, together with a provision authorizing Portland to exchange mails in the summer season *via* Rivière-du-Loup.

Requesting the favor of a response at your earliest convenience.

I am, &c.,

HORATIO KING.

The Postmaster General, London,
England.

GENERAL POST OFFICE,
LONDON, 25th November, 1859.

SIR,—In reply to your letter of the 2nd instant, I am directed by the Postmaster General to state, that he readily assents to your proposal to constitute Detroit and Chicago additional offices of exchange, so as to enable you to attain the objects mentioned in your letter; and I enclose for signature an additional formal article to that effect.

Advantage has been taken of the opportunity to include not only these towns and Cork as you request, *but Dublin and Galway*, and to make the office at Portland an office of exchange generally, instead of being limited to an exchange of mails under certain circumstances; but as there is no immediate intention of making up mails at Dublin or Galway, it will not be necessary to make up corresponding mails in the United States until you receive notice.

The Postmaster General of Canada, who is now in London, has strongly urged the immediate adoption of the new arrangements, including a despatch from this country by each Canadian Packet, not only of mails for the north-western, western, and some of the southern of the American States, but of Mails for the American States generally, and he says that in doing so, he represents your wishes as well as those of his own Government, a statement which is supported by the correspondence on the subject which has passed between Mr. Smith and your office, a copy of which has been laid before Lord Elgin.

It was objected that your letter to us contained no request that the arrangement should, if practicable, commence forthwith, and did not give so comprehensive an instruction regarding the mails, and that Lord Elgin feared that if, without further communication with you, we sent mails to Detroit and Chicago, the Postmaster of those Towns might be at a loss how to dispose of them, for want of previous directions, and that you might be placed in a difficult position with regard to the Contractors for your other Packets in consequence of a portion of the letters usually conveyed by these Contractors being withdrawn from their Packets and sent by the Canadian Packets.

In reply to their remarks, Mr. Smith stated that your letter of the 2nd instant had, to his knowledge, been written hurriedly after the conclusion of your agreement with himself, in order to be in time for the outgoing Packet; but that he was certain that it was your strong desire that the new arrangements should be at once adopted, and that in the manner I have described; but that in order to prevent the possibility of your having a difficulty in relation to your other Contractors, he would consent that the Canadian claim for the sea postage of letters conveyed on your behalf from this country to Portland, should be subject to any payment which you may have to make to these Contractors in consequence of the diversion from them of part of the correspondence.

Another difficulty arises from there being at present no provision for sorting the letters, &c., on board the Canadian Packets, so that much work, irrespective of the minute sortation required for deliveries, &c., that in the British Packets is done on boardship after

the Packet had sailed would, in the case of the Canadian Packets, have to be performed at Cork, and this, even with an increase of force at that office, would cause a detention of the Paket for some hours, and throw the hour of departure into night.

This, as a permanent arrangement, could not be contemplated, whatever efforts might be made to provide for it as a temporary measure.

Under all the circumstances, Lord Elgin, being desirous to meet Mr. Smith's wishes and what are represented to be your own, and also to promote the public advantage, and in the expectation that immediate means will be taken for providing for the sortation of the correspondence on board the Canadian Packets, on the plan proposed in my letter of the 7th January last, has directed that the next Canadian Mail, which will leave Liverpool on Wednesday, the 30th instant, and touch at Queenstown (Cork) the following day, shall take mails for Detroit and Chicago, (including all the correspondence which may have accumulated for the States of Michigan, Ohio, Indiana, Illinois, Wisconsin, Minnesota, Iowa, Missouri and Arkansas,) and a similar mail for Portland, containing the correspondence for the State of Maine, also a mail for the other States, containing such correspondence as would be too late for your Packet *via* Southampton, but be in time for the Canadian Packet.

Subject to the revision by Lord Elgin himself, and subject to any instructions which you may forward, this course will be followed with each succeeding Canadian Packet until the discontinuance of the other American Packets, which I presume will be almost immediate, when all the letters, &c., which will for the present be divided between those and the Canadian Packets, will be sent by the latter alone.

In my letter of the 11th instant, it was stated that if you should adopt the Cork route, and should wish that special trains be used for the conveyance of your Mails, the cost of these special trains would devolve upon your Office; but on further consideration, Lord Elgin has decided to waive this claim, and gratuitously to give to your Mails, whatever advantage by way of special trains may be given to the English Mails.

It was also stated that as there might be a doubt whether there was in accordance with the spirit of the understanding between the two offices, that a supplementary British Mail should be made up for Cork after the time for the Packet leaving Liverpool without first giving you sufficient notice of the change, (a matter which had been overlooked when the arrangement was made for the alternate British Packets to touch at Cork), Lord Elgin had directed that any excess in the amount of postage in these Packets (as nearly as it can be estimated,) should for the present, be placed to your credit.

By the new arrangement regarding the Canadian Packets, not only will such excess disappear, but as regards the combined alternate Canadian and Southampton Packets, at least the excess will probably be the other way, but Lord Elgin leaves it to yourself to decide what shall be done under these altered circumstances.

I am, &c.,
(Signed,) ROWLAND HILL

The Postmaster General,
&c. &c. &c.
Washington.

LONDON, 25th November, 1859.

SIR,—Referring to the arrangements which it is understood will commence to take effect for the Canada Mail Packet of Wednesday next, for the despatch of United States Mails to be put on board the packet every Thursday afternoon at Cork, I beg to say, that it will greatly promote the satisfactory working of the arrangement to have provision made for assorting these Mails on board the Vessels, so as to avoid any delay for this object, at the Cork Office, and I shall be glad to have the Mails made up accordingly.

I will place Clerk on board the Canadian Packets, to perform the sorting duties as soon as I return to Canada, but in the meanwhile, I shall be obliged, if you could temporarily provide for the service, by placing on board these ships clerks detached from your own office, whose salaries or other ordinary remuneration I shall be happy to undertake to pay, while so employed.

I will further undertake to say, that the United States Post Office will accord its sanction to this procedure.

I have the honor to be, Sir,

Your very obedient, humble servant,
(Signed,) SIDNEY SMITH,
P. M. G. of Canada.

ROWLAND HILL, Esq.
&c. &c. &c.

MORLEY'S HOTEL,
LONDON, 26th November, 1859.

SIR,—Permit me to express my thanks for your communication of yesterday, and the despatch with which you have given your assent to and proceeded to make the arrangements respecting the transmission of British and American Mails by the Canadian Atlantic Steamers.

I take the liberty of enclosing copy of a communication received yesterday from Washington, which establishes my assertion that the American Post Office authorities are most anxious that every possible expedition should be used in bringing these arrangements into effect.

I also enclose an Extract from the Canadian News of the 23rd instant, taken from a Boston paper, as an evidence of the advantages offered by the arrangement for the transmission of letters for Boston and its vicinity; and under these circumstances may I now ask that you will, in making the distribution of letters for the different Steamers, include hereafter in Mails for our Steamers, *Letters for Boston and places in the Neighborhood of that City.*

The question as to who may be properly entitled to the postage on said letters, can remain over for decision hereafter, and I would ask your permission to urge at the proper time upon the United States Government the right to it under our Contract, as well as to the other postage to be held over for decision, and the whole of the postage upon letters sent to the United States *via* Southampton in other than American Vessels.

I have the honor to be, Sir,

Your very obedient humble servant,
SIDNEY SMITH,
Postmaster General of Canada.

ROWLAND HILL, Esq.,
&c., &c., &c.

(No answer was ever returned to this communication.)

POST OFFICE DEPARTMENT,
WASHINGTON, 7th November, 1859.

MY DEAR SIR,—Your telegraphic despatch of Saturday from "Father Point" is received.

In my letter to the British Post Office, placed in the hands of Mr. Griffin, I requested that the necessary articles constituting "Detroit and Chicago" Exchange Offices might be placed drawn up at London, and after execution there be forwarded to this Department.

This course was considered advisable, inasmuch as we have no means of knowing whether it will be agreeable to the British Office to make Cork an Office of Exchange on the side of the United Kingdom; and if not, articles so drawn up would have to be changed, thus making delay which it is important to avoid if possible.

I am, very respectfully,

Your obedient servant,
(Signed,) HORATIO KING.

Hon. SIDNEY SMITH,
Postmaster General of Canada,
Morley's Hotel.

MORLEY'S HOTEL,
LONDON, 28th November, 1859.

SIR,—I have the honor to transmit for your information copy of a communication addressed by me to Mr. Rowland Hill, in his communicating to me a copy of his answer to your application of the 2nd instant, to have Cork, Detroit and Chicago, made Exchange Offices for British and American Mails.

You will see that I have taken the responsibility of placing persons in the Canadian ships to assort the Mails, in order that no unnecessary delay should take place in forwarding them; and although it was not provided for under the terms of the arrangement made with you, yet I trust that the desire which you will see evinced on my part by such procedure to perform in the best possible manner the service contracted for, will induce you, if not to share in the expense, at any rate to place that reliance upon our intentions to perform the service effectively, that you will see that your Postmasters have instructions as to that part of the contract wherein it is agreed to transport all United States correspondence between Liverpool and Portland and *vice versa*. I would also ask you to communicate at once to the Post Office authorities here your desire to have that point of the arrangement substantially carried out by them.

I have the honor to be,

Your obedient servant,

(Signed,) SIDNEY SMITH.

HORATIO KING, Esquire,
&c., &c., &c., Washington.

WASHINGTON, 13th February, 1860.

SIR,—In accordance with the understanding had with you at our interview this morning, I now beg to submit for your consideration the following proposition:

First. That the Mails from Boston City and adjacent States, say, Massachusetts, New Hampshire, Vermont, Connecticut and Rhode Island, shall be sent on the Saturday from Boston to Portland by Railway, and thence by Canadian Steamer, except when an American Steamer sails from New York on the same day, on which day however all correspondence that may reach Boston too late to be forwarded *via* New York, shall be sent *via* Portland and Canadian Steamer.

Secondly. That the instructions to the British and other European Post Office authorities respecting Mails to be forwarded by Canadian Steamers shall embrace correspondence for the city of Boston and above named States, (except when an American Vessel may sail on the same day).

Thirdly. That you notify the public that Mails will be sent every week from New York by Canadian Steamer, as also of the time such Mails will be closed, and that in order to ensure the despatch of correspondence intended to be thus forwarded, it will only be necessary for the senders to mark their letters, "By Canadian Steamer."

Fourthly. That you pay for the transport of Newspapers *sent from the United States*, by Canadian Steamers, one cent each.

Fifthly. That all letters shall be conveyed for the sea postage only.

Sixthly. That you communicate to the French Postal authorities, your willingness to receive the sea postage on all such correspondence as you have arranged or may hereafter arrange to be forwarded by Canadian Steamers, and the same with respect to Prussia, when their application is received by you.

Seventhly. In the event of your finding that it will expedite the correspondence between New Orleans and other Southern Cities, and Europe, to forward it *via* Chicago or Detroit, or, in case you desire to make the experiment, I will place special messengers in charge of such Mails to and from Detroit and the Sea Board without expense to your Department.

Eighthly. That you assent to a change in the Port of Departure, in Ireland, to some Port on the North Coast, by which a further saving of distance and time will be effected; such Port to be selected by me.

I would remark in conclusion that it is intended to lay down a Telegraph line to the Straits of Belle Isle, early in the coming summer season, by which further advantages will be obtained from the employment of our Steamers.

I have the honor to be,

&c., &c., &c.,
(Signed), SIDNEY SMITH,
Postmaster General.

HORATIO KING, Esquire,
1st Asst. P. M. G., U. S.,
Washington.

POST OFFICE DEPARTMENT,
WASHINGTON, 14th February, 1860.

SIR,—I have the honor to inform you, in answer to your letter of the 13th instant, that the several propositions therein submitted, eight in number, modifying the details of the arrangement made with your Department for the conveyance of United States Mails by the Canadian Steamers between Portland and Liverpool, &c., are approved by the Postmaster General; and that the necessary instructions will be issued for carrying them into effect, so far as they admit of being put into immediate operation.

I am, &c.,
(Signed), HORATIO KING.

Hon. SIDNEY SMITH,
P. M. G. of Canada,
&c., &c., &c.

POST OFFICE DEPARTMENT,
WASHINGTON, 18th February, 1860.

SIR,—I have the honor, by direction of the Postmaster General, to inform you that he has given his consent to the arrangements made by you in Europe, for the transmission of the British, French and Continental Mails, so far as to request the British Post Office to make up and forward Mails regularly by the Canadian Steamers, containing the correspondence for all of the New England States, (as well as for the State of Maine and the West, as heretofore,) and the French Post Office has been requested to send regularly, by the same route, Mails to Boston, embracing correspondence for all of the New England States.

Instructions have also been given to the Postmaster of Boston, to send Mails from his office, *via* Portland, by the Canadian Steamers, except on the Saturdays when American Steamers depart from New York, and on those days to send such supplementary mails as may be received too late for transmission *via* New York; and the Postmaster of New York has been directed to make up a mail to go forward by your steamers from Portland on Saturdays, containing any correspondence which may be specially addressed "by Canadian Steamers."

I have further to inform you that the proposition of the French Post Office, to make Portland, Detroit and Chicago, United States Offices of Exchange, for French Mails, will be held under advisement for the present, in order to ascertain whether the amount of French correspondence passing through those offices is sufficient to make such an arrangement expedient. But whether these additional Exchange offices are established or not, it is believed that the amount of French Mails to be conveyed by the Canadian Steamers will be very nearly the same, inasmuch as authority has been given to the French and British Post Offices (except on the Wednesdays occupied by American Steamers sailing under the United States Flag) to send forward their mails, not only for the Boston distribution, but also for New York and Philadelphia, by the Canadian or other line of Foreign Steamers engaged in transporting mails for this Department, according as the one or the other of such lines may afford the speediest means of transmission to destination. This places the Ocean-service, as between the foreign lines, (Canadian, Bremen, Hamburg or British,) sailing from

England on the same day, open to fair competition, the question of speed to determine the particular route of transmission.

I am, &c.,
(Signed,)

HORATIO KING.

Hon. SIDNEY SMITH,
P. M. General,
Quebec.

No. 2

EDMUND HEAD.

The Governor General transmits, for the information of both Houses of the Legislature, the following Correspondence on the subject of the arrangements made for the transport of French and United States Mails between Europe and America by the Canadian Line of Steamships.

Government House,
Quebec, 5th March, 1860.

GRAND HOTEL DU LOUVRE,
PARIS, 28th December, 1859

SIR,—I have the honor to acknowledge receipt of your esteemed favor of this day's date. Permit me to say that I regret exceedingly the indisposition under which you are suffering. My object in visiting Paris was to explain to you the advantages to be obtained by the employment of the Canadian Line of Steamers, for the transport of your closed mails between Europe and America

This service is now weekly, and by arrangement between myself and the Postmaster General of the United States, their mails are now sent by these ships.

If you are unable to favor me with an interview, for the purpose of receiving the explanation, will you kindly permit me to address you in writing upon the subject?

I have the honor to be,
&c., &c., &c.,
(Signed,)

SIDNEY SMITH,
P. M. G. of Canada.

To M. STOURM,
Director General of Posts,
Paris.

GRAND HOTEL DU LOUVRE,
PARIS, 29th December, 1859.

SIR,—In accordance with the request of M. Maurin, at the interview with which I have this day been favoured, I now have the honor to inform you that a Line of Atlantic Steamers was established in 1856, by the Montreal Ocean Steamship Company, under contract with the Canadian Government, for the transport of Mails between Great Britain and America. This Line has been in successful operation since that time, and in accordance with the contract, the service which was formerly fortnightly in summer, and monthly in winter, is now a regular weekly service throughout the year.

The service has, up to the present time, been most satisfactorily performed, and I take the liberty of enclosing a Table, shewing a Comparative Statement of the time occupied by the Canadian and Cunard Ships in making their voyages, which shows a considerable gain in favour of the former over the latter.

The Grand Trunk Railway Company of Canada has, within the past month, completed the Victoria Bridge across the River St. Lawrence at Montreal, thus forming an uninterrupted line of communication, both in summer and winter, between the Sea Board and Detroit, and I am happy to be able to add, that from Detroit and Chicago to New Orleans, the whole line of Railway was to be opened during the present month, thus forming a direct, and by far the shortest Railway communication between the gulf of Mexico at New Orleans and the easterly coast of America.

The final completion of these great lines of communication, and the satisfactory manner in which the service had been performed by the Canadian Steamers, enable me to propose to the Postmaster General of the United States to carry their Mails for the sea rate of postage only.

This offer was accepted by him, and the service has been commenced and is being satisfactorily performed.

The first Mails were despatched from Chicago for Portland in November last, and were delivered in London in less than twelve days; now that the Railway system between Chicago and New Orleans is completed, Mails from the latter city and intermediate places, can be despatched *via* Chicago, and be delivered in Europe in much less time than by any other route.

By the arrangement it is provided that during the present winter, the ships shall touch at Cork to land and receive the Mails, and thereby a saving of twenty-four hours is effected, as the Mails are forwarded to and from Cork by Special Railway Trains, generously provided for the purpose by the British Post Office authorities.

Telegraphic Despatches can now be forwarded by these ships from Cork up to Thursday afternoon, arrangements having been made with the Telegraphic Companies to have them safely put on board the ships.

This service offers the following advantages :

Mails can now be sent regularly twice a week, instead of once a week as formerly.

Mails can be sent a day later than formerly.

Telegraphic Despatches can be sent two days later than heretofore.

Letters for the Western, South-western and North-western States, will be conveyed and delivered by this route, in far less time than by any other.

The time occupied in the journey between New Orleans and Chicago, will not exceed 48 hours, and thence to the sea board another 48 hours, in all, 96 hours.

From Portland, in winter, to Ireland, the average length of voyage should not exceed 10 days, and from thence to London, 20 hours; the whole distance between New Orleans and London, being accomplished in less than 15 days.

Portland is about 340 miles nearer to Liverpool than New York, the Mails therefore have not to be conveyed so far by sea, and are consequently landed, forwarded and delivered with greater speed and certainty.

Rivière-du-Loup, (at which point the Mails are, under the arrangement, to be landed and shipped in summer,) is about 598 miles nearer to Europe than New York. The navigation thence to the sea, is through the river and gulf of St. Lawrence, and Straits of Belle-Isle, 640 miles, and with comparatively smooth water.

The distance from the Straits of Belle-Isle to Ireland, is about 1,600 miles, and this, as compared with the distance, 2,980 (geographical) miles, between Liverpool and New York, shows an almost incalculable advantage in favour of the Canadian route.

The printed Table already referred to, will shew clearly that in point of time, as well as in distance, the advantages are much with the Canadian Line. (*See at the end.*)

The Postmaster General of the United States, immediately upon the conclusion of the arrangements with me, addressed a communication to the Postmaster General of Great Britain, asking his assent to the arrangement, and for the establishment of Exchange Offices to give it effect. (A copy of this letter I enclose.) (*See at the end.*)

This assent was immediately granted, and in addition the Postmaster General of Great Britain supplied special trains to transport the mails between Dublin and Cork, and placed British Post Office Clerks on board the Ships to assort the letters on the voyage.

Up to the present time there has been but one regular weekly line of Steamers, carrying United States Mails between Europe and America, but now a regular semi-weekly communication is established, in which every confidence can be placed, and nothing now

remains, if you are desirous of availing yourself of the service, as I have heard with the greatest satisfaction is the case, but that your closed Mails should be despatched, in time to be received in London, and forwarded thence by the nine o'clock evening train of Wednesday of each week.

I may remark that under the arrangements to which I have referred, the compensation to be received by the Canadian Line for the transport of United States Letters, is the same as by the Cunard Line of Steamers, and letters thus forwarded and passing through Canada, are not to be subjected to any inland postage rate.

The result of your adopting this service will be that you will gain all the advantages to which I have alluded, without subjecting your Department, or the public, to any additional expense, and you will pardon me if I take the liberty of asking an early and favorable reply.

I have the honor,
&c. &c. &c.
(Signed,)

SIDNEY SMITH,
P. M. G. of Canada.

To M. STOURM,
Director General of Posts,
Paris.

(Translation.)

PARIS, 30th December, 1859.

SIR,—By the letter of the 29th instant which you did me the honor to address me, you offer to transport in closed Mails, the letters and printed matter, which the Post Office of France might exchange with the United States by the Canadian Line of Steamships plying between Rivière-du-Loup, or Portland, and Queenstown, at the same rate which my administration pays for sea conveyance upon such correspondence when conveyed by the British Line of Steamships, and without any claim for transit over the Canadian Territory when the mails might be landed or embarked, at Rivière-du-Loup.

I hasten to apprise you that I accept this proposal, with the proviso that the British and United States Post Offices agree to the proposals I shall submit to them.

Under the convention of the 24th September, 1856, my administration pays to the British Office for the sea conveyance by closed Mails of the Mail matter or exchange with the United States, by the British Steamships, at the rate of 1 franc 20 centimes per 30 grammes of letter matter, and 1 franc per 2 kilogrammes for printed matter, both net weight.

I now write to the British Office to offer to pay it the same rate for the closed Mails exchanged by the Canadian Steamships between my administration and the United States. The Canadian Post Office would afterwards be credited with that sum in the accounts between it and the British Post Office.

I shall, with the least possible delay, address the Post Office of the United States proposing to put the Portland, Detroit and Chicago Offices in direct correspondence with France, but in the meanwhile, relying upon the assurance that you have given me of the concurrence of United States Post Office, I shall hasten, so soon as I receive the reply of the British Post Office (which I have every reason to think will be favorable) to despatch by the Canadian Packets, Mails for the Offices of Boston, New York and Philadelphia, those being the only United States Offices with which the French Offices are as yet authorized to correspond.

Until the Portland, Detroit and Chicago Offices shall have been authorized to correspond with my Office, the Mails sent by the Canadian Steamships would be addressed and forwarded like those sent by the Liverpool Line to Boston.

Receive, Sir, the assurance of my high esteem,

The Councillor of State,

Director General of Post Office,
(Signed,) STOURM.

To M. SIDNEY SMITH,
Postmaster General of Canada.

(Translation.)

PARIS, 30th December, 1859.

SIR,—I have the honor to acknowledge and thank you for the two Documents you were good enough to send me. I will add them to those enclosed in your letter of yesterday's date.

I found this last letter on my desk on my return to my office. I immediately took Mr. Stourm's instructions upon the matter, and am preparing the answer we intend to send you, and the proposals the French Post Office intends to submit to the British Office.

If, as I hope, these letters are signed to-day, I shall hasten to send you that destined for you.

You will also receive an Edition of our General Instructions on Postal Service.

Receive, Sir, assurance,

&c., &c., &c.

(Signed,)

E. MAURIN.

To M. SIDNEY SMITH,
Postmaster General of Canada,
PARIS.

MORLEY'S HOTEL,

LONDON, 5th January, 1860.

MY LORD,—I have the honor to inform your Lordship that I have recently made arrangements with the Post Office authorities at Paris, for the conveyance of French closed Mails between Europe and America by the Canadian Line of Mail Steamers, and an application has been addressed to your Lordship by the French Post Office authority for your sanction to the arrangement.

I regret to say that I was informed yesterday at the General Post Office that it was intended to forward an unfavorable reply to the application, in so far as accounting for the Sea Postage is concerned. The proposed arrangement is that the French Post Office should account to the British Post Office for the Sea Postage on correspondence conveyed by the Canadian Ships exactly in the same manner as is now done with regard to mails forwarded by Cunard Ships, merely extending the system already in existence to the Canadian Ships also. The reason given for the refusal is that it would involve a great deal of trouble which the British Post Office could not and would not undertake, although they consent to collect the inland British Postage rate on the correspondence in question.

I am therefore reluctantly compelled to appeal to your Lordship for a personal consideration and decision, before the matter has gone so far that there will be no opportunity of applying a remedy.

I may remark to your Lordship that the French Post Office authorities have felt very seriously the want of regular semi-weekly communication with America, and expressed a most earnest desire to avail themselves of the advantages afforded by our lines of communication, and they readily entered into the arrangements proposed by me.

May I take the liberty of urging upon your Lordship's attention the great importance to Canada of these arrangements. The mails which will be sent under it will be composed chiefly (if not entirely) of correspondence which would otherwise be forwarded by the Havre and Southampton Ships sailing on Wednesday, and thus there will be no interference with the Imperial Post Office Revenue.

The Postage thus acquired will amount to a large sum annually.

Additional attention will be attracted to the Province in consequence of these arrangements and performance of this service. The current of travel and business which invariably follows the establishment of postal communications, will be directed to the Canadian Steamers, and means will thus be obtained for placing the Line upon a more permanent basis.

The material interest of the Province involved in this matter, and the intimate personal knowledge which your Lordship possesses of everything affecting its welfare, afford the strongest possible assurance that a mere matter of trouble or inconvenience will not be allowed to interfere with a favorable decision on the question, the more especially as the

arrangement is only a provisional one, and will doubtless be modified so as to meet the views of the Post Office authorities here, so soon as communication can be had with the Post Office authorities at Washington on the subject. An adverse decision involves not only the certain delay of many weeks for correspondence between Paris and Washington, but the possible destruction of the whole arrangement.

I would respectfully submit to your Lordship that the objections taken at the British Post Office are really of no weight, and it would be better that I should undertake to pay any expense that might be incurred, rather than that any delay or difficulty should take place; but it does appear to me that the mere additional labor involved in keeping an account of the sea, with the Inland postage, and of receiving and paying it over to the Canadian Office, is not of so much importance as to call for a refusal which may involve such serious results to the Province.

The "Ocean Queen" has been withdrawn from the Havre line, so that there is now a most favorable opportunity for commencing the service, and your assent to the arrangements is all that is wanting at Paris to secure that object.

I trust the importance of the matter will be my apology for troubling your Lordship with the present communication, and that I may venture to ask from your Lordship a favorable consideration of the subject.

I have the honor,
&c., &c., &c.,
(Signed,)

SIDNEY SMITH,
P. M. G. of Canada.

The Right Honorable,
The Earl of ELGIN AND KINCARDINE,
Postmaster General,
&c., &c., &c.

MY LORD,—I have this morning received from the Belgian Post Office authorities, a communication expressing their assent to my proposal to carry Belgian Mails by Canadian Steamers, and I notice in the news brought by the "Nova Scotian," a paragraph stating that the Post Master General of the United States and the Belgian Minister have made a postal convention for sending closed Mails between the two countries *via* England.

A question similar to that referred to in my communication to Your Lordship of yesterday, may possibly arise, respecting the Belgian closed Mails, and it is therefore the more important that your Lordship's decision on the application from France should be favorable.

I have the honor to be,
Your Lordship's most obedient
and very humble servant,

(Signed,) SIDNEY SMITH,
Postmaster General of Canada.

The Right Hon.
The Earl of ELGIN, K. T.
&c., &c., &c.

Saturday, 7th Jan., 1860.

MY DEAR SIR,—Should the Post Office authorities here make any difficulty about accounting for the postage on your closed Mails, I would ask you to send them on, and any method you may adopt for accounting for the postage, till we can better arrange about it, will be satisfactory.

Yours very truly,

(Signed,) SIDNEY SMITH.

MONS. E. MAURIN,
Genl. Post Office, Paris.

[Translation.]

PARIS, 9th January, 1860.

SIR,—The letter of the 7th instant which you did me the honor of addressing me, leads me to anticipate difficulties as to the adoption by the British Office of the proposals we submitted to them, and to which we have not as yet received an answer.

I think it my duty to inform you that it will be a matter of much regret should the British Office not agree to these propositions, as their refusal would not only make it impossible for us to employ even provisionally the Canadian Steamships, but would very probably oblige us to wait a long time before we should be authorized to use that route.

I would therefore urge upon you the endeavour to remove before your departure, the difficulties which seem to prevent the British Office undertaking to receive on account of your office the sea conveyance, which we can only pay to Canadian Steamships, on the consideration that they sail under the British flag, and by applying to them the agreement of the diplomatic convention concluded, 24th September, 1856, between France and England.

Receive, Sir, &c, &c.,
(Signed,) E. MAURIN.

To Mr. SIDNEY SMITH,
Post Master General of Canada,
London.

Reg. No. 312. }
America. }

GENERAL POST OFFICE,
10th January, 1860.

SIR,—The Postmaster General having had before him your letter of the 6th instant, I am directed by his Lordship to inform you that he thinks you must have altogether misunderstood the communication made to you at this office, when you called on the previous day respecting the answer which it was intended to make to the letter received from the French Post Office, on the subject of the transmission by the Canadian Mail Packets of closed mails from France for the United States.

It does not appear that you had any conversation with any one of the Secretaries on this subject, but that the information which you received was from Mr. Page, the Officer conducting the Foreign and Colonial Branch of the Secretaries Office.

It was far however from the intention of Mr. Page to lead you to suppose that the objection to the course proposed by the French Post Office, was in any way based upon the trouble it would occasion.

The accounts with the French Post Office respecting closed mails are so simple, that the least possible trouble is caused in their settlements, and the trouble is precisely the same by whatever line of Packets the Mails are carried.

All this was well known to Mr. Page, and, consequently the question of trouble to the Department never entered his mind; and he must have badly expressed himself if he gave you that idea.

The answer proposed to be made to Mr. Stourm's letter was, that, as the British Mails to and from the United States, conveyed by the Canadian Mail Packets are treated altogether as Mails carried by Packets under contract with the United States, it would be inconvenient and objectionable to treat closed Mails addressed to, or despatched from France when carried by the same Canadian Packets, as Mails conveyed by *British* Packets.

This is the purport of the letter drawn up immediately after you left the Post Office, and, so far as Mr. Page can recollect, the words are the same that he used when he informed you of the answer agreed upon.

He further states that, after receiving this information, you requested that a paragraph might be added, stating that you had called at the Post Office, that you had been informed of the answer proposed to be given, and that you had stated that these arrangements would be quite as satisfactory to you as those which you had submitted to Mr. Stourm's

consideration, as the United States and Canadian Post Offices would come to a settlement with regard to the Sea Postage on the French closed Mails.

A paragraph to such effect was accordingly introduced in the draft letter laid before the Postmaster General; but of course, after the receipt of your present letter, it will be withdrawn.

Having made these observations with respect to what took place when you last called at this Office, I am directed by the Postmaster General to state that he concurs in the proposed answer to the French Post Office.

The Postmaster General of the United States having informed this Department that he had entered into an agreement with the Canadian Post Office, for the transmission of United States Mails by the Canadian Mail Packets, might very naturally object to any arrangement made between the British and French Post Offices, under which the French closed Mails were treated and paid for as Mails conveyed by British Packets.

This Department would only permit any of its Packets employed under contract in the conveyance of Mails to be used by a Foreign Government, on condition that it received its postage on the correspondence conveyed, and it can hardly be supposed that the United States Post Office would take any other view.

I am to add that the Postmaster General cannot see that the decision in this question need in the slightest degree interfere with the transmission of the French closed Mails to the United States by the Canadian Mail Packets.

The rate of postage collected in France upon letters for the United States is the same, whether the letters are conveyed by British Packets or by United States Packets.

As only the British inland rate is accounted for by France to this country upon Mails intended to be carried by United States Packets, the Sea Postage remains to be accounted for to the United States Post Office; but this so far as the Postmaster General is aware, offers no obstacle to the arrangement, and is not likely to reduce the amount of correspondence forwarded.

I am, sir,

Your most obedient servant,
(Signed,) F. HILL.

The Hon. SINDEY SMITH,
Morley's Hotel, W. C.

MORLEY'S HOTEL, LONDON,
11th January, 1860.

SIR,—I have the honor to acknowledge receipt of your communication of the 9th inst. I now enclose a copy of the contract between the Government of the Province of Canada, and the proprietors of the Canadian Steamers as requested by you.

I also enclose a copy of a communication received by me from Mr. F. Hill, in answer to a letter addressed by me to the Postmaster General, on the subject of your application to him for permission to forward closed Mails by Canadian Steamers. From this you will perceive that the Postmaster General does not conceive that there is any difficulty in the way of your at once forwarding these Mails, and that as regards your application, his letter would amount to a sufficient extension or waiver on his part of the convention of September, 1856, to enable you to give immediate effect to our arrangement. I trust you will take the same view of the matter as the Postmaster General, and that any mere formal difficulties (and only such can now exist) will not prevent your forwarding your Mails by the next Steamer.

I am quite willing to look to either the United States or French Government for the postage that may accrue for the service.

I have the honor to be, sir,

Your most obedient humble servant,
(Signed,) SIDNEY SMITH,
Postmaster General of Canada.

M. MAURIN, Chef de l'Administration des Postes.

If you would favor me with a telegraphic message to-morrow morning, I would feel obliged, as it will enable me to advise the Agents of the Ships of the completion of the arrangements.

MORLEY'S HOTEL,
LONDON, 12th January, 1860.

MY LORD,—I have the honor to acknowledge the receipt of a letter from Mr. F. Hill of 10th instant, in answer to mine to your Lordship of the 5th instant.

I regret that I should have misunderstood Mr. Page, and it seems strange that Mr. Griffin, who conversed with him subsequently on the subject, should have received from his remarks a similar impression; it is not however of much importance as the question has after all been decided upon ground amongst others that it would be inconvenient to treat the mails as if sent by British packets.

In acceding to what seemed to be inevitable when conversing with Mr. Page, I certainly did desire him to express to the French Postal authorities my willingness to assent to any arrangement that they might determine upon for accounting for the sea postage upon mails sent by the Canadian ships; but upon reflection I feared as I now learn with too much reason that a refusal by the British Authorities to accede to the French application, would, if it did not peril, at least very greatly delay the commencement of the service, and accordingly I forwarded to your Lordship my letter of the 5th instant. Not having received any reply to it on the 7th instant, I addressed a communication to Mr. Maurin, expressing my willingness to assent to any arrangements for accounting for the postage that the French authorities might suggest.

On the 9th instant I received his reply, a copy of which I enclose herewith for your information, and from which your Lordship will see that my apprehensions were only too well founded; and that unless your assent is given to the French application, serious injury may result to the Province, and great inconvenience to the French Postal Service.

I now understand that the reason for refusing your assent to the application is, "That the Postmaster General of the United States might very naturally object to any arrangement made between the British and French Post Offices, under which the French closed mails were treated and paid for as mails conveyed by British Packets."

This objection might require consideration, were the present application for a permanent arrangement, but it has been made merely a provisional one in order to give the Postmaster General of the United States an opportunity of assenting to or dissenting from it, at the same time that it enables the French Authorities with your assent to avail themselves immediately of the great advantages offered by the service.

Another reason given by Mr. Hill, is that your "department would only permit any of its packets employed under contract for the conveyance of mails to be used for a similar service by a foreign Government, on condition that it received its postage on the correspondence conveyed, and it can hardly be supposed that the United States Post Office would take any other view."

I may remark that the present case is not at all the same as that put by Mr. Hill, inasmuch as the United States Government do not pay any subsidy to the Canadian Steamers, are not to receive the sea postage, but the same is to be paid over to the Canadian Government; and therefore the Postmaster General of the United States can have no motive for objecting to the arrangement, unless it should be found to be an inconvenient one.

In my propositions to the Postmaster General of the United States for the transport of their mails by Canadian steamers, I explained to him fully the advantages to be obtained by the adoption of the Canadian lines of railway communication and of the Canadian lines of steamers for their postal service; so fully was he convinced of the advantages that he very liberally and generously, and without hesitation, entered into the arrangement; and neither did he require that the Canadian steamers should be considered United States steamers (as no United States steamers sail from Portland,) it was unnecessary that he should do so, or that any particular manner of accounting for the sea postage should be adopted. A perusal of the correspondence which took place on the subject, a copy of which I furnished to your Lordship in November last, clearly establishes this point.

In my proposal to M. Stourm, at Paris, I adopted a similar course, and explained to M. Maurin, that not only were the Canadian steamers built in Britain, but that they were owned by British subjects; indeed M. Maurin gives as his reason for requiring your Lordship's assent, that the Canadian steamers sail under the British flag. The question as to whether the Canadian steamers are to be considered as British or United States packets, did not and

could not, and, as I respectfully submit, does not now properly come in question any more than the question as to whether the Canadian Grand Trunk Railway (the services of which form an essential element in the performance of the service) is a British or United States railway, for in both instances and by all parties the railway and steamers were treated as Canadian, and as such offering superior advantages in every point of view over every other line of communication between Europe and America. The letter of the first assistant Postmaster General of the United States of the second of November last, fully establishes this point: he asserts that by the arrangement entered into with me, "the United States and British mails from and for the Western, South-Western, and it is believed the Southern States, embracing all points west, north and south-west of Chicago and Detroit, will be greatly expedited as compared with the present modes of transmission through this country to New York and Boston."

It is with the greatest possible concern that I now learn that a point not considered, or treated as of any possible importance by either the United States or French authorities in my negotiations and arrangements with them, is now first raised by the British postal authorities, and that the Canadian ships even when carrying mails between British and Canadian ports, as in summer, they will do, are to be held to be United States packets, and treated as such, and that (in the words of Mr. Hill's letter) it will be inconvenient and objectionable to treat closed mails addressed to or despatched from France, when carried by the same Canadian packets as mails conveyed by British packets, or, in other words, that it is objectionable to treat a Canadian packet as a British packet, and unobjectionable to treat a Canadian as a United States packet, when carrying identically the same British, French, United States and Canadian, and other mails, as are carried by the Cunard line. The Cunard plying as these do to port in the United States are treated as British packets, the others plying to Canada as United States packets. If the difference in the mode of treating the two lines of steamers and mails sent by them arise from the want on the part of the Canadian line of a subsidy from the British Government, and consequent employment by that Government, then the want of that subsidy to the Canadian line involves more serious consequences than were ever before anticipated, and the more important it is that such a state of things should no longer exist, and that the Canadian line should receive similar encouragement from the Imperial Government as is afforded to the Cunard and Galway lines.

I cannot refrain from expressing my unfeigned regret and surprise at receiving this information, and the anxiety which I feel as to the effect its publication may have upon the mind of the Canadian people. As Mr. Hill states in his letter that your Lordship cannot see that the decision on the question need in the slightest degree interfere with the transmission of the French closed mails to the United States by the Canadian mail packets, and as he also states that the accounts with the French Post Office respecting closed mails are so simple that the least possible trouble is caused in their settlement, and the trouble is precisely the same by whatever line of packets the mails are carried, but as M. Maurin so clearly declares the impossibility of the service being entered upon without your Lordship's sanction, and the great anxiety that he feels that it should be obtained, and as your Lordship's assent merely involves the treatment of French mails sent by the Canadian packets as if sent by British packets, until further arrangements can be made, although it may for a short time be somewhat inconvenient so to do.

I take the liberty of again soliciting a further consideration of the matter, and expressing an earnest hope that a favorable answer may be sent to the French application at an early day, with a view to the commencement of the service by the steamer of Wednesday next.

I have to apologize to your Lordship for the liberty I have taken in again addressing your Lordship upon this subject, but as I desire to return to Canada by the steamer of next week, and it is important that the service should be commenced, if possible, before I leave, least other difficulties should arise, I trust I may be excused for so doing.

I have the honor to be,

Your Lordship's most obedient and very humble Servant,

(Signed,)

SIDNEY SMITH,

Postmaster General of Canada.

The Right Honorable

The EARL OF ELGIN,

Postmaster General, &c., &c., &c.

[Translation.]

PARIS, 13th January, 1860.

SIR,—I have the honor to enclose herewith a copy of the reply of the British office to my proposals concerning the conveyance of closed mails between France and the United States, by the Canadian Steamships.

If the British office had accepted my proposition, my administration would have despatched mails for the United States by the Canadian Steamships without waiting the answer of the United States Post Office, for these Steamships would have been assimilated in every respect to the British Steamships, of which the employment for correspondence between France and the United States is regulated by the agreement of the 24th September, 1856, between the French and British Governments, and by the agreement between the Post Office of France and that of the United States, dated 2nd March, 1857, but my administration is forced, by the refusal of the British office, to await the answer of the United States office to my communication relative to this matter.

If the United States Post Office consent that the closed mails exchanged with France by the Canadian Packets be assimilated, as respects the reciprocal conditions of transmission, to those exchanged by the British Packets, I shall hasten to ask authority from my Government to pay to the Canadian office for the conveyance, the rate proposed by your letter of the 29th December last.

I would in that event propose to you to adopt the following plan for the payment of the sea postage due to your office.

The French administration would draw up every month an account of the sum due to the Canadian Office.

These accounts would be forwarded directly to you, and after you had approved of them, would be paid at Paris quarterly to an agent whom you might authorize by power of attorney for the purpose.

Receive, Sir, the assurance, &c.,
The Councillor of State,
Director General of Posts,
(Signed,) STOURM.

The Hon. SIDNEY SMITH,
P. M. G. of Canada.

GENERAL POST OFFICE,
LONDON, 14th January, 1860.

SIR,—With reference to my letter of the 10th instant, respecting the transmission of closed mails, from France to the United States, by the line of the Canadian mail packets sailing from Liverpool *via* Queenstown to Portland, I am directed by the Postmaster General to request that you will be good enough to inform him whether it is your intention to send mails by the packets in question.

All mails reaching this office will be forwarded as addressed, and the Postmaster General concludes that the French Post Office will have no difficulty in accounting for the sea postage in precisely the same manner that it accounts for the sea postage upon all other letters carried by packets under contract with the United States Post Office.

But if any such difficulty exists, His Lordship will be glad to learn whence it arises, that he may endeavour if possible to remove it; and I am to request that you will favour His Lordship with a communication on the subject.

I have the honor, &c.,

ROWLAND HILL.

LONDON, 14th January, 1860.

SIR,—I am this day on receipt of a communication from M. Stourm, Director General of the Postal service of France, in which he informs me that in consequence of the refusal of the British Postal office authorities to accede to his request to treat the French closed mails forwarded by the Canadian ships as if forwarded by British packets, until arrangements could be completed with you for a different mode of treatment of them, he

cannot send the mails by the Canadian ships, before a reply is received from you to his communication of the fourth instant.

I need hardly inform you that M. Stourm is most anxious to take advantage of our lines of communication, but the authorities of the British Post office feeling so strongly opposed to submit to the inconvenience they expect it would occasion them, refuse to accede to the application.

My object in now writing is to inform you that my proposition to the French authorities was based upon the arrangement made with you as to the remuneration to be paid for the transport of the mails, and to express my intention of seeking a personal interview with you on my return to America, when we can arrange any matters of detail to our entire satisfaction; with this assurance I trust you will be able to give a favorable reply to the French authorities without waiting further communication with me.

It is a matter of no importance what mode of accounting for the sea postage you may arrange for with the French authorities.

I have the honor to be, Sir,

Your obedient servant,

(Signed,) SIDNEY SMITH,

Postmaster General of Canada.

The Hon. JOSEPH HOLT.

[*Translation.*]

PARIS, 17th January, 1860.

SIR,—I have the honor to transmit herewith the copy of a letter which the British Post Office has addressed me under date of the 14th instant, concerning the despatch of French Mails by the Canadian Mail Packets.

I add to this communication a copy of my answer of to-day's date.

Accept, Sir, &c., &c., &c.

(Signed,)

STOURM.

To Mr. SIDNEY SMITH,
P. M. G. of Canada, London.

PARIS, 17th January, 1860.

SIR,—By the letter of the fourteenth instant, which you have done me the honor to address me, you ask if I intend to avail myself of the Canadian Mail Packets for our correspondence with the United States.

You add that should there be any difficulty in respect to making payment for the sea postage on mails exchanged by this medium between France and the United States, in the same manner as the sea postage on the closed mails forwarded by the American Mail Packets, the British Office would do all that might depend upon it to remove such difficulty.

I hasten to inform you that my administration could not make use of the Canadian Packets to send closed mails to the United States before coming to an understanding with the American Post Office for the purpose, unless the employment of this medium should be considered as falling under the application of article 22, of the convention of the 24th September, 1856, and I beg to add that as these Packets sail under the British flag, it appeared to me that this mode of procedure was the only one which could harmonize as well with the terms of that convention as with those of the convention which governs the relations between my administration and the United States Post Office. But in the event of the sea postage on the mails exchanged between my administration and the United States Post Office, having to be paid in the same manner as the sea postage on mails forwarded by the American Packets, it would be indispensable not only that my administration should have an understanding with the United States Post Office on the subject, but that it should demand from my Government a credit in order to pay the sums which would become due to the Canadian Office, inasmuch as the French Office performs no service for the Canadian office which could counterbalance them. Therefore my administration could neither immediately, nor at a very early date, make use of the Canadian Mail Packets, if the British

Office, as regards payment of the sea postage, assimilates these Packets to the American Mail Packets.

Moreover, I beg you to observe that the arrangement between the Offices of England and the United States, relative to the Canadian Packets, could not create any obstacle to the treatment of the French Mails forwarded by those Packets like those sent by the British Packets of the Liverpool and Boston and New York lines, seeing that the convention between France and the United States establishes no distinction between correspondence forwarded by Packets under contract to the British Post Office, and such as may be forwarded by other British vessels plying to or from British Ports.

I shall be glad, Sir, if the explanations should induce the British Office to accept the arrangements proposed by my letter of the 30th December last, but in any state of the case, I shall be much obliged to you for anything which you can do to facilitate the employment of the Canadian Mail Packets by my administration.

To Mr. ROWLAND HILL,
Secretary, G. P. O., London.

Accept, Sir, &c., &c., &c.
(Signed,)

STOURM.

Reg. No. 60,022. }
America. }

GENERAL POST OFFICE,
17th January, 1860.

SIR,—Having laid before the Postmaster General your further letter of the 12th instant, on the subject of the arrangements under which closed mails shall be sent from France to the United States, by means of the Canadian Mail Packets from Liverpool, I am directed by his Lordship to acquaint you, that a further letter was at once written to the Director General of the French Post Office, requesting him to state whether any obstacle existed to the sea postage on such closed Mails being accounted for by France to the United States in precisely the same manner that France accounts for the sea postage on all other French closed mails conveyed from this country by packets under contract with the United States Post Office.

Up to this time no reply has been received from Paris.

Should it appear when the reply arrives, that from any cause whatever a difficulty presents itself to the transmission of French mails by the Canadian Packets unless the sea postage be accounted for by France to this country, as if the mails were carried by one of the Cunard Packets, the Postmaster General will consent to receive such sea postage temporarily, and to hold it on account of the United States Post Office. But I am to point out that this can only be done on the understanding that, if it proves hereafter that the United States Post Office would be entitled to a higher amount of sea postage, if paid directly by France, than it actually receives through the medium of this country, and if that office demands a payment of the difference, such payment shall be made by the Canadian Post Office.

I am, Sir,

The Hon. SIDNEY SMITH,
Morley's Hotel.

Your most obedient servant,
(Signed.) F. HILL.

[Translation.]

TELEGRAM,

10. 48 A. M., Wednesday,
PARIS, 18th January, 1860.

Your communication announcing the consent of Lord Elgin was received yesterday, one hour after the departure of the last train for Calais. The despatch of the French Mails by your Packets will commence next week, if the reply of the British office reaches me in time.

(Signed.) STOURM.

The Honorable MR. SIDNEY SMITH,
Postmaster General of Canada,
Morley's Hotel, London.

America,
Reg. No. 60,022, 1859. }

GENERAL POST OFFICE,
18th January, 1860.

SIR,—With reference to my letter of yesterday's date, I am directed by the Postmaster General to inform you that the Director General of the French Post Office has stated that, unless this office will receive from France the sea postage, it will be necessary for him to come to an understanding with the United States Post Office before French closed mails can be forwarded to the United States by the Canadian Line of Packets.

Under these circumstances, the Postmaster General proposes to inform Monsieur Stourm that this office will, as a temporary arrangement, receive the combined British inland and sea postage on the mails forwarded, at the same rate as if the mails were carried by British Packets, and will account for the sea postage to the United States Post Office.

But before making that communication, I am to request that you will let his Lordship know whether you agree to the conditions laid down in my letter of yesterday referred to above.

I am, Sir,
Your most obedient servant,
(Signed,) F. HILL.

Hon. SIDNEY SMITH,
Morley's Hotel.

MORLEY'S HOTEL,
LONDON, 17th January, 1860.

SIR,—I have now the honor to enclose copy of a communication from Mr. F. Hill conveying the assent of the Postmaster General of Great Britain to your application for permission to send closed Mails by Canadian Steamers to America, upon certain conditions therein mentioned as to the amount of postage, and to which conditions I most cheerfully give my assent.

There is therefore no longer any difficulty in the way of your sending your closed mails for America by the Canadian Steamers, and I shall be glad to hear by return mail of your intention to forward such mails by our next ship.

I shall leave next week for Washington to urge your application for the permanent arrangement, upon the United States Government.

I have the honor to be, Sir,
Your most obedient humble servant,
(Signed,) SIDNEY SMITH.
Postmaster General of Canada.

To Monsieur STOURM,
Paris.

MORLEY'S HOTEL,
LONDON, 18th January, 1860.

SIR,
I have to acknowledge receipt of your letter of 17th instant.
May I ask you to convey to the Postmaster General my thanks for his consideration.
I have written to M. Stourm, expressing my willingness to accept the conditions contained in your letter, as to the amount of postage.

I have the honor to be, Sir,
Your obedient humble servant,
(Signed,) SIDNEY SMITH,
P. M. G. of Canada

F. HILL, Esquire.
&c. &c. &c.

MORLEY'S HOTEL,
LONDON, 18th January, 1860.

SIR,
I have the honor to enclose you copy of a communication, this day received from the Postmaster General of Great Britain.

I have also to inform you that I have forwarded a copy to M. Stourm, at Paris, and expressed my assent to the conditions contained therein, as to the amount of Postage, which I trust will remove all difficulty in the way of an immediate commencement of the service; I shall leave for America next week, and proceed to Washington soon after my arrival, for the purpose of making a permanent arrangement with you, respecting the Continental closed Mails.

I have the honor to be, Sir,
Your most obedient,
and humble servant,
SIDNEY SMITH,
P. M. G. of Canada.

Hon. JOSEPH HOLT,
&c. &c. &c.
Washington.

GENERAL POST OFFICE,
LONDON, 19th January, 1860.

SIR,
Having laid before the Postmaster General, your further letter of the 17th inst., on the subject of the transmission of closed Mails from France, for the United States, by the Canadian Line of Mail Packets, I am directed by His Lordship to state that, as it appears from your letter, that obstacles exist to the despatch of Mails by these Packets, unless this office will receive from France, the sea Postage, as well as the British Inland Postage, upon the correspondence forwarded, His Lordship consents, as a temporary arrangement, to such sea postage being accounted for by France, at the same rate and in the same manner as if the Mails were carried by the Cunard line of Packets.

This sea postage will be paid over by this Office to the United States Post Office; and the Postmaster General of Canada has undertaken that, if it shall prove hereafter that the United States Post Office would be entitled to a higher amount of sea postage, if paid directly by France, than it will actually receive through the medium of this country, and if that Office demands payment of the difference, such payment shall be made by the Canadian Post Office.

I have, &c.,
(Signed,) ROWLAND HILL.

M. STOURM, Paris.

[Translation.]

PARIS, 21st January, 1860.

SIR,—I have the honor to acknowledge the receipt of your letter of the 17th instant, and also of the framed engraving of a Canadian steamship, you were so good as to send me.

I thank you for the gift of this engraving, which I received in good order.

Herewith enclosed, I send you the copy of a letter from the British Post Office, dated the 19th inst., and of the answer to it, which I send this day.

You will notice that I apprise the British Post Office that my Administration will despatch letters for the United States by the Canadian steamship on Wednesday, the 25th January, instant, and on the Wednesdays following.

Receive, Sir,
The assurance, &c.
STOURM,
Director General of Post Office.

To Mr. SIDNEY SMITH,
P. M. G. of Canada,
London.

[Translation.]

PARIS, 21st January, 1860.

SIR,—I hasten to acknowledge receipt of your letter, dated 19th inst., by which you are pleased to acquaint me that His Lordship, the Postmaster General, consents to receive, in the same manner as if this service were performed by the Cunard Steamers, the sea postage due by France to the Canadian Steamships for conveyance of Mails.

Consequently, I give orders to both the Havre Office and the Paris and Calais Traveling Office, to dispatch mails for New York, Boston and Philadelphia by the Canadian Steamship leaving Liverpool on Wednesday, the 25th instant, and Wednesdays following,

These mails will be so despatched as to arrive in London Tuesdays and Wednesdays of each week; those arriving Tuesdays to be despatched by the Liverpool Route, and those arriving Wednesdays by the Queenston Route.

The net weight (in grammes) of letters and printed matter in the closed mails for the United States by Canadian Steamships, would appear, in clause 23 and 24 of the English credit, (Table No. 8—advice sheet) like those sent by British Steamships; but in the heading where the contents of the closed mails are shown in the account (column 3) the word Canadian will be written instead of British. In the accounts, the weight of the correspondence sent by Canadian Steamships will be added to the weight of that sent by British steamships.

The mails sent by Canadian steamships will be stamped like those sent by British Steamships, with this difference only, that the words "Canadian Steamships" will be substituted for the words "British Steamships" in the specification of the mode of transport.

I notice, from the explanations you were pleased to give me, that the sea postage of French Mails conveyed by Canadian Steamships will be paid by the British Office to the United States Post Office, and that the Postmaster General of Canada binds himself that if hereafter the United States Office should claim a higher sea Postage than that paid by the French Office, the Canadian Post Office would pay the difference.

It does not belong to me to interfere in any agreement between the British and Canadian Offices as to who may have a right to the sea Postage, with which the British Office will be credited in the accounts between that office and my Administration; but I cannot understand why this payment should be made to the United States, nor how it could possibly happen that the United States Office should have a right to claim to any additional searate.

Under the Convention which governs the relations between the offices of France and the United States, the United States Office undertakes the payment of the cost of transport between the United States and Great Britain, of the mails exchanged between France and the United States by the means of American Post Office Packets plying between the ports of the United States and British Posts. But the French Post Office undertaking the cost of the sea conveyance upon the mails exchanged between France and the United States by all other vessels plying to or from British Ports, I do not understand why the rate paid by the French to the British Office for conveyance performed under the British Flag by Canadian Packets should be paid over to the American Office, nor why that Office should be supposed to be in a position to demand for this conveyance a higher rate than that paid by the French Post Office.

I was under the impression that the sea rate of 1 franc 20 centimes per 30 grammes of letters, and 1 franc per kilogrammes of printed matter paid by my office, (exclusive of the English inland transit rate,) would be simply credited to the Canadian Office in the accounts between that office and the British office.

Accept the assurance, &c.,

The Councillor of State,
Director General of Posts,

(Signed,)

STOURM.

Mr. ROWLAND HILL,
Secretary, &c., &c., &c.

[Enclosure.]

POST OFFICE DEPARTMENT,
WASHINGTON, 2nd November, 1859.

SIR,—I have the honor, by direction of the Postmaster General, to inform you that an arrangement has been concluded between this Department and the General Post Office of the Province of Canada, for the transmission of United States Mail from Detroit to Liverpool, and from Liverpool to Detroit, over the Grand Trunk Railway of Canada, and by the Canadian Mail Packets plying in summer between Quebec or Rivière-du-Loup and Liverpool, and in winter between Portland and Liverpool, whereby the United States and British Mails, from and for the Western, North-western, and it is believed the South-western States, embracing all points West and North and North-west of Chicago and Detroit, will be greatly expedited as compared with the present routes of transmission through this country to New York or Boston.

In order to carry out this arrangement and secure the desired expedition of the Western Mails intended to be transmitted over the new route, it is necessary that Detroit and Chicago be constituted Exchange Offices for United States and British Mails, to correspond with Liverpool and London, and if deemed advisable with Cork also, for that portion of the international correspondence destined for or received from Ireland; it being understood that the Canadian Packets will touch at Cork, going and returning, during the coming winter.

As Mails for and from Portland will be landed at Rivière-du-Loup during the summer season, it is also desirable so to modify the additional articles constituting Portland an Office of Exchange for United States and British Mails, and to authorize an exchange of Mails by that Office by way of Rivière-du-Loup, as well as by the Steamers running direct between Portland and Liverpool.

Inasmuch as a direct weekly communication between our Western States and the United Kingdom, by means of the Canadian route *via* Quebec and Portland, will secure important advantages in point of expedition, the Postmaster General is induced to believe that you will readily assent to his proposal to constitute Detroit and Chicago additional Offices of Exchange, for the correspondence intended to be transmitted by the new route. In that case I am desired to request that you will please cause formal articles to be prepared for the execution of the respective Post Office Departments, embracing Cork also, as an additional Exchange Office, on the side of the United Kingdom, if deemed advisable, together with a provision authorising Portland to exchange mails in the summer season *via* Rivière-du-Loup.

Requesting the favor of a response at your earliest convenience,
I am, &c.,

HORATIO KING.

The Postmaster General,
London,
England.

STATEMENT showing the time made by the Canadian Ocean Steamers from Liverpool to Quebec, for the years 1856, 1857, 1858 and 1859.

Name of Vessel.	Sailed from Liverpool.	Arrived at Quebec.	No of Days.
*1856.			
North American.....	June 19.....	June 30.....	11
Canadian.....	July 2.....	July 15.....	13
Anglo-Saxon.....	July 29.....	August 10.....	12
North American.....	August 13.....	August 24.....	11
Canadian.....	August 27.....	September 9.....	13
Indian.....	September 10.....	September 23.....	13
Anglo-Saxon.....	September 24.....	October 4.....	10
North American.....	October 9.....	October 22.....	13
Canadian.....	October 22.....	November 4.....	13
†1857.			
Anglo-Saxon.....	May 6.....	May 17.....	11
Canadian.....	May 20.....	May 31.....	11
North American.....	June 3.....	June 14.....	11
Indian.....	June 17.....	June 27.....	10
North American.....	July 15.....	July 26.....	11
Indian.....	July 29.....	August 9.....	11
Anglo-Saxon.....	August 12.....	August 23.....	11
North American.....	August 26.....	September 6.....	11
Indian.....	September 9.....	September 19.....	10
Anglo-Saxon.....	September 23.....	October 5.....	12
North American.....	October 7.....	October 19.....	12
Indian.....	October 22.....	November 4.....	13
‡1858			
Anglo-Saxon.....	April 21.....	May 2.....	11
North-American.....	May 5.....	May 17.....	12
Indian.....	May 19.....	June 1.....	13
Nova Scotian.....	June 2.....	June 15.....	13
Anglo-Saxon.....	June 16.....	June 27.....	11
North American.....	June 30.....	July 13.....	13
Indian.....	July 14.....	July 24.....	10
Nova Scotian.....	July 28.....	August 8.....	11
Anglo-Saxon.....	August 11.....	August 22.....	11
North American.....	August 25.....	September 9.....	15
North Briton.....	September 8.....	September 21.....	13
Nova Scotian.....	September 22.....	October 5.....	13
Anglo-Saxon.....	October 6.....	October 19.....	13
Indian.....	October 20.....	November 1.....	12
§1859.			
North Briton.....	April 20.....	May 2.....	12
Anglo Saxon.....	April 27.....	May 9.....	12
Nova Scotian.....	May 4.....	May 16.....	12
North American.....	May 11.....	May 22.....	11
Hungarian.....	May 18.....	May 30.....	12
Indian.....	May 25.....	June 6.....	12
North Briton.....	June 1.....	June 11.....	10

*It was mid-summer in 1856 before the Line was even partially opened, and with the season so far advanced, only nine trips were made from Liverpool to Quebec before the close of the St. Lawrence navigation. The length of the voyages, however, was certainly less than might have been expected in the early experimental trips. The average of passage for the season was only 12 days 1 hour to Quebec.

†The number of summer voyages made by the Line in 1857—with a subsidy of £25,000 currency—was 12. And the average length of the passage for the season was only 11 days 2 hours to Quebec.

‡The subsidy paid by the Provincial Government to the Montreal Ocean Steamship Company in 1858, was \$100,000, or £40,060 sterling. As in 1856 and 1857, the Company maintained a monthly line to Portland during the winter months, making six winter trips.

The average length of the passages from Liverpool to Quebec, embracing 14 semi-monthly trips, was 12 days 3 hours. Deducting from this the distance from the telegraphic station where the news, including full commercial reports, is sent to all parts of Canada and the United States, the length of the voyages is shortened 16 hours, making the average of passages for 1858, 11 days 11 hours.

§The Subsidy paid to the Line in 1859, is \$200,000, or £50,000 currency; only half this amount therefore was paid for the twenty-six voyages above reported, and although the Company under their contract with the Provincial Government, were only obliged to make fortnightly trips to Portland, they have agreed, on being allowed to make Queenston a port of call for the winter months, to continue a Weekly Line to Portland during the close of the St. Lawrence navigation. Thus providing a double Mail from England through the whole year.

STATEMENT shewing the time made by the Canadian Ocean Steamers, &c.—Continued.

Name of Vessel.	Sailed from Liverpool.	Arrived at Quebec.	No. of Days.
1859.			
Anglo Saxon	June 8.....	June 18.....	10
Nova Scotian	June 15.....	June 28.....	13
North American	June 22.....	July 3.....	11
Hungarian.....	June 29.....	July 8.....	9
Indian.....	July 6.....	July 18.....	12
North Briton.....	July 13.....	July 24.....	11
Anglo-Saxon.....	July 20.....	July 30.....	10
Nova Scotian.....	July 27.....	August 7.....	11
North American.....	August 3.....	August 13.....	10
Hungarian.....	August 10.....	August 20.....	10
Indian.....	August 17.....	August 29.....	12
North Briton.....	August 24.....	September 5.....	12
Anglo Saxon.....	September 1.....	September 12.....	11
Nova Scotian.....	September 7.....	September 21.....	14
North American.....	September 14.....	September 25.....	11
Hungarian.....	September 21.....	October 1.....	10
Indian.....	September 28.....	October 11.....	14
North Briton.....	October 5.....	October 16.....	11
Anglo-Saxon.....	October 12.....	October 23.....	11

The average time for the half year's voyages above reported, as is seen, was eleven days seven hours to Quebec, and ten days thirteen hours to the Telegraphic station at Farther Point.

STATEMENT shewing the time made by the Cunard Steamers from Liverpool to Halifax and New York, during the six summer months of 1859.

Name of Vessel.	Sailed from Liverpool.	Arrived at New York.	Arrived at Halifax.	No. of Days.
1859.				
Niagara.....	April 23.....		May 5.....	12
Persia.....	April 30.....	May 11.....		11
Canada.....	May 7.....		May 19.....	12
Asia.....	May 14.....	May 26.....		12
America.....	May 21.....		June 1.....	11
Africa.....	May 28.....	June 9.....		12
Europa.....	June 4.....		June 14.....	10
Persia.....	June 11.....	June 21.....		10
Arabia.....	June 18.....		June 28.....	10
Asia.....	June 25.....	July 7.....		12
Canada.....	July 2.....		July 12.....	10
Africa.....	July 9.....	July 21.....		12
Europa.....	July 16.....		July 27.....	11
Persia.....	July 23.....	August 3.....		11
Arabia.....	July 30.....		August 9.....	10
Asia.....	August 6.....	August 18.....		12
America.....	August 13.....		August 25.....	12
Africa.....	August 20.....	September 1.....		12
Europa.....	August 27.....		September 8.....	12
Persia.....	September 3.....	September 18.....		15
Arabia.....	September 10.....		September 21.....	11
Asia.....	September 17.....	September 29.....		12
Canada.....	September 24.....		October 6.....	12
Africa.....	October 1.....	October 15.....		14
Europa.....	October 8.....		October 19.....	11
Persia.....	October 15.....	October 26.....		11

N. B.—Selecting the six most favorable months of the most successful year to the Cunard Line, and contrasting the voyages with those made by the Canadian Ships within the same period, the result as to time in the case of the Cunard Vessels, is an average of eleven days thirteen hours, against eleven days and five hours from Liverpool to Quebec, and ten days thirteen hours to Father Point. So that for all purposes of telegraphic news, including Market Reports, the advantage on each trip for the season in favor of the Canadian Line, has been precisely twenty-four hours, or one whole day.

The aggregate average gain in Mail service in favor of the Canadian Line, for the summer Mail service, was eight days eight hours. The aggregate average gain for the summer season in Telegraphic service in favor of the Canadian Line, was twenty-six days.

NO. 3.

EDMUND HEAD.

The Governor General transmits, for the information of both Houses of the Legislature, the following Correspondence on the subject of the arrangements for the transport of Prussian and United States Mails between Europe and America by the Canadian Line of Steamships.

GOVERNMENT HOUSE,
Quebec, 5th of March, 1860.

HOTEL D'ANGLETERRE,
Berlin, 17th December, 1859.

SIR,—Referring to the interview with which I have this day been favored by your Excellency, I have now the honor to inform you that a line of Atlantic Steamers was established in 1856, by the Montreal Ocean Steamship Company, under contract with the Government of Canada, for the conveyance of Mails between Great Britain and America. This line has been in successful operation since that time, and at the beginning of this year the service which was formerly fortnightly in summer, and monthly in winter, has been converted into a weekly service throughout the year. The contract has thus far been most satisfactorily performed, and I beg leave to enclose a table shewing the length of time occupied by the vessels of the line in their voyages, which is superior to that of any other line for speed, and is only approached, but not equalled, by the Cunard Line.

The Grand Trunk Railway Company of Canada has, within the last month, completed its line of Railway, which, in consequence of the opening of the Victoria Bridge across the River St. Lawrence at Montreal, extends, without any break, from Portland in the United States, and from Rivière-du-Loup on the St. Lawrence, 110 English miles below Quebec, to Detroit in the State of Michigan, a distance of over 850 English miles.

The final completion of this Railway and of the Victoria Bridge, and the satisfactory performance of the Mail Service by the Montreal Ocean Steamship Company, afforded an opportunity for an arrangement being made between the United States and Canadian Governments, for the transport of United States Mails across the Atlantic, which could not previously have been entered into; and, taking advantage of these circumstances, I entered into the necessary negotiations on the subject with the United States Government.

That Government at once made an arrangement with me for the conveyance of their Mails between Portland and Detroit, and between all parts of the United States Union and Europe, for the sea rate of postage only, (being the same rate as by the Cunard Steamship Line,) and in order to carry it into complete effect, I proceeded at once to England with a communication, (a copy of which I enclose,) from the Postmaster General of the United States to the Postmaster General of Great Britain, requesting the sanction of the latter to the arrangement. This sanction was granted immediately by the Postmaster General, and the service commenced on the 30th November last by the ship "Nova Scotian," which sailed from Liverpool on that day for Portland, United States. Mails from Chicago, Detroit, and other Western States,—and correspondences from other States of the Union, were also despatched by the "Hungarian" from Portland, on the 26th November last, and I am happy to inform your Excellency that these Chicago mails were delivered in London within twelve days after the date of despatch from Chicago being a saving of three days over every other route.

By these arrangements, also, the steamers touch at the port of Cork, in the extreme South-West of Ireland, to land and receive the mails,—in consequence thereof on the outward voyage there is a gain of twenty-four hours in point of time, inasmuch as mails are made up in London on Wednesday of each week instead of on Tuesday as heretofore,—and on the homeward voyage the mails being landed at Cork will necessarily escape the uncertainty of navigation in the St. George's Channel between England and Ireland, arising from fogs and other causes,

Telegraphic despatches for the continent of America can now be sent to Cork on each Thursday, to be forwarded by the ship which sailed from Liverpool the previous day, thus effecting a gain of nearly two days in the time for forwarding such messages.

These arrangements offer to your Excellency the following advantages:

That mails can be sent a day later than formerly. That Telegraphic messages can be sent two days later.

That Portland is 340 English miles further east than New York, and, therefore, the mails will be landed sooner than if forwarded *via* New York.

And from Portland they are despatched to all parts of the American Union by Railway. The advantage being that such distance is accomplished by Railway instead of by Ocean Steamer.

The same can be said with greater force as to the summer service, as Rivière-du-Loup is 590 miles (english) nearer to Europe than New York, in addition to which, the distance from Belle Isle (the most Easterly point of America) to Rivière-du-Loup, is 640 English miles of river navigation, and consequently of calm water, making a still further gain to the route taken by the Canadian Steamers.

The printed table enclosed will show clearly the advantages in point of time possessed by this route, and the distances are derived from accurate and authentic sources.

I may remark that the Postmaster General of Great Britain not only gave his assent to this arrangement, but in addition engaged special trains to convey the mails for these ships between Dublin and Cork, and has likewise directed that an officer should be placed on board each ship to assort the letters during the voyage across the Atlantic.

Up to the present time there has been but one regular weekly line of steamers conveying United States Mails sailing between Europe and America, but by these arrangements a regular *semi-weekly* communication is established, and nothing remains, if your Excellency is desirous of availing yourself of the advantages now offered, but that you should, with the sanction of the British Government, forward closed Mails for Boston, New York and other United States cities, *twice a week, via* England, instead of once a week as at present;—such mails, to secure despatch by these steamers, should reach London on Wednesday not later than 6 o'clock P. M., and should leave different parts of Prussia in time to insure such arrival.

The railway map of the United States and Canada, which accompanies this letter will exhibit to your Excellency a full explanation of the American railway system, and the routes marked in red shew the great proposed mail routes of the two countries, from Portland, and the different localities to be served thereby.

I would further take the liberty of informing your Excellency that the British Post Office authorities have advertized these arrangements in their official paper, a copy of which has no doubt been furnished to the Prussian Post Office Department, and an invitation given to your Excellency to avail yourself of the advantages offered by them.

The French Director General of Posts upon becoming aware of these arrangements immediately applied to the Postmaster General at London, for permission to forward closed mails for the United States by the Canadian line, and this was granted at once.

The immense advantages afforded by a regular semi-weekly communication to the inhabitants of Prussia, enjoying as they do such intimate and important commercial and other relations with the people of the American continent, will no doubt impress itself upon your Excellency's attention, and as the correspondence will not be subjected to any additional charge, and as no additional expense is incurred by taking advantage of the line of communication which I have now the honor to submit, I would venture to solicit from your Excellency an early and favorable consideration of the subject.

I have the honor to be, Sir,

&c., &c., &c.

(Signed,)

SIDNEY SMITH,

P. M. General of Canada.

To His Excellency
HERRN VON DER HEYDT,
Berlin, (Prussia.)

HÔTEL DE FRANCE.

Brussels, 2nd January, 1860.

SIR,—I have the honor to inform your Excellency that, since I was favored with an interview, I have made arrangement with the Directeur Général des Postes for the transport of the French closed mails between Europe and America by Canadian Line of Mail Steamers.

I annex* an extract from the letter received from him in answer to my communication on this subject, from which your Excellency will see the light in which the matter is viewed in France. I trust I will not be considered importune in again calling your Excellency's attention to the matter, and asking an early reply to my former communication.

I expect to leave for America by the 10th instant, and will be greatly obliged by an answer directed to me at London.

I have the honor,

&c., &c., &c.

(Signed,) SIDNEY SMITH, P. M. G.

His Excellency,
HERRN VON DER HEYDT,
&c., &c., &c.

Submarine Telegraph Despatch.

GENERAL POST OFFICE.

Berlin, 12th January, 1860.

On the subject of your letter to M. Von Der Heydt, of 19th ultimo, negotiations with the Post Office Department in Washington will be opened. The result shall be communicated to you in America.

(Signed,) SCHMUEKERT.

To Mr. SIDNEY SMITH,
Postmaster General of Canada,
London,
England.

NO. 4.

EDMUND HEAD.

The Governor General transmits, for the information of both Houses of the Legislature, the following Correspondence on the subject of the arrangements made for the transport of Belgian and United States Mails between Europe and America, by the Canadian Line of Steamships.

GOVERNMENT HOUSE,
Quebec, 5th March, 1860.

HÔTEL DE FRANCE,

BRUSSELS, BELGIUM, 14th December, 1859.

MY LORD,—I have the honor to inform your Lordship that the Government of Canada has recently made arrangements with the Government of the United States, for the transmission weekly by the Canadian line of Steamers of the American mails, and these arrangements having received the sanction of the Postmaster General of Great Britain, a regular semi-weekly mail communication is established between Europe and all parts of the

* See extract annexed to letter dated 2nd January, from the Honorable Sidney Smith, to M. Masui, Brussels.

American continent. It is hardly necessary to point out to your Lordship the immense advantages offered by this line of communication over every other, both in saving of distance, time and mode of conveyance. I am desirous of communicating with the Belgian Postal authorities on this subject, and I will therefore feel obliged if your Lordship will favor me with an introduction to the proper authorities, that I may confer with them on this subject.

I have the honor to be,
 your Lordship's very obedient
 and very humble servant,
 (Signed), **SIDNEY SMITH,**
 Postmaster General of Canada.

To LORD HOWARD DE WALDEN,
 Her Britannic Majesty's Ambassador,
 &c., &c., &c.

HÔTEL DE FRANCE,
 BRUSSELS, BELGIUM, 15th December, 1859.

SIR,—I have the honor to inform you that the Government of Canada have recently entered into arrangements with the United States Government for the transmission weekly, by the Canadian Line of Atlantic Steamers, of American Mails between Liverpool and Portland and thence by the Grand Trunk Railway of Canada to Detroit and other Western portions of the American Union, and *vice versa*.

These arrangements have received the sanction of the Postmaster General of Great Britain and the service has commenced. The Mails from Europe were despatched from Liverpool by the "Nova Scotian" on the 30th ult., and from Queenstown, near Cork, on the following day. The Mails from Chicago and Western States were brought by special agent to Portland, and by the "Hungarian" to Europe, reaching London within twelve days from the time of their despatch from Chicago.

In the event of a decision being arrived at by you to avail yourself of these advantages, I beg to inform you that the Mails are despatched from London for these Steamers, *via* Cork, by the Mail Train which leaves London for Ireland at 9 o'clock on Wednesday evening of each week. They are put on board the Steamer in Queenstown Harbor on the Thursday afternoon, and it will only be necessary that letters from Belgium should reach London on the Wednesday afternoon to insure their immediate despatch by these Steamers. I may add that two days further Telegraphic News can now be sent by these Steamers calling at Queenstown, for arrangements have been made that telegraphic despatches received at Queenstown up to Thursday afternoon, shall be placed on board the Steamer which left Liverpool on the previous day.

On examination of your Post Office Book of directions, I find that Tuesday is stated as the day fixed for despatching Mails sent by the Canadian Line of Steamers, and that only letters for Canada are thus forwarded. I would therefore respectfully suggest the propriety of a change in this respect in your Book of Directions, namely, that Mails are sent for the *United States* as well as for Canada, and on the *Wednesday* instead of the Tuesday,—and further, that the service is weekly instead of fortnightly as stated therein. To this I would beg to add that public notice thereof should be given. The immense importance to a commercial community of a speedy and regular communication with its foreign correspondents can hardly be over-estimated, and so clearly did it appear to the United States Postal Authorities that the Mails to and from the Western, North Western and South Western States, if transmitted by this line of communication: by Steamer and Railway, would be greatly expedited as compared with the routes of transmission through the Ports of New-York or Boston, that they readily availed themselves of this service. This fact should afford to you the strongest possible assurance that you may safely avail yourself of the present opportunity for forwarding your Mails between Belgium and America,—and I shall feel great satisfaction in learning that you will adopt the arrangement and take advantage of the facilities now offered.

Permit me also to state that the French Government has already applied to the Brit-

ish Postal authorities for permission to forward Mails by this Line. The postage charge for correspondence has been fixed at the same rate as by the other (British) Line of Steamers leaving Liverpool on Saturdays. May I request that the answer to this letter be addressed to me at "Morley's Hotel," Trafalgar Square, London.

I have the honor, &c., &c.,

(Signed),

SIDNEY SMITH,
Postmaster General of Canada.

To M. MASUI,

Directeur Général des Postes,
Brussels, Belgium.

HÔTEL DE FRANCE,

BRUSSELS, 2nd January, 1860.

SIR,—I have now the honor to inform you that, since I visited Brussels, I have made a proposition to Mr. Stourm, Director General of Posts of France, to convey French closed Mails between Europe and America by the Canadian Line of Ocean Mail Steamships, and that this proposition has been accepted by him.

I take the liberty of enclosing an extract from the communication received from M. Stourm in answer to my proposition. Following the previous arrangement made with the United States' Government, it should afford sufficient evidence to you of the superior advantages now offered for your acceptance, and induce you to accept the proposition contained in my communication of the 14th December last.

I intend to sail for America by the Steamer of the 10th instant, and I trust I will not be considered importunate in asking for a reply before that time.

I have the honor to be, Sir,

Your most obedient and very humble servant,

(Signed),

SIDNEY SMITH,
Postmaster General of Canada.

To M. MASUI,

Director General of Posts,
&c., &c., &c.,
Brussels.

Extract from Communication of M. Stourm.

"I shall, with the least possible delay, address the Post Office of the United States, proposing to put the Portland, Detroit and Chicago Offices in direct correspondence with France, but in the meanwhile, relying upon the assurance that you have given me of the concurrence of United States Post Office, I shall hasten, so soon as I receive the reply of the British Post Office (which I have every reason to think will be favorable) to despatch by the Canadian Packets, Mails for the Offices of Boston, New York, and Philadelphia, those being the only United States Offices with which the French Offices are as yet authorized to correspond.

"Until the Portland, Detroit and Chicago Offices shall have been authorized to correspond with my Office, the Mails sent by the Canadian Steamships would be addressed and forwarded, like those sent by the Liverpool Line, to Boston."

[Translation.]

MINISTÈRE DES TRAVAUX PUBLICS,
Administration des Chemins de Fer, Postes et Télégraphes,

BRUSSELS, 4th January, 1860.

SIR,—I have given my attention to the matters of information contained in the letter which, on the 15th ult., you did me the honor to address to me on the subject of the Canadian Line of Atlantic Steamers.

On the receipt of this letter, I lost no time in issuing instruction that correspondence

from Belgium addressed to Canada should henceforth be forwarded on Queenstown, and be included in the despatch on Wednesday evening.

To fully meet the views of the Canadian Office, it remained necessary to seek from the British Postal Department, authority to forward, in like manner, on Queenstown, Belgian letters to the United States. A proposition to this end has been submitted to London.

If, as I have every reason to believe, this proposition will be favorably received, I will see, Sir, that prompt action thereon shall be taken in the manner you have been so good as to point out.

Be so good, Sir, as to accept,

&c., &c., &c.

Le Directeur Délégué.

To Mr. SIDNEY SMITH,
Postmaster General of Canada,
Brussels.

GENERAL POST OFFICE,
LONDON, 11th January, 1860.

SIR,—I have laid before the Postmaster General your letter of the 6th instant, and, in reply, I am directed to inform you that no communication has been received by His Lordship from the Belgian Post Office, intimating a desire to send closed mails through this country to the United States.

Hitherto all the American correspondence from Belgium has been sent to London, as ordinary transit correspondence, and has been forwarded to its destination in the British mails.

I am, Sir,

Your obedient servant,
(Signed,)

F. HILL.

The Honorable SIDNEY SMITH,
&c., &c., &c.,
Morley's Hotel.

MORLEY'S HOTEL,
LONDON, 21st January, 1860.

SIR,—I have recently received information that a convention has been entered into between the Belgian Minister at Washington, and the Postmaster General of the United States, for the transmission of closed mails between America and Belgium *via* England. I therefore take the liberty of informing you that arrangements have been entered into between the Post Office Authorities of France, Great Britain and myself, for sending French closed mails by the Canadian Ocean Steamers, and that the service commences by the ship which sails from Liverpool to-morrow, and from Cork on Thursday, and that in case you are disposed to forward closed mails for America by these steamers, I am prepared to carry them upon the same terms as have been agreed upon respecting the French closed mails.

I leave for America to-day, but any arrangements you may enter into with the Postal Authorities here on the subject, will receive my sanction.

I have the honor to be, Sir,

Your obedient servant,

SIDNEY SMITH,
Postmaster General of Canada

M. MASUI, *Directeur Général des Postes,*
&c., &c., &c.

NO. 5.

EDMUND HEAD,

The Governor General transmits, for the information of both Houses of the Legislature, the following Return of Proceedings and Correspondence on the subject of the Imperial subsidies to the Atlantic Mail Steamers and the claims of Canada in connexion therewith, had in pursuance of the Address of both Houses, to Her Majesty, in relation thereto.

GOVERNMENT HOUSE,

Quebec, 2nd March, 1860.

COPY of a Report of a Committee of the Executive Council, dated 18th July, 1859.

The Committee have had before them a Report, dated 18th July, 1859, from the Hon. 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 Honorable 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 which she is endeavoring to sustain.

That any Member of the Council who may happen to be in England be associated with Mr. Rose in his duty.

(Certified,)

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

MINUTES OF EVIDENCE TAKEN BEFORE A SELECT COMMITTEE ON PACKET AND TELEGRAPHIC CONTRACTS.

The Honorable JOHN ROSE called in and examined—

Hon. John Rose, 5149. What office do you fill in the Government of Canada?—I am
11th August, 1859. Commissioner of Public Works.

5150. You have lately come to England from Canada, have you not?—I have come over for the purpose of representing the interests of Canada in connexion with the recent arrangements entered into by the Imperial Government for the Transatlantic Packet Service.

5151. Will you be good enough to give the Committee any information that you can upon the subject falling within their enquiry? Being aware that the time of the Committee is very limited, I shall endeavor to do so as briefly as a detail of the circumstances will permit, after which I shall be happy to answer any further questions that may be asked me. I would premise, that so strongly have the people of Canada felt that the prosperity of that Country was deeply affected by the arrangements recently made by the Imperial Government for the Transatlantic Packet Service, that an Address to Her Majesty on the subject was unanimously adopted by both branches of the Legislature at its last Session; and the Executive Government have deemed it necessary to depute one of

their number to proceed to England for the purpose of urging on Her Majesty's advisers the justice of extending a fair consideration to the interest of the Colony. The statements I am about to make are dictated by hostility to no special interest or company, but solely with the view of drawing attention to the anomalous and unfair position in which the Province of Canada is placed. When the first Contract between the British Government and the Cunard Company was made in 1839, it was with the avowed purpose of facilitating the communication between the parent State and her North American dependencies; and to this end it contained, I believe, provisions that the steamers should first call at Halifax, and that during the season of open navigation in the St. Lawrence, a branch steamer should carry the mails to and from Quebec. This was actually done for some years, but the company finding it difficult and expensive to keep up the branch steamers to Quebec, induced the Government to forego that part of the service; since which time, the mails for Canada have passed through the United States, the Canadian public paying a stipulated rate to the Government of that country by way of postage on the transit through the American territory. In 1846 the Cunard Contract was extended to a weekly service, the intermediate vessels going direct to New York, without calling at Halifax. The Canadian Government did not object to this arrangement at the time, both because the colony did not then possess any railway communication from the seaboard to the interior of the country, and because they did not desire to throw any difficulty in the way of what was to some extent a new and a most desirable enterprise. It is not, however, merely with reference to the postal requirements and convenience of the colony that the question is to be considered, although from the best information within my reach, I am led to believe that the Canada postage forms nearly one fourth of the amount earned by the subsidised line. It involves higher and larger considerations, which affect as well the future prosperity of the Province itself as the extensive British interests existing there. The efforts and resources of Canada have for many years past been directed to develop the trade of the St. Lawrence, by the construction of canals uniting the great inland lakes, by which means seagoing vessels can now proceed as far west as Chicago, and to the other cities on the borders of these lakes. Numerous light-houses, extending from the western frontier of the province, to the coast of Labrador on the Atlantic, a distance of nearly 1,600 miles, have also been erected, and are now kept up at a very heavy expense by the colony, for which no dues are charged; and there is also maintained by a large provincial subsidy a line of powerful tug steamers in the Gulf of St. Lawrence, which are available at almost nominal rates for the towage of vessels trading to Quebec. In these enterprises nearly the whole public debt of the province, amounting to about seven millions sterling, has been expended. There have also been constructed lines of railway, extending from the Atlantic seaboard to Sarnia, on Lake Huron, by means of which, on the completion of the Victoria Bridge in November of the present year, an unbroken communication by the Grand Trunk Railway, of nearly 1,100 miles to the interior of the country, will exist. Other lines, extending to all important sections of the province, have likewise been built, and these Canadian roads at their westerly extremities connect with the American ones leading as far as St. Paul's on the Upper Mississippi, and across the state of Iowa towards the upper branches of the Missouri. There is now an almost unbroken line of rail to New Orleans. It has been conclusively shown that these channels of communication afford the nearest and most direct route from Europe to the western and south-western states of America. Some of the railway lines have been aided by provincial advances, and a very large amount of English capital is involved in them. I might, if the Committee desire it, form something like an approximate estimate; there is in the Grand Trunk Railway about £10,000,000, and I think there is quite an equal sum of English capital invested in the other Canadian railways. It was confidently anticipated that, on the completion of this extensive canal and railway system, Canada would obtain a share of that western commerce which might alike render her own provincial works productive, and the private enterprises remunerative to the projectors. The large subsidy paid by the British Government to the Cunard Steamships has however operated as a direct bounty to the American Ports, the American Railways, the American Canals, and, as was shown by evidence laid before the Committee on Trade and Commerce recently named by the Canadian Legislature, the effect was so greatly to reduce ocean freights to and from

New York and Boston, in comparison with the St. Lawrence Ports, as to draw the trade into American Channels, and thus defeat the objects which Canada had sought to achieve in the construction of her public works. The extent of trade diverted to the seaports of the United States in the year 1856, for which the most reliable returns have been made, was 6,183,433 tons against 594,755 tons to sea ports in Canada. So painfully manifest was this state of circumstances becoming, that the Canadian Government found itself compelled to undertake a direct mail service with Liverpool from the St. Lawrence fortnightly in summer; and monthly in winter to Portland, in the United States, the terminus of the Grand Trunk Railway. The establishment of this even occasional communication so abundantly showed the advantages of the St. Lawrence route, and the provincial objects to be attained were so important, that the Government increased the service to a weekly line by granting a subsidy of £55,000 currency or about £45,000 sterling a year, and this line has been in successful operation since April last. It is composed of eight first class screw steamers, of the burden of from 1,786 to 2,200 tons, and from 350 to 450 nominal horse power. These ships have been built expressly for the service, at a cost of nearly £650,000 sterling, including the necessary tenders; and the voyages, for regularity and speed, can compare most favorably with those of any other company. The average length of their voyages has, I am informed by the contractors, been 10 days and 23 hours eastward, and 11 days and 17 hours westward; while that of the Cunard Ships was, westward, to Boston, 12 days and 21 hours, and to New York, 12 days and 15 hours; and eastward, from Boston 11 days and 4 hours, and from New York, 10 days and 21 hours. During the present year, since the new ships have been placed on the line, the contrast is presumed to be still more in favor of the Canadian ships, one of them, the "Hungarian," having performed three consecutive voyages across the Atlantic in 27 days and 23 hours. The Cunard line, it is well known, has been mainly devoted to the trade between the United Kingdom and the United States Ports of Boston and New York: and it was well understood that the postal arrangements caused extreme inconvenience, and entailed a heavy charge on the Canadian public. It was not unreasonable, therefore, that Canada should indulge the confident expectation, which she did, that when the period arrived for considering the continuation of the Cunard contract, communication would have been had with that province on the subject, and that no renewal would take place without negotiations to which Canada might be a party. It was accordingly with equal surprise and regret that Canada first learned, through certain members of the Government who were in England in November last, that it had pleased Her Majesty's Government, in June of that year, to renew by some years, in anticipation of its expiring, the contract with the Cunard Company, till the year 1868, at a subsidy of £176,340 sterling a year (besides certain contingent allowances in respect of freight and insurances to an amount which should not exceed £40,000), and that this renewal actually took place at a time when the Imperial Government was aware of the intended weekly service, for the performance of which the Government of Canada had arranged. It is with still more painful emotions that Her Majesty's Canadian subjects have become aware that another line, known as the Lever line, has been subsidised by the Imperial Authorities, which is likewise intended to ply to United States ports. The establishment and continuance of such a line cannot fail to augment the injury to the commerce, and continue the unsatisfactory and irritating arrangements, by means of which the postal communications with Canada are effected. Whatever Imperial considerations may have induced Her Majesty's Government to provide for a direct communication between Ireland and America, the Canadian Government cannot believe that it was intended thereby, invidiously, to foster the commerce of and emigration to the United States, to the distinct injury of Canadian interest; a result which must necessarily follow, if the cities of New York and Boston are made the terminal points on the American side. It is not to be concealed that very grave doubts exist whether the Canadian line of steamers will be able long to continue the service against the advantages obtained through the subsidies to these United States lines, and the Canadian Government entertain the hope that it may yet be in the power of the Imperial Government to extend effectual aid to the Provincial undertaking. Communications have recently been made to the Post Office Authorities, by a Company chartered by the Canadian Legislature, for the purpose of conveying mails to British Columbia, across the North American Pro-

vinces, and the Canadian Government have offered to give the use of the Ocean Steamers subsidised by them, and to convey all mail matter from the Atlantic seaboard over the railways leading to the westerly boundary of the Province, for a sum which, while it is hardly an adequate remuneration for the service performed, will yet be a material benefit to the colonial line. It would certainly seem that Canada is placed in a much less favorable position than other English Colonies in regard to the postal intercourse with Great Britain. Lines are maintained by large subsidies to the British possession in Australia, in South America, in the West Indies, and in the Mediterranean; but, with respect to Canada, her mails are conveyed first to a foreign country, and then through that foreign country, at a heavy expense, to her own territories, although, were an opportunity offered, Canada is prepared to shew that the best and most rapid route for conveying the United States mails to New York and Boston is through Canada, by way of the St. Lawrence, in summer, and, until the construction of the Intercolonial Railway to Halifax, by Portland in winter. Having thus adverted to the more general considerations which affect the question, I deem it my duty respectfully to point out to the Committee the consequences which must follow the failure of the Canadian line. The fact that an enterprise so essentially tending to promote the general interests of an important colony, and necessary to prevent its trade from being diverted into foreign channels, has been crushed by the superior advantages conferred by England on lines whose interests are avowedly and exclusively by a foreign country, cannot but produce deep and general dissatisfaction; and in the absence of more cogent reasons than have yet been assigned for the renewal of the one and the establishment of the other, give rise to an opinion that colonial prosperity has been needlessly sacrificed to promote the interests of private companies. Apart from this, the considerations that many millions of English capital are invested in the Grand Trunk, the Great Western, the Northern Railways of Canada, and other private undertakings of a similar character, which undertakings it has been the effort of Canada to make productive by attracting, through the means already adverted to, a direct trade between Europe and the West, and that the future prosperity of these enterprises will be most disastrously affected by the withdrawal of the Canadian weekly steam service, ought not to be without weight in the minds of the Committee. A return to the former service to New York and Boston, maintained by Imperial subsidy, will continue to make every inhabitant of Canada a direct contributor to the United States revenue. The amount of postage on the Canada mail matter by the Cunard line is, I understand (though I cannot vouch for the exact figure), estimated at from £32,000 to £39,000 a year, of which the United States transit charge is about one-third, or from £11,000 to £13,000 a year. When it is considered that not only need no portion of this amount be paid, that it is a tax on the Canadian people, directly attributable to the continuance of the Imperial subsidy to United States lines; and moreover, that delay in the receipt of the mails to the Canadian community is entailed by the circuitous route so fostered through a foreign country, it will not be surprising if a state of things so anomalous, which the colony is struggling to the full measure of its resources to remove, will, if continued, produce universal dissatisfaction among its inhabitants, since every mail reminds them of a direct contribution to the American Exchequer. I need hardly advert to the obvious fact, that by the subsidies in question, a bonus is given to divert the most needed class of emigrants from proceeding to a British colony, where their labor and capital are so much needed, and to encourage their settlement in the United States. I have thus endeavored, as plainly as the time allowed me would permit, to put before the Committee the leading points which would seem to affect the important Colony whose interests I am charged to represent, and which it will be seen are of an exceptional and peculiar character. I would further add, that if it is deemed desirable by the Committee, we shall be happy to send over any further witnesses when the Committee re-assemble, to give such further information regarding the particular facts, more especially as regards the extent to which the public interests of the Colony, and the large capital of British subjects invested there, are alike injuriously threatened by these arrangements.

5152. Are the Committee to understand that the complaint from Canada is, that the Imperial Government has established competing lines against your own Post Office packets, which makes it difficult for them to sustain the competition?—That is undoubtedly the burden of our complaint.

5153. In fact, that we have not contented ourselves with letting you alone, but have set up a rival foreign contract against you?—Yes; and that you have overweighted us, in fact, in the race across the Atlantic.

5154. And it has the effect of diverting passengers and letters to a foreign country? Yes, and commerce as well; we consider that the operation of those packets trading to New York and Boston, has been to set a very large number of sailing vessels free, and that has had the effect of reducing the ocean freights very much below what they are from Quebec and Montreal, by way of the St. Lawrence.

5155. Were you aware in Canada of the intention of the Government of this country to extend the contract with the Cunard line?—Quite the contrary. At the time, and before the date at which the Cunard contract appears to have been renewed, negotiations were going on between our Government and the Imperial Government for the reduction by our line of the rate of ocean postage, and the transmission of a portion of the United States mails thereby. The Imperial Government was aware, that in the spring of the present year a weekly service between Canada and Liverpool would be performed; and it was with extreme surprise that the members of the Canadian Government, who were over here last autumn with regard to other matters, learned that the Cunard contract had been extended.

5156. Was their any correspondence between the Canadian and the Imperial Governments upon the subject of the postal service by way of the St. Lawrence?—Yes, there was; and that correspondence has been laid before the Colonial Legislature. It was more, however, in connection with the mode in which the postage accruing upon the American mails, which it was arranged between the two Governments were to be conveyed by the Canadian vessels, should be divided. The Imperial Government claimed that one-third should belong to them, another third to Canada, and another third to the United States. But it was in the course of this correspondence that it came out that the Cunard contract had been renewed.

5157. It took you by surprise, did it not?—Extremely so; we never anticipated that the contract would be renewed so many years in anticipation of its expiry, still less that it would be so, without a full discussion of its bearings in regard, not only to the new class of postal requirements that had sprung up, but as it affected the general welfare and commercial prosperity of the North American Colonies; and especially as to the effect it would have on the revenues of those Public Works which Canada had been encouraged to construct by a loan raised on Imperial credit, and which, at the time, were declared by the British Government to be of advantage, both in a commercial and political point of view, to the mother country.

5158. Were you aware of the intention of the English Government to enter into a contract for the Galway line?—Nothing beyond what we saw in the newspapers; and as soon as ever the Canada Legislature met last year, an address, a copy of which has been already laid before the House of Commons, was moved, remonstrating against both the continuance of the Cunard Line, and against the Galway undertaking.

5159. Have you any idea what the terms were which the Canadian Government would have been able to propose for carrying letters by the St. Lawrence if the Cunard line had not been in existence?—I will not venture to say, because it took us all so much by surprise that no arrangements have been matured, but one of the Contractors for the conveyance of the Canada Mails, Mr. Allan, is now in London, and will give any information to the Committee which may be desired. I have understood in general terms from him, that, assuming that the postage was something like over £100,000 a year, he would be quite prepared to undertake it for the subsidy of £100,000. He assumes that the postage would amount to that, and the letters would, I believe, get to Boston and New York in as short a time as they are now delivered.

5160. Are the Committee to understand that you would have contemplated a joint contract between the Imperial Government and the Canadian Government?—Yes, that was the general idea which I would have entertained myself.

5161. You have stated, have you not, that at present the Canadian Government pays for this postal packet service from Quebec £55,000 a year currency, or about £45,000 sterling?—Yes.

5162. Are the Committee to understand you to say that for double that sum the whole of the postal communications with America might be carried on weekly in summer time by way of the St. Lawrence, and then weekly to Portland in the winter months?—I have understood from one of the Contractors, who are extremely responsible persons, and men of great experience, and of considerable commercial connexions in this country, that they would be prepared to do the services, either for the amount of the postage, or for a subsidy to the extent of £100,000 sterling a year.

5163. When you speak of the summer months for the navigation of the St. Lawrence, what months do you include?—From May until the end of November; it may be reckoned as seven months in the year.

5164. Seeing that we have been placed in this unfortunate position of having our hands tied by this contract with Mr. Cunard, what is the practical suggestion that your Government has to make to this Committee with regard to the future?—I am not authorised nor prepared to make any practical suggestion as to what should take place hereafter. I do not know the circumstances nor the considerations which induced the Imperial Government to renew the Cunard Contract, nor those which may have induced the entering into the Galway Contract; but I have endeavored to show the injury which would be detailed upon Canadian interests, if, by means of those two subsidies, the Canadian Line should be run off the Atlantic, of which there is a very strong probability as it appears to me.

5165. [Mr. Hope.] When you say the "Canadian Line," who works that line? Is it working now?—Yes, and it has been in operation for some years; it is now a weekly postal service, and as efficiently performed as any on the ocean.

5166. Independently of the Cunard line?—Independently of the Cunard line, under contract from Quebec to Liverpool.

5167. What is its commercial title?—The Montreal Ocean Steamship Company.

5168. Does it run the whole year?—Yes, it is a weekly service the whole year round between Liverpool and Montreal in summer, and Liverpool and Portland, the Terminus of the Grand Trunk Railway, in winter.

5169. [Chairman.] They have been performing that passage rapidly lately, have they not?—Yes, very rapidly.

5170. How long were you in coming from land to land in your last voyage from Canada?—Under six days; from the Isle of Belisle to the coast of Ireland it was under six days. I forget the exact length of the passage; but, as I have already stated, three successive passages of the same Steamer were performed in 27 days and 23 hours.

5171. Are the Committee to understand that the Canadian Government would have been ready to have entered into arrangements with the Imperial Government for a joint subsidy to that line of steamers? I have no doubt of the fact; it has not been formally discussed by the Executive Government, or considered by the Legislature, because we did not anticipate that so long before its expiry the Cunard contract would be renewed; and during its existence it would have been premature, as we considered, to have opened negotiations with the Imperial Government upon the subject.

5172. I understand you to say that the Canadian Government pay now £55,000 currency as a subsidy to this line?—Yes.

5173. Would they have been willing to have continued that if the Imperial Government would have paid the same?—Yes, we are under contract to do so. That would have fulfilled our expectations, and probably would have diverted a very large amount of trade through Canada; and by that means the postal communication between Boston and New York, we consider, could have been performed quite as rapidly, if not more expeditiously than it now is.

5174. Will you explain how the letters would be forwarded from Quebec to New York?—There are several lines of railway. The service from Montreal to New York is done in about from 12 to 15 hours, I believe.

5175. The steamer goes to Quebec, does it not?—Yes, and to Montreal also.

5176. How many hours would it take to carry the mails from Quebec to New York?—By way of Boston I should presume it would not take above two hours more than from Montreal: it would be done either way within the compass of from 15 to 18 hours. You

leave New York at seven in the morning, and you are in Montreal at nine at night. Or you may come by way of Boston, taking the Grand Trunk Railway at Portland, thence to Richmond, and down to Quebec. That could be done; and no doubt arrangements would be made to have special trains running if this mail service had to be performed.

5177. Do you apprehend that the mails could be carried in that way as quickly from Liverpool to New York as they are now by the Cunard line?—I have not a shadow of a doubt that it could be done as quickly, if not more so. The Grand Trunk Railway will soon be completed 120 miles below Quebec, and the mails might be landed there. If there had been given a larger subsidy to the extent of £100,000, instead of £55,000, a swifter class of vessels would have been put on to Quebec; and there is now being built an additional vessel for the Montreal Company, which is anticipated, and which I believe is under contract, to perform the service across the Atlantic in eight days, in lieu of the present time, which is from nine to ten days.

5178. In the winter months, when the mails are carried to Portland, how do they contemplate transmitting them to New York from Portland?—By rail from Portland to Boston, which is only a hundred miles, and thence to New York, also by rail.

5179. How many hours do you call it?—I think now the ordinary time is from six to seven hours from Boston to New York, and three or four from Boston to Portland.

5180. In winter time is the Portland Harbor always accessible?—It is reckoned the best harbor on the American coast. It is so deep and easy of access that it can be gone into, I believe, even without lights. The Great Eastern is intended to go there, on her trial trip, and a wharf built at a very heavy cost by Canadian and Portland enterprise, for the purpose of receiving her.

5181. How would you communicate with Halifax in that case?—There would have to be a small vessel which would go from Portland, or the regular Atlantic steamers would have to touch at Halifax, as they do now.

5182. How would you reach Montreal and the other parts of Canada from Portland?—As I have mentioned, there is a direct and unbroken line of railway communication, or at least in November next, when the Victoria Bridge will be finished, there will be an entirely unbroken line of communication from Portland to Montreal, and thence to Toronto through the whole of Western Canada to the Western States.

5183. As I understand you at present, the letters for Montreal go through New York once a fortnight; they are liable to go from London through New York, by the Cunard line one week, and through Boston the other week?—Yes, alternately.

5184. Would you get the letters more quickly if they went by Portland, than if they went by New York?—To most parts of Canada unquestionably; Portland is both nearer Liverpool than New York, (I forget the exact distance now,) and it is also much nearer Montreal and Quebec, and the whole of Eastern Canada. As regards the western section of Canada, I should say the mails from Portland would also reach as quickly as from New York, owing to the advantage which the continuous communication by one railway affords, and the facilities which it gives for the despatch of special trains immediately on the arrival of the steamers.

5185. In fact, Portland, with this new line of the Grand Trunk Railway, is the natural route, is it not, for your mails and passengers?—It is the natural route, and the chief outlet in winter time for Canada, it being impossible, of course, to go across to Halifax; the country in the interior below Quebec is thinly settled across New Brunswick, and there is no railway.

5186. In the present unfortunate state in which we are placed, with our hands tied up for so many years by the extension of the Cunard contract, and having entered into this Galway line, what do you propose as the practical course for our Government to take with regard to Canada?—One course which I can suggest is that, if the Government determined to establish a mail communication to Columbia and that region, and if they contemplated transmitting those mails through British North America, I think that the Canadian Government would give the use of their steamers, and send the mails to the extreme western boundary of Canada, and through Canada, for the small subsidy of £30,000. That is one way in which I can see that substantial relief could be afforded. It is fully my opinion, that if by any means additional aid to the extent of £50,000 was continued even for a year

or two to the Canadian line, the superior advantages of the route would be so demonstrated that it would be able to be self-sustaining; but if it is to be crushed before the advantages can be demonstrated, it is in vain for us to expect again that any commercial men will undertake the performance of the service.

5187. In what other way besides the conveyance of the mails is this great subsidy to the Cunard line found practically to be a disadvantage to your Canadian Steamers?—It of course has the effect of drawing trade and passengers to New York and Boston, and it has undoubtedly the effect of cheapening the freights by sailing vessels to and from those ports. And of course, though we are bringing down produce from the interior of the country, and from the Western States of America much more cheaply, and much more rapidly, to the ports of Montreal and Quebec, yet the ocean freights across the Atlantic rule higher from those latter ports to Liverpool than they do from New York and Boston to Liverpool. And it has been shewn that one of the chief causes is the Cunard Steamers going to New York and Boston weekly, of course conveying most of the passengers, and leaving the packet ships free for the conveyance of freight. The subsidy to the Cunard Ships makes them comparatively independent of freight. They seldom carry any homeward, and I suppose do not care for it at low rates.

5188. Would it be possible to amalgamate the Canadian line with the Galway line in any way, and run it to Portland?—All that I can say with regard to that is, that as a member of the Canadian Government I should be prepared to give my most favorable consideration to any scheme by which the principal object that we seek to obtain, namely, to keep the trade within our own boundaries, should be affected; of course I am not prepared to offer any opinion as to the details of the arrangement, or as to whether such a thing would be practicable; but our chief objection, which I have stated to-day, is to the diversion of that traffic which properly belongs to us, and which we are seeking to draw through Canada, and which has hitherto gone to the United States ports by means of those subsidies.

5189. Does the greater subsidy given to Mr. Cunard, by enabling him to give increased accommodation to passengers, and furnish a better equipment, tend to operate injuriously upon the competition with the lines of the Canadian Steamers?—Very strongly, we think. Besides, persons going from Canada to Boston, and to New York, to take their passage across the Atlantic, often make their purchases there, take their families there, and establish relations there which permeate in a great many ways.

5190. (Mr. Wilson.) Supposing it were found that this contract for the Galway line had been so far completed as to be ir retractable, and that the Government was too much committed to be able to alter it, would it not be possible for some joint arrangement to be made between the Canadian Government and the British Government by way of a joint service similar to that which we have with Australia at the present moment, by which the objects which the Canadian Legislature have in view could be obtained in the manner which you have described?—I should think that such arrangement would be both practicable and extremely desirable, as it appears to me.

5191. That would appear to be now almost the only way out of the difficulty in which we have been landed by these two events?—Certainly it seems so; and I have no doubt that the Canadian Government would consider with great favor any arrangement of the kind, rather than peril by this cruel competition the continuance of a direct Colonial line.

5192. This Grand Trunk line from Portland is one of the most important features that you have now in your communication between Canada and England, is it not, inasmuch as it is the only means of communication during the closed months of winter?—It is the only means by which the communication could be maintained in winter in connection with these steamers.

5193. Are you aware that applications have been made by persons interested in that line, and also interested in the welfare of Canada, that we should vary our customs duties here, so as to enable you to use the railway as a commercial communication in the winter months?—I am aware that such an application was made; it was upon resolutions which I myself introduced into the Canadian Legislature, that an address was founded to the Imperial Government.

5194. For a long time that was not conceded, was it?—No; for a long time it was not conceded, and it has only been conceded in a Bill which was introduced a few days ago.

5195. You are aware that a clause has been inserted for that purpose? Yes; and I was very glad to find it so.

5196. That will enable you to convey now in winter Canadian produce over that line of Railway?—The clause is not quite so general as I could wish it to be; it is confined to the articles of deals and butter. There is a difference in some other articles, if I mistake not, such as in cheese, but possibly not to the same extent. Still, no doubt the relief so far, will be very considerable to us.

5197. Are you not aware that the only articles which had become matter of practical considerations were those two articles, and can you not easily conceive that in making experiments of this kind, in which the revenue was somewhat jeopardised, it was not imprudent to try it as an experiment?—I can quite understand why it was confined to the specification of those particular articles, and we are very well satisfied, so far, with what has been done.

5198. If the winter trade is carried on through Canada in that way, it would render it still more important, would it not, that you should have this regular weekly steam communication?—Undoubtedly; and I might venture to add that, without weekly communication, it is found that the passage of letters will seek another channel. If it is only fortnightly, commercial houses and banks do not think of the days upon which the steamers sail, and get into the habit of writing by the regular weekly line. I am told that, so far this year, so quickly and regularly have the mails been delivered by the Canadian Line, that a very large proportion of the postage and the mail matter is now being sent from Canada by them, and not by the Cunard line. It is stated that upon some occasions not more than a dozen letters have left some of the principal towns in Canada by the Cunard steamers, as the great bulk of the correspondence goes now by the Canadian line.

5199. (Chairman.) Have you any other steamers that come from the St. Lawrence to Liverpool, besides those of the Montreal Ocean Steamship Company?—No, not to Liverpool; there is a transit vessel or two that go once a month to Glasgow; there are some small vessels from London occasionally.

5200. Is not the competition of the Cunard line felt more severely with regard to the passenger traffic, in consequence of the better accommodation and provisioning of the ships, that they are enabled to give by reason of their large subsidy?—That must become so eventually; but I should like to add that, so far as my own experience is concerned (and I have crossed the Atlantic repeatedly in Mr. Cunard's ships, and in the Collin's line when they were running, and I have made some three or four voyages in the Canadian ships), that the result of my observation has been that the Canadian ships are quite as comfortable and quite as well victualled as any ships that cross the Atlantic. I do not wish to make any invidious comparison, but I have found that so far as comfort and provisions are concerned, the Canadian line is as well managed a line as could possibly be.

5201. The subsidy given to the Cunard line must make it very difficult, you think, for the other Canadian line to maintain the competition, and give the same amount of accommodation?—In the long run, undoubtedly, the Canadian line will, and, as I apprehend, must succumb under the superior advantages which the Cunard line possesses.

5202. When you say that the Quebec steamers must succumb, if they should fail, would it be considered by you in Canada that they failed in consequence of the competition of the Cunard line, and in consequence of competition created by the Imperial subsidy?—Yes, and by those means alone.

5203. Do you consider that that subsidy has acted injuriously to you?—We consider it so much so, that I have felt it my duty, in as strong language as a respectful remonstrance would permit me to use, to convey to the Committee my belief that an amount of irritation and dissatisfaction would arise in Canada which I do not pretend to predict the extent of, if the Canadian line is broken up.

5204. And your appearance here may be considered as a demonstration of that dissatisfaction?—Undoubtedly it is so.

5205. Would you wish to add anything more to the evidence which you have given?—I would add, that I wish the figures which I have given to be considered as merely approximate; they may not be strictly accurate in some respects, for I only arrived in England the other day from Canada, and I have put the figures together from the best data accessible to me; but I believe them to be substantially correct.—[Adjourned *sine die*.]

No. 91, VICTORIA STREET,
WESTMINSTER, 16th August, 1859.

MY LORD DUKE,—Referring to the interview with which I was favored some days ago, and to the subject of the Transatlantic Packet arrangements then discussed, I have now the honor to state in writing the substance of the objections which Canada entertains to these arrangements, and to renew the expression of my earnest hope that a just consideration may yet be extended to Colonial interests by the Imperial Government.

Your Grace is aware that an Address of the Legislature of Canada to Her Majesty, was adopted last Session, in which the position of the Colony and the injurious operation of the two lines subsidised by Great Britain to Foreign Ports, were fully pointed out. I would here, however, briefly again advert to them.

The avowed intention of the first contract entered into with Mr. Cunard, was to facilitate communication between the parent state and her North American Dependencies, and the Mails for Canada were for some time conveyed by a Branch Steamer from Halifax to Quebec. The Cunard Company, however, finding it difficult and expensive to keep up this Branch Steam Service, it was discontinued. The great bulk of the Canada Mails have since been conveyed from England direct to New York and Boston, and thence across the United States Territory to the Province.

No objection was made in Canada at the time to this arrangement both because the enterprise was a new and deserving one and because the Colony did not then possess any Railway communication of its own from the Sea Board to the Interior of the Country, nor had the new interests arising from the completion of the public works of Canada then come into existence. During the continuance of the various Cunard Contracts, the Province felt that it could not ask in its own interest for any change which might involve the slightest breach of faith towards the Contractors, but a confident expectation was indulged that when the period arrived for considering the continuation of the service, no renewal of the Agreement would take place without negotiations to which Canada might be a party, and that the new and important relations of a national character which had arisen in the mean time would be fully discussed.

That she was justified in indulging this expectation will, I think, be abundantly manifest by referring to the communications which have taken place between the two Governments, to some of which I will presently advert.

It is not merely with reference to the postal requirements and convenience of Canada, however, that this question is to be considered. It involves considerations of a higher and more extensive character, which affect as well the future prosperity of the Province, as the extensive and various interests of British Subjects existing there. To these general considerations I would first very briefly call the attention of Your Grace.

The efforts of Canada have for many years been directed to develop the Trade of the St. Lawrence, and attract the Commerce of the Western States of America to Europe through her Territory, by the construction of extensive and costly works of internal communication.

So important were these works considered that in the year 1842, Her Majesty's Government called on Parliament to afford its assistance in aid of the undertakings, and a loan was accordingly raised on the Imperial credit for that purpose. I cannot better point out to Your Grace the importance of these works, than by quoting the words of Lord Derby, then Principal Secretary of State for the Colonies, in a Despatch addressed to the Governor General of Canada, on the 2nd April, 1842. "It remains to be considered what are the public works towards the accomplishment of which it would be most desirable that the credit of this Country should be applied; and I apprehend that there can be no doubt as to the principle to be applied in selecting such as partake least of a local and most of a general character, as tend most to the extension of the great lines of communication, and the promotion of trade and intercourse, rather than such as tend more to the immediate local advantage of particular districts. These last are objects perhaps for aid from the Provincial Treasury, but primarily to be promoted by local exertion. The former are objects of Colonial, and I may even add, of national interest and importance.

"Foremost among them stands the improvements of the navigation of the St. Lawrence; this mighty stream, with its chain of Lakes and its tributary rivers, forms the great

“natural highway of Canada, and not only of Canada, but also of a great portion of the United States, and of very extensive tracts of unoccupied fertile Country, belonging both to ourselves and our neighbours, which will form flourishing States and Provinces in the time of our children and grandchildren.

“To throw this great highway completely open, by means of substantial and permanent public works, would be an undertaking worthy of British enterprise, and one which, although chiefly and primarily essential to the advancement of Canada, would probably, both in a commercial and political point of view, not be without its advantage to the Mother Country.

“I do not at all question the propriety of a public expenditure for objects of this description, and in authorizing you to state to the Provincial Parliament that Her Majesty's Government will be prepared to sanction a loan of £1,500,000 for the improvement of the public communications in Canada, whether by land or water, you will understand that the Legislature will exercise a discretion as to the Works to be undertaken, so that the improvement of the St. Lawrence and the Lakes, be the first object, and that the total amount to be raised on British credit do not exceed the stipulated sum of £1,500,000.”

It may not be improper to add that the same course of policy had been approved of and adopted by Lord John Russell, who preceded Lord Derby as Colonial Secretary, and that he addressed despatches of similar import to Lord Sydenham, in January and May, 1841.

Since that period Canada has steadily pursued the policy of extending her works of international improvement to the full measure of her resources. Canals uniting the Great Lakes and affording uninterrupted navigation even for seagoing vessels to the foot of Lake Superior, have been constructed. Numerous Lighthouses extending from the Western Frontier of the Province, to the Coast of Labrador on the Atlantic, a distance of nearly 1600 miles, have also been erected and are maintained at a very heavy annual charge by the Colony, without the exaction of any dues on Shipping for their support. There is likewise maintained, by the payment of a large provincial subsidy, a line of powerful Iron Tug Steamers in the Gulf of St. Lawrence, which are available at almost nominal rates for the towage of Vessels trading to Canadian Ports. It may fairly be asserted that the Province possesses the most extensive and complete system of Inland Water Communication in the world.

In these enterprises nearly the whole direct Public Debt of Canada, amounting to about £7,000,000, has been expended.

There have also been constructed lines of Railway extending from the Atlantic Seaboard as far west as Sarnia on Lake Huron, by means of which, on completion of the Victoria Bridge, in November of the present year, an unbroken communication by the Grand Trunk Railway alone, of nearly 1100 miles to the interior of the Country will exist. Other lines extending to all important sections of the Province, have likewise been built, and these Canadian Roads, at the westerly extremities, connect with the United States lines leading North as far as Minesota on the one hand, and South to New Orleans on the other. Provincial aid has been largely extended towards their construction and many millions of British Capital are invested in them.

The magnitude and importance of the Trade of the Regions lying to the West of Canada, which seek an outlet to Europe for their products are well known to Your Grace, and will be admitted fully to have warranted this large outlay to secure it.

It has been conclusively shewn that these Canadian Channels of communication afford the nearest and most direct route from Europe to the Western States of America, and it was confidently anticipated that, on the completion of her Canals and Railways, the Province would obtain a share of this commerce which might alike render her own Provincial works productive, and the private enterprises adverted to, remunerative to the projectors.

In endeavoring to attract this Western Trade, she had to incur, not only the competition of the American cities of Boston and New York, and of the powerful interests connected with the Railways leading to them, but also the direct rivalry of the State of New York itself, by which the Erie Canal, from the Lake of that name to the navigable waters of the Hudson River, had been constructed as a Government undertaking.

The large subsidy paid by the British Government to the Cunard Steamships, has, it is well known, operated as a direct bounty to the Ports of New York and Boston; and, as was shewn by evidence laid before the Canadian Legislature, the effect was greatly to draw the trade into the American channels leading to those cities, thus defeating the object which Canada sought to accomplish in the construction of her public works.

So painfully adverse to the interests of the Colony, was the course of Trade becoming, that Canada felt herself compelled to undertake a direct Mail Steamship Service with Liverpool from the St. Lawrence, fortnightly in summer, and monthly in winter, to Portland in the State of Maine, the Atlantic Terminus of the Grand Trunk Railway.

The establishment of this even occasional communication so abundantly shewed the advantages of the St. Lawrence route, and the Provincial objects to be attained were so important, that the Government increased the service to a weekly line, by granting a subsidy of £55,000 currency, or about £45,000 sterling, a year, and this line has been in successful operation since April last. It is composed of eight first class Screw Steamers, of from 1,786 to 2,200 tons, and from 350 to 450 nominal horse power. These ships have been built expressly for the Service, at a cost of nearly £650,000 sterling, including the necessary tenders; and their voyages for regularity and speed, can compare most favorably with those of any other Company. The average length of their voyage, has, I am informed by the Contractor, been 10 days and 23 hours eastward, and 11 days and 17 hours westward; while that of the Cunard Ships was, westward to Boston, 12 days and 21 hours, and to New York, 12 days and 15 hours; and eastward from Boston, 11 days and 4 hours, and from New York, 10 days and 21 hours. During the present year since the new ships have been placed on the line, the contrast is presumed to be still more in favor of the Canadian Ships, one of them, the "Hungarian," having performed three consecutive voyages across the Atlantic in 27 days and 23 hours. The eminent success of this line has clearly demonstrated the superior advantages which the route offers, as well for Emigration and Commerce, as for the transmission of Mail matter to all parts of America.

When the experiment was entered upon by Canada, these considerations were placed before Her Majesty's Advisers, and I would take leave to direct the attention of Your Grace, to a Despatch, dated the 2nd September, 1856, from the Governor General of Canada, to the Colonial Secretary, wherein the claims of the Canadian Line to Imperial consideration are thus stated:

"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 in 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 parts.

"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 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

"6d. and 5d. 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."

In reply to this Despatch, the then Colonial Secretary informed the Government of Canada, on the 3rd December, 1856, that after communication with the Lords Commissioners of the Treasury, he was apprised by their Lordships that the existing arrangements with respect to the Canadian mail service, would be continued until the expiration of Mr. Cunard's contract, when they hoped that an arrangement more in conformity with what they would "regard as an equitable consideration for the Finances of this Country might "be effected."

After these communications, and knowing that the Imperial Government had been made aware of the continued existence and successful working of the Colonial Line, Canada had a full reliance that no new arrangement with the Cunard Line, or any other, would be made, and that no extension of existing Contracts would be granted for the continued conveyance of the Mails to Boston and New York, without previous intimation to the Provincial Government, and then only after a full discussion of the relative advantages of the different routes, and of the important national considerations which were inseparable from the service.

It was therefore with surprise and regret that the Canadian Government became aware, through certain Members of it, who were in England on public business in November last, that it had pleased Her Majesty's Government to renew the Cunard Contract several years, in anticipation of its expiring, without any intimation whatever to Canada, or giving her any opportunity of shewing, not only that the American and Canadian Mail Service could have been performed more expeditiously and far more cheaply by the St. Lawrence in summer, and by Portland in Winter, but that a serious and lasting injury would be inflicted on the Commerce and Revenue of the Colony, to the advantage of a foreign country. One of the objects which are stated to be aimed at in the extended arrangement, is thus defined in a communication, dated the 19th day of June, 1858, from the Secretary of the Admiralty to the Secretary of the Treasury:—

"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 first 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 Steamships by which to outship 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."

It will not, I trust, be considered unreasonable, if I express my profound regret that one of the most important of these possessions was precluded from the opportunity of showing in what way the objects aimed at could be best accomplished; and that the course actually taken, is more calculated to destroy than maintain the true connecting link between England and that possession.

It is with equally painful emotions that Her Majesty's Canadian subjects have become aware that another Line, known as the Lever Line, has been subsidized by the Imperial authorities, which is likewise intended to ply to United States Ports. The establishment and continuance of such a line cannot fail to augment the injury to the commerce, and continue the unsatisfactory and irritating arrangements by means of which the postal communication with Canada are effected. Whatever Imperial considerations may have induced Her Majesty's Government to provide for a direct communication between Ireland and America, the Canadian Government cannot believe that it was intended thereby invidiously to foster the commerce of an emigration to the United States, to the distinct injury of Canadian interest, a result which must necessarily follow, if the Cities of New York and Boston are made the terminal ports of this Line on the American side.

It would certainly seem that Canada is placed in a much less favorable position than other English Colonies in regard even to the postal intercourse with Great Britain.— Lines are maintained with large subsidies to the British possessions in Australia, in South America, in the West Indies and the Mediterranean; but with respect to Canada, her mails are conveyed first to a Foreign Country, and then through that Foreign Country at a heavy expense to her own Territories.

Having thus adverted to the more general considerations which affect the question, I deem it my duty respectfully to point out to Your Grace the consequences which in my opinion must follow the failure of the Canadian Line. The fact that an enterprise so essentially tending to promote the general interests of an important Colony, and necessary to prevent its trade from being diverted into Foreign Channels, is crushed by the superior advantages conferred by England on Lines whose interests are avowedly and exclusively with a Foreign Country, cannot but produce deep and general dissatisfaction; and in the absence of more cogent reasons than have yet been assigned for the renewal of the one and the establishment of the other, give rise to an opinion that Colonial prosperity has been needlessly sacrificed to promote the interests of private companies. Apart from this, the considerations that many millions of English Capital are invested in the Grand Trunk, the Great Western, the Northern Railways of Canada, and other private undertakings of a similar character, which undertakings it has been the effort of Canada to make productive by attracting, through the means already adverted to, a direct trade between Europe and the West, and that the future prosperity of these enterprises will be most disastrously affected by the withdrawal of the Canadian Weekly Steam Service ought not to be without their weight. A return to the former service to New York and Boston maintained by Imperial subsidy, will continue to make every inhabitant of Canada a direct contributor to the United States Revenue. The amount of postage on the Canada Mail matter by the Cunard Line is I understand (though I cannot vouch for the exact figure,) estimated at from £32,000 to £39,000 a year, of which the United States transit charge is about one third, or from £11,000 to 13,000 a year; when it is considered that not only need no portion of this amount be paid, that it is a tax on the Canadian people, directly attributable to the continuance of the Imperial subsidy to United States Lines, and moreover that delay in the receipt of the mails to the Canadian community is entailed by the circuitous route so fostered through a Foreign Country, it will not be surprising if a state of things so anomalous which the Colony is struggling to the full measure of its resources to remove, will, if continued, produce extreme irritation among its inhabitants, since every Mail reminds them of a direct contribution to the American Exchequer. I need hardly advert to the obvious fact, that by the subsidies in question a bonus is given to divert the most needed class of Emigrants from proceeding to a British Colony where their labor and capital are so much needed, and to encourage their settlement in the United States.

I have thus imperfectly, though I fear at somewhat too great length, endeavored to point out to Your Grace the peculiar and exceptional position of the Province, whose interests I am charged to represent. Its special claims to Imperial consideration, and the injury which the existing state of things will, if continued, inflict upon it, in what form and to what extent a proper measure of relief can be accorded, I leave to the consideration of the Government of which Your Grace is a member. I would, however, venture to suggest one or other of the following plans as being likely to attain the object which we seek to accomplish.

1st. A direct subsidy to the Colonial Steamers. If it be true, as Mr. Cunard states his belief to be, that the amount of postage received by his ships is equal to the sum paid to him by the British Government, and that his Line is kept up without cost to the country, surely the Canada postal communications are sufficiently important to justify an Imperial subsidy equal at least to that which the Colony contributes, even if the important commercial considerations which I have adverted to were to be disregarded.

2nd. A payment by Great Britain of a stipulated sum for the conveyance across the Atlantic and to the Western limits of Canada of the Mails to British Columbia, which the Province offered to perform in terms of the minute of Council of the 13th June last, to which I have had the honor of again calling Your Grace's attention in a separate communication.

3rd. If it is found that the arrangements with the Cunard Line and the Galway Line have gone so far as to be irrevocable; then that some such modification of the service be, if possible, required of one or other of the Contractors, as may, by means of its joint performance, by the Canadian and English Contractors, still continue to Canada a direct weekly communication; I am not prepared to say how far this latter suggestion is practicable in detail, but I doubt not the Canadian Government would be prepared to listen favorably to any reasonable proposal that would prevent the important objects the Province had in view in the establishment of the Line from being defeated, which they would be, should the Canadian Line be forced to succumb, as it soon will, under the competition maintained by the two Imperial Subsidies.

I beg Your Grace will accept as my apology for the length of this communication, that I feel in common with, I believe, all Her Majesty's subjects in Canada, a strong sense of the serious injury to which the interests of the Colony are exposed, and that I entertain firm assurance that Your Grace will not only give an impartial and careful consideration to the facts I have stated, but will be disposed to promote the reasonable claims of this important dependency of the Empire.

I have the honor to remain,

Your Grace's very humble servant,

(Signed,)

JOHN ROSE.

His Grace

The Duke of NEWCASTLE,
Colonial Secretary.

DOWNING STREET,

12th September, 1859.

SIR,—I am directed by the Duke of Newcastle to acquaint you that he has under his consideration your letter of the 16th of August, on the subject of the contracts recently entered into by Her Majesty's Government, for the conveyance of the mails across the Atlantic, and urging upon His Grace's attention the claims of the Canadian line of steamers to Imperial consideration.

I am desired to state that it is the Duke of Newcastle's earnest desire that in any arrangements for the conveyance of mails to British North America, the interests of Canada should be fully considered, and his Grace regrets, that in the late transactions the Canadian Government had not ample opportunity of stating their views. The Duke of Newcastle cannot, however, enter into the details of your letter or give any opinion, much less any pledge as to the future course which Her Majesty's Government may think right to adopt, as the subject of these contracts is under the consideration of a Committee of the House of Commons, and until its report is made, no decision can be formed. His Grace can therefore only assure you of his continued regard to the statements you have laid before him, and his resolve to watch over the interests of the Colony in this important matter.

I am, Sir,

Your obedient servant,

(Signed,)

C. FORTESCUE.

The Honorable JOHN ROSE

91 VICTORIA STREET,

WESTMINSTER, 17th August, 1859.

MY LORD DUKE,—I have the honor to bring under the notice of Your Grace a recent communication from the Government of Canada, on the subject of a proposal to carry the mails from Great Britain through British America to the Pacific.

In a Report of the Committee of Council, under date the 13th June last, approved by His Excellency the Governor General, the Canadian Government expresses its willingness, on the conditions therein stated, to place at the disposal of the British Government, or of any parties who may contract with that Government, the Ocean Steamships and Inland mail service of Canada from Liverpool to Red River, on payment of the sum of £30,000 per annum.

I need not impress on Your Grace by argument the considerations which induced the Canadian Government to make this offer. The completion of such an arrangement would

be of great importance to the Colony; and the undertaking of it at the present moment would be especially so in connection with the position in which the Canadian Ocean Steamers are placed.

I would respectfully solicit the early and favorable consideration of Your Grace to this proposal, and I shall be happy to afford any information which may not be already supplied through the Official communications of Record in the Department.

I have the honor to be,

My Lord Duke,
Your most obedient servant,

[Signed,]

JOHN ROSE.

His Grace

The Duke of NEWCASTLE,
Colonial Secretary.

DOWNING STREET,

12th September, 1859.

SIR,—I am directed by the Duke of Newcastle to acknowledge the receipt of your letter, dated the 17th ultimo, on the subject of the conveyance of the mails from Great Britain to the Pacific through British North America, and the proposal of the Government of Canada to place at the disposal of the British Government the Ocean steamship and Inland mail service of Canada, from Liverpool to Red River, on payment of the sum of thirty thousand pounds (£30,000) per annum.

I am desired to state that after receiving a deputation from the North-west Transit Company, and carefully considering their proposals, as well as the communication received from the Government of Canada, the Duke of Newcastle could not feel justified in recommending so very large an assistance (£80,000 in all), for a service so small as the conveyance of letters to British Columbia and Van Couver's Island, and that whilst His Grace recognizes the great value both to this country and to Canada of a thorough communication across the British North American continent, he hopes that the present delay may lead to a more complete scheme.

I am, Sir,

Your obedient servant,

(Signed,)

C. FORTESCUE.

The Honorable JOHN ROSE.

DEPARTMENT OF PUBLIC WORKS,

QUEBEC, 11th October, 1859.

SIR,—I have the honor to report for the information of His Excellency the Governor General, the measures pursued by me to carry out the objects contemplated by the minute of Council of the 18th July last.

On my arrival in England, I found that the Committee of the House of Commons, named on the motion of the Chancellor of the Exchequer for the purpose of enquiring into the system of granting Mail Packet Contracts, was specially engaged upon the Dover and Calais Contract, and that it was probable the investigation of that question alone, would occupy the entire remainder of the session.

It was however considered so important that some evidence touching the Transatlantic service, and the manner in which the interests of Canada were effected by the renewal of the Cunard and the granting of the Galway Contracts, should if possible, be given before the Committee rose, that after communicating with the Colonial Office, and the Chairman of the Committee, it was arranged that my evidence should be taken, out of the ordinary course.

I herewith transmit for the information of His Excellency, a copy of that evidence, which has not however, I understand, been reported to the House, in consequence of its prorogation.

It was not of course to be expected that the Committee could then pronounce any formal opinion in relation to the demand of Canada—but I am warranted in expressing my

belief, that a general feeling, strongly favorable to the claims of the Province, is entertained.

Though it had been intimated that the general policy of granting Packet subsidies, and the immediate subject of the Transatlantic contracts, were under the consideration of the Committee, I considered it my duty formally to continue the communications which I had begun with His Grace the Duke of Newcastle, and to urge on the attention of the Government, the justice of according substantial relief to the Canadian enterprise.

I accordingly addressed the letter dated the 16th August last, of which a copy, accompanied with the reply of the under Secretary of State for the colonies, is hereunto appended.

As another means by which I hoped the same object might be furthered, I pressed on His Grace's attention the offer to convey the mails to the Pacific through the British Territories in America, and urged the national importance of opening up a channel of communication across the continent; my letter on that subject, together with an official reply, likewise accompany this.

I finally endeavored by such means as were in my power both to arouse public attention to the special injustice which had been inflicted on the Province, in connection with the late arrangements, and to make known the superior advantages which Canadian channels afforded for communication between Europe and the West.

The Committee of the House of Commons will re-assemble on the opening of the session, and it is important that the interest of the Province should be represented before it, inasmuch as the conclusions which the Committee may come to, and the recommendations they may offer, will in all probability determine the extent and manner of aid to be accorded.

In the meantime, I would venture to suggest that the matter should engage the early attention of the Governor in Council, with the view of making on the part of Canada, a formal proposal to the British Government, concerning the performance of the service.

I have the honor to be, Sir,

Your obedient servant,

(Signed,) JOHN ROSE.

The Honorable
The Provincial Secretary,
&c. &c. &c. Quebec.

STATEMENT respecting the Jesuits' Estates furnished to the Honorable the Provincial Secretary, as required by 5th Sec. 16 Vic. cap. 163.

Income of last year, from what source, amount expended, and for what purposes, in detail.

Name of Property.	Number of Acres originally granted, and date thereof.		No. of Acres conceded and Rate per Acre. *	Arrears.	Lods et Venes.	Cens et Rentcs.	Mills, Farms, &c.	Rentcs Jon-ceres, Consti-tutions, &c.	Money receiv'd on Judge-ments, &c.	Com-muta-tion Money	Timber, ground rent and ducs.	Expenses.		
	\$ cts.	\$ cts.										\$ cts.	\$ cts.	
Sillory	8979	Super'l Arpentcs.....	Oct. 23, 1699 All	0 00	0 00	10 19	4705 70	0 00	0 00	100 30	0 00	4522 37	Paid for surr'y	\$ cts. 339 98
St. Gabriel	119720	do	April 11, 1647 70714 Super'l Arpentcs.....	0 00	0 00	21 82	12 79	0 00	0 00	0 00	0 00	31 61	do advertis'g	3 20
Notre Dame des Anges	28224	do	Jan. 17, 1652 All	0 00	0 00	31 71	106 05	865 20	0 00	81 72	0 00	1084 88	Agents' salary and	2740 70
Delair	14112	do	Nov. 24, 1682 All	0 00	0 00	14 41	0 00	0 00	0 00	0 00	0 00	14 41	Commission } Agents' dis-bursments... }	1217 17
Estates in Quebec	Not known	do .....	.....	0 00	0 00	0 00	894 07	0 00	0 00	0 00	0 00	894 97	Balance.....	14216 02
do in Lauzon	2140	Super'l Arpentcs.....	.....	0 00	0 00	0 00	2 00	0 00	0 00	0 00	0 00	2 00		
Batisann	282240	do	Mar'h 13 1059 91804 Super'l Arpentcs.....	0 00	0 00	143 43	100 00	0 00	0 00	0 00	2073 00	2658 16		
Cap de la Magdelaine	282240	do	do 20, 1651 928954 do	0 00	0 00	110 13	261 80	0 00	0 00	0 00	0 00	0 00		
Island of St. Christopher	80	do	do	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00		
Coteau St. Louis	96	do	Feb. 16, 1634 31 arpentcs as per plan	0 00	0 00	12 03	20 50	0 00	0 00	0 00	0 00	33 13		
Pachoverie	About 3	do	do do	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00		
Banlieu of Three Rivers	575	do	do Aug. 9, 1634 All	0 00	0 00	0 89	0 00	0 00	0 00	0 00	0 00	0 89		
Tadoussac	6	do	do July 1, 1656	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00	0 00		
La Prairie	56418	do	April 1, 1647 53712 Arpentcs	242 03	2188 52	1657 62	38 80	4945 48	0 00	0 00	0 00	3072 45		
				242 03	2533 73	7761 32	904 00	4845 48	188 11	2073 00		18547 67		\$ 18547 07

* N. B.—General rate on all concessions up to passing of Seignioral Amendment Act of 1856, one penny Cens et Rentcs per superficial arpent; since 1856 from 40 cents to \$1 per arpent is charged, according to the locality.

F. T. JUDAH,
Clerk of Jesuits' Estates.

P. M. VANKOUGHNET,
Commissioner of Crown Lands.

JESUITS' ESTATES BRANCH, } Quebec, 31st January, 1860.
Crown Lands Department, }

ANNUAL REPORT

To the Three Branches of the Legislature, of *L' Hospice de St. Joseph de la Maternité de Québec*, incorporated under the Act 18 Vic.; Chap. 226, for the year ending on 31st December, 1859.

1. Names of members :—

Dames L. C. PANET,
 " H. D. TASCHEREAU,
 " V. D. TETU,
 " E. M. PELLETIER,
 " H. M. CARRIER,

Dames T. P. BILODEAU,
 " A. D. TASCHEREAU,
 " C. D. TETU,
 " M. MÉTEVIER,
 " E. M. LANGEVIN.

2. Number of persons admitted and treated in the establishment, 24.

3. Endowment, none.

4. General statement of the affairs of the Corporation :—

The Corporation has acquired by purchase, a house and lot of land situated in the Upper Town of Quebec, and measuring 85 feet in front by 53 feet in depth; the purchase money (£1,175 or \$4700) has not been paid, and bears interest.

The revenues of the Corporation are derived solely from the contributions and gifts of its members and the proceeds of their work, together with the amount granted by the Legislature.

STATEMENT of the affairs of *L' Hospice de St. Joseph de la Maternité de Québec*.

1859.	Dr.		
December 31st.	To Cash in hand at beginning of the year	£ 48 15 7½	\$ 194 73
" "	" Received from Patients.....	50 0 0	200 00
" "	" Proceeds of a Bazaar.....	31 11 0	126 20
" "	" " Work.....	5 6 9	21 35
" "	" Sundry donations.....	61 11 1½	246 22
" "	" Government Grant.....	150 0 0	600 00
		£347 2 6	\$1388 50

1859.	Cr.		
December 31st.	By Cash paid on account of lot.....	£100 0 0	\$ 400 00
" "	" Interest on £900.....	54 0 0	216 00
" "	" Insurance, Firewood, &c., &c., &c.....	83 5 2½	333 04
" "	" Provisions.....	72 1 0	288 20
" "	" Balance in hands.....	37 16 3¼	151 26
		£347 2 6	\$1388 50

Balance due by the Institution on the purchase money.....£800 0 0 or \$3200 00

QUEBEC, 31st December, 1859.

M. L. C. PANET, *President*.
 E. M. LANGEVIN, *Secretary*.

GENERAL REPORT

OF THE

COMMISSIONER OF PUBLIC WORKS,

FOR THE

YEAR ENDING 31st DECEMBER, 1859:

FURNISHED

In compliance with the provisions of the 28th chapter of the Consolidated Statutes of Canada, section 24.

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*PRINTED BY ORDER OF THE LEGISLATIVE ASSEMBLY.*  
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QUEBEC:

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1860.

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REPORT

OF THE

COMMISSIONER OF PUBLIC WORKS

FOR THE YEAR 1859.

To His Excellency the Right Honorable Sir Edmund Walker Head,

GOVERNOR GENERAL OF BRITISH NORTH AMERICA, &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

In accordance with the provisions of the 28th chapter of the Consolidated Statutes of Canada, section 24, the undersigned, Commissioner of Public Works, has the honor to submit to Your Excellency the following General Report upon the Public Works and Buildings, and the other branches of the Public service under his control and management, for the year 1859.

Before proceeding to advert to the condition of the various Public Works in detail, it may not be improper to observe, that during the past year attention has been closely directed to the immediate administration and management of the great Works of Inland Communication, as affecting their productiveness as a source of revenue, and especially to a consideration of the future policy proper to be pursued with reference to those works in connection with the commercial interests and progress of the Province.

The reorganisation of the Department, under the Bill of last Session, necessarily entailed some derangements during its progress, but the chief requirements of the Law have already been carried into effect, with, it is to be hoped, but little inconvenience to the Public Service.

The general expenditure of the Department has also been the subject of careful examination, with the view of effecting such reductions as the state of the Finances called for, and the efficient performance of the service would permit.

It would however have been unwise, to have entered on any general system of reduction, without a full knowledge of the items in respect of which it could, with propriety, be applied, and to that end, an analytical statement of the expenditure has been prepared, distinguishing—1stly. Those items which are properly permanent charges on the Department, such as Staff, Superintendence, and Management;—2ndly. Those which, though permanent, are liable to fluctuate in amount, such as maintenance, repairs and supplies for, or the renewal and extension of, existing works; and—3rdly. Those, of which the extent and outlay may be controlled from year to year, such as new works authorized by the Legislature or placed under contract.

The gross expenditure, during the past year, as will be seen from the following statement, has been \$929,231.09 or deducting the advance authorized by Parliament to place the Northern Railway in repair, and which is since repaid, \$869,231.09; while that of 1858 was \$1,071,014.38, shewing a reduction of \$201,783.29.

The following statement exhibits the various items of Expenditure under their respective heads:

1st. Permanent charge of Head Office and General Staff of Department, Superintendence and Management of various Works, including portion of

charges currency incurred on construction account - - - - -	\$182,925 38
2nd. Ordinary Repairs of Works - - - - -	88,646 33
3rd. Extraordinary Repairs, extension or enlargement of existing Works - - - - -	75,751 39
4th. New permanent Works, such as Court Houses, Custom Houses, Roads, Light Houses, Harbours, &c., chargeable to construction account - -	349,404 41
5th. Old claims for damages, and those arising out of Contracts existing against Department, settled during the year - - - - -	81,146 67
6th. Tug and Trinity House Service, and Postal extension, Lower Provinces - - - - -	67,483 79
7th. Removal to Quebec - - - - -	23,873 12
8th. Northern Railway (Legislative advance to). Since repaid - -	60,000 00
	\$929,231 00

Attention has also been directed to the position of various remote works, such as Timber Slides, Dams, Booms, &c., originally constructed for the public convenience, but which might now more properly be handed over to the Local Municipalities or disposed of to Private Companies. The cost of management and repairs, and the frequent demand for further large outlay in the way of extension or maintenance of these works, without any commensurate Public advantage, render the same policy advisable in regard to them as has already been pursued with respect to Roads and Bridges in various sections of the Province.

But while it is believed that by these and other means which will be steadily followed, a considerable reduction in expenditure may be effected, the question of present administration is subordinate in importance to the adoption of a sound Policy which should hereafter be pursued in reference to the more important works of Inland communication, so that they may, in some greater degree, fulfil the National objects for which they were undertaken. It is of most serious concern, to ascertain the true causes to which the continued falling off in the revenue of these great Public Works may be attributable, and to consider the means by which they can be made, not only more productive in themselves, but more widely beneficial to the Province, by securing that share of the great and ever-increasing commerce of the West to which its position entitles it. The great facilities of transport, which the combined system of Water and Railway communication in Canada affords, have produced increased activity on the part of those interested in Foreign routes, to retain the carrying trade they have hitherto engrossed, and continued efforts on our part will be required to develop to their utmost extent the natural advantages which Canada possesses, and keep pace with the requirements of the day. The necessities of Trade, and its active competition, demand the most direct and cheapest routes, and all minor considerations will ultimately give way to these great requisites of successful commerce. And with reference especially to grain, the great article of transport, being both bulky in its nature, and low in value in the Districts surrounding the great Lakes where it is produced, cheapness of Transport is peculiarly important, and is becoming yearly more so, as the regions of production get more and more remote from the place of consumption. The geographical position of Canada, and the means she possesses of providing to the interior of the Continent a combined system of water and railway communication unrivalled in the world for extent and safety, must, it is believed, eventually give her the command of the Trade, if the right means are taken to secure it. The effort becomes the more pressing, inasmuch as during the interval of nearly ten years, which elapsed between the completion of the existing water communications throughout Canada, and of the Railway system, which has only within the last few months attained accomplishment, the Carrying Trade has been nearly entirely absorbed by Foreign routes—a deprivation, which, if suffered to continue, will be deeply injurious, not only to the revenue of the Public Works, but to the many new and important Enterprises which have meanwhile come into being, and whose success so intimately concerns the general prosperity of the Province.

Every year during which the diversion of this Trade continues, adds to the difficulty of regaining it, the more so, as the influence of the great commercial centre of the United States, the City of New York, from which a large share has to be wrested, permeates to

the remotest regions of production. And it is not to be forgotten, that in addition to this influence, Canada has to contend with the immediate rivalry of the State of New York itself, whose direct pecuniary interest in the success of the rival routes is not secondary to that which Canada possesses in the prosperity of its own.

In seeking for the causes to which the diminished revenue on the Public Works already adverted to, is due, the fact that so many other new means of Transport through the Province exist, has not been overlooked. Some idea may be formed of the extent to which the Railways have attracted the down trade to themselves, by reference to the following returns of freight carried Eastward by them during the last year. These returns having been obtained from the proper officers of the various lines, may be regarded as reliable.

The Welland Railway carried (chiefly grain) - - - - -	14,713 Tons.
The Great Western do. do - - - - -	—
Through freight to Suspension Bridge - - - - -	22,700
do. to Toronto 8,717 and Buffalo 2,984 - - - - -	11,701
The Northern Railway to Toronto through - - - - -	24,897 Tons.
The Grand Trunk :	
Through and local to Montreal - - - - -	55,763
Of which was carried by Northern R. R. and delivered to Grand Trunk at Toronto, already entered above - - - - -	12,778
Grand Trunk, brought to and passing Montreal not included in the foregoing - - - - -	42,985 do.
Buffalo and Lake Huron Railway, to Buffalo Foreign, 4500 tons and Local, 51,800. - - - - -	56,300 do.
<hr/>	
Total Tonnage of Freight eastwards carried by Rail - - - - -	197,200 do.

Yet this diversion from our Canals to our Railways is subordinate to the consideration, that, taking the aggregate amount of produce carried on all, and keeping in mind the marvellous increase in the Western Trade, the share which Canadian channels now command is entirely disproportionate to the advantages which our geographical position and great Works present. It is true that a large falling off has taken place in the revenue of the New York Canals from the year 1851 downwards—the Tolls being \$3,703,999.00 in 1851, and only \$1,812,280.00 in 1859; yet this is due in a great degree to the lowering of the Tolls, for the Tonnage has remained the same, while the Tonnage of all the Railways, notwithstanding the protective legislation in favour of the Canals, and the restrictions in regard to the transport of freight at certain seasons of the year, has largely increased.

The falling off last year on the New York Canals, making due allowance for the relative reduction of rates on them and on our own, is by no means in the same proportion as that on the Canadian Canals.

But in view of the efforts which are now being made by the Province to demonstrate practically the manifold advantages which the St. Lawrence Route, whether by rail or water, possesses over all others, as the most direct channel of communication, not only between the West and North-West States of America, and Europe, but between those States and the Eastern States of the Union, it becomes matter for special investigation whether the circumstances, which fixed the scale of navigation at its present limits, have not so far changed as to demand an enlargement of the Works, not only on the ground of rendering the enterprises themselves productive, but as a measure necessary to secure that trade, of which they would be the natural outlet;—and how far, also, it may be expedient to provide new avenues of communication, especially with the Eastern States.

The undersigned would not recommend that any Policy, involving a certain and large expenditure, should be entered upon precipitately, nor without the fullest examination and enquiry into the propriety of its adoption, by a minute investigation into the present course of Trade, and an intelligent appreciation of its future tendency. It ought to be shewn that so far as human foresight can anticipate, the result will not issue in merely adding to the

existing burdens on the public, but that it will secure a fair return either in the shape of direct revenue from the works, or by an expansion of the Commerce of the Province.

It is undoubted that a very large share not only of the Western Foreign Trade in Grain, but of the Canadian, finds its way to the Sea Board and the Eastern States through American channels. It is equally certain, that the best and cheapest channel of general commerce, as regards transportation, is natural navigation, such as by Sea, Lake or River, in contradistinction to the artificial navigation by Canals—the latter requiring a heavy outlay for working, superintendence and repairs—in addition to the original cost of construction, and imposing a corresponding charge for their use. On the transport of bulky articles, the larger the vessel, and the longer the voyage, the more cheaply in proportion to the distance will the freight be carried. Now, it is equally undeniable that Canada possesses, through her natural navigation—which, (with the exception of 69 miles of Canal) embraces the entire distance from Chicago to the Ocean, the means of supplying these advantages in a degree which the United States, on account of their geographical position, cannot attain.

And yet the arrivals of Grain at the two ports of Buffalo and Oswego alone, have, during the last 5 years, averaged 1,313,277 barrels of flour and 27,527,088 bushels of grain, while the average shipments from Canadian Ports Seaward have been but 205,821 barrels and 672,625 bushels.

The shipments from Toronto alone, from the 1st September to the 31st December 1859, were—

Flour, barrels	- - - - -	63,627
Wheat, bushels	- - - - -	805,224
Barley, "	- - - - -	167,364

Of which the Ports of Montreal and Quebec received but 19,715 barrels and 21,691 bushels of wheat, or about 2 per cent. only of the latter, the remainder finding its way to Oswego and other American Ports on Lake Ontario.

The entire shipments by sea from Canada last year, were only 140,235 barrels of Flour, 58,029 bushels of Wheat, and 439,328 bushels of other Grain.

There are, doubtless, the considerations, which have already been adverted to, that temporarily, at least, aid in bringing about this unsatisfactory result. The removal, in past years, of the Tolls from the New York Railways, and the intense competition existing among those Railways for the Western Trade, caused such a reduction in the rates of Transport, that the Canals of that State had, in order to secure a share of the traffic, to lower their dues to an extent which nearly annihilated the Revenue, and apparently led to the result of making the debt incurred for the construction of the Canals, a charge on the general Treasury of the State.

The Legislature of the State of New York has now under consideration several propositions, which may have an important bearing on the future course of Trade, and will consequently claim the serious attention of the Province. Every change affecting the course of Trade in the neighbouring States, must be narrowly considered in determining our own.

It has been contended, that because the Ports of Canada are closed for five months in the year, the St. Lawrence can never, no matter how perfect the Province may render its works of internal communication, attract that extensive and varied commerce from all parts of the world, which is necessary to secure cheap and certain freight at all times to Europe; that this suspension of five months operates as such a drawback as to neutralise the superior advantages we possess to bring produce to tide water, inasmuch as the higher rates of Ocean freight counterbalance the cheaper Inland transport, and moreover, that the want of cargoes Westward must always keep the rates of ocean freight from the St. Lawrence higher than from New York and Boston, inasmuch as to the latter ports, cargoes of some kind can always be relied on, while to the St. Lawrence any greater number of vessels than the Import trade can profitably employ, must lose the voyage Westward and come in ballast; that in short the Export tonnage must keep pace with the Inward, and that no great commercial centre can grow up where the operations of trade are subject to alternate suspension and renewal, as those of Canada must always be.

These objections, whatever may have been their force at one time, are now removed.

Until the construction of our Railways,—when the grain exporter was dependent on the tonnage supplied by the spring and fall fleet of the St. Lawrence,—at one time so limited and controlled by a few owners, and departing only at certain seasons of the year, when operations of every kind were suspended in winter, and all foreign markets were then inaccessible, that constancy and regularity which are essential to the growth of commerce were not attainable.

Our Ocean Steamers, sailing to and from the St. Lawrence in Summer, and Portland in Winter, now furnish a weekly line of communication with Europe, throughout the whole year, which, whether as regards expedition or economy, is unrivalled. The establishment and successful operation of these Steamers has effectually removed the objections once so forcibly urged against Canada and the St. Lawrence route, on the ground of interrupted intercourse through a protracted Winter; inasmuch as the completion of the Victoria Bridge, and the unbroken communication by rail thus opened between Portland and all parts of the Western Continent, has supplied that continuous and reliable means of communication with Europe, the previous want of which had interposed a most serious bar to the expansion of our commerce, and the productiveness of our Public Works. The facilities of communication between the sea-board and the producing regions of the West, thus presented by the Canadian route, are not by any means enjoyed to the same extent by either of the great commercial cities of Boston and New York. As regards the latter, the channels of internal water communication are closed quite as many months in the year as those of Canada, and when open, are far more restricted, devious and expensive, while Boston possesses none, but is dependent on Railway transport during the entire year.

In estimating the value of our inland communications, whether by rail or water, we cannot overlook the important use to which they may be turned in promoting a more direct intercourse between the producing regions of the West, the great granaries of America, and the Eastern States, regarded in the light of consumers. It has been stated on reliable authority, that, of cereals, five barrels are consumed per every three that are exported. The supply of such a demand in itself involves a large carrying business, in which we may fairly expect to participate through the advantages which our channels of communications already possess, and which may yet be increased by further reducing the cost of transport and transhipment, by affording additional facilities for the storing of produce.

The cost of unloading, storing for one month, and reshipping, now amounts to 3 cents per bushel, while by means of proper Elevators and the modern appliances of machinery, the cost can be reduced to less than one cent. These improvements can be best undertaken by private enterprise, but the use of surplus water for the driving of machinery, and the lease at reduced rents of suitable ground, where it can be granted without detriment to the Public Works, may, with advantage, be afforded to individuals willing to embark the requisite capital in such undertakings. It is gratifying to be able to state, that already some large Buildings and Storehouses have been completed, and that arrangements for the immediate erection of others, on a still more extensive scale, are in progress. This is a most important requisite to ensure cheapness of transport; for, unless we furnish the same means for receiving and delivering produce cheaply at our own Inland Ports as American ports supply, we cannot command the trade.

The opportunity of storing produce, in cases when the immediate conveyance to market is not readily practicable, enables the producer or shipper to anticipate in a great degree the realization of his property, on the security of bills of lading and warehouse receipts.

It is satisfactory to observe that this important consideration has not been lost sight of by the Grand Trunk Railway. In a recent report from the Managing Director to the Shareholders, the following statement is made:—

“As regards the Traffic from the West, we have long been made aware of the fact, that if the same monetary facilities were not afforded Western Shippers of Produce to the New York and Boston Markets, or intermediate Ports, such as Buffalo or Oswego, as were granted them at present by parallel lines, we could never expect these Shipments via Canada, and therefore it is with much satisfaction that I am able to state that arrangements are in course of completion for making advances on shipments to Toronto, Kingston, Montreal, Quebec, or Portland, on depositing at the place of shipment the bills of lading with accredited Agents. The importance of this arrangement cannot be over-estimated, as we

“are now at every point well qualified to compete successfully with these parallel lines for this Western Traffic, and under similar arrangements, we shall be able to transport from other districts of the Mississippi, their produce for manufacture in the New England States, and also that for export to Europe.”

The extension of these facilities cannot fail to attract the Western Trade to our inland route, and in a great degree to counterbalance the influence which the position of New York, as the great central point of commerce, has hitherto exerted, in drawing this traffic to itself.

In what respect any of the Chain of Great Works requires improvement, is now matter for anxious enquiry.

The first in the series of works is the Welland Canal. If its size be not sufficient to pass the vessels now plying on the Great Lakes which it connects, and which vessels would, but for its inadequate size, make use of it, it is manifest that the very object for which it was constructed, is defeated.

Particular enquiry has been instituted regarding the size and number of the vessels engaged in the Grain Trade on the Lakes, and it would appear from the returns obtained from various independent and reliable sources, that from one-third to one-fourth of these vessels cannot pass through the Welland Canal, while nearly three-fourths of the Propellers on the Upper Lakes—being the class of vessels now chiefly used in the Grain Trade—are too large to pass into Lake Ontario.

The undersigned abstains from offering an opinion how far the falling off in Trade by this Canal, is attributable to the opening of new Channels of communication from the Upper Lakes, and to the commercial facilities afforded to attract it elsewhere, as these considerations may be deemed fit subjects for Parliamentary enquiry. But should it be conclusively shewn, that the predominating cause, of the diminution of its trade, is the fact, that the size of its Locks is not adapted to the class of vessels now in use on the Upper Lakes, the enlargement of the Welland Canal would seem now to be as much a matter of necessity as was its construction in the first instance.

It will not be out of place to mention one fact, the bearing of which on this question is not unimportant, that reliable sources give a return of only 14,800,000 bushels of grain as shipped Eastward, from the Lake Regions over Lake Ontario, in 1859, against 21,800,000 in 1858, 18,044,000 in 1857, and 23,800,000 in 1856.

Special attention is directed to the facts stated, as well under the particular head of the Welland Canal, as those contained in the correspondence in the Appendix.

The same policy that affects the enlargement of the Welland Canal, equally concerns the St. Lawrence Canals. The attention of the Chief Engineer was called to the question of the probable cost of improving the latter, and from his very satisfactory and clear Report, which will be found in the Appendix, it is gratifying to find the cost of deepening to be within a reasonable compass.

The deepening of these Canals, so as to give them at least the same depth of water as the Welland, is a work which ought not to be delayed, whatever policy may be pursued with reference to the enlargement of the whole chain.

It is a very significant fact, that the State of New York is steadily pursuing the policy of enlarging her Canals, notwithstanding that the burden imposed on the General Revenue to meet the charges upon them, is yearly increasing, and that the deficiency of the past year has to be supplied by Loans or Taxes to an amount exceeding \$3,500,000.

The project of constructing a Canal to connect the St. Lawrence with Lake Champlain, has frequently been urged by parties who have for many years given attention to the subject of Transport, as requisite to complete the chain of Canals now in use, and as especially necessary to draw through the St. Lawrence, the large amount of Western Produce which is consumed in the manufacturing States of New England, a consumption which has been variously estimated at from 5,000,000 to 9,000,000 barrels a year. It has also been contended, that the Lumber Trade of Upper Canada and of the Ottawa would thus find an easier and cheaper conveyance to the markets of the United States, and that the large upward freight of heavy goods for supplying the populous Western States, of which we have now little or none, would be attracted through the St. Lawrence and Welland Canals.

The arguments affecting this important project have been so often brought under public notice, both by this Department and by the Legislature, that it is needless to advert to them again in detail, but the considerations already pointed to, which commend to us the expediency of ascertaining the effect of Canadian Railways, before entering on any large expenditure for new Works of Inland navigation, are equally applicable with reference to this. The Victoria Bridge has already remedied one great objection which formerly existed—the breaking of bulk on crossing the St. Lawrence. But as bulk must be broken somewhere, on produce coming by water from the West, before its distribution among the manufacturing cities of the Eastern States can take place—the problem, whether with our new Railway facilities, that point may not be on the St. Lawrence, is one which we are now about to solve by the test of actual experience.

In the course of his investigations as to the causes to which the fact of the inadequate share of the trade passing through Canadian channels was due, the undersigned had occasion to address various official persons and public bodies, both in Canada and the United States, by all of whom statistical information of much value has been afforded.

Too much importance, however, must not be attached to statistical returns. They may show what the course of trade actually is, but we have to look deeper into the causes of its tendency thither. Legislation,—undue competition for the Traffic,—Banking assistance for the speedy realization of shipments,—the existing connexions of business, and many other inducements, have their influence, and will often outweigh the superior advantages offered by one channel over another.

The project of uniting the waters of the Western Lakes with the St. Lawrence by means of a Canal from Lake Huron, through the valley of the Ottawa, has not been overlooked. A minute and accurate survey has been completed, and the result, as respects the estimated cost of construction—the comparative advantages and difficulties of the routes—the amount of lockage and the extent of Navigation by Canal, River and Lake respectively,—will be found under the appropriate head.

The navigation, as well of the Inland waters from Lake Superior downwards, as of the River and Gulph of St. Lawrence, have become so important, both as respects safety and expedition, that special attention has been called to the necessity of providing an additional number of Lighthouses both on the Inland Lakes and on the Lower St. Lawrence, and also of distinguishing Beacons on the coast of the latter. Communications were addressed to the United States Lighthouse Board, and to the Commissioners of the Scottish Northern Lighthouses, on the subject of using Iron in the construction of the buildings—by both of whom much valuable information was most courteously furnished.

The Report of the Chief Engineer, to whom these communications were referred, will be found in its proper place. This Report contains much reliable and valuable information. The undersigned would strongly urge the immediate construction, during the present season, of Lights at Cape Whittle and the Bird Rocks, as indispensable to safe navigation.

In connection with this subject, and as a means of still further shortening; the route by Canada to the West, it is recommended that measures be taken to ascertain, whether the Gulf of St. Lawrence may not be navigated with safety for a longer period than it now is, and whether a Harbor may not be found accessible during the whole year to Canadian territory. It is believed that the ice in the Gulf during a great part of the winter, offers less obstruction to the navigation, than during the late Autumn and early Spring. An experimental voyage of a steamer in winter, which might be accomplished at a moderate expense, would solve this question, which is one of some importance to the Province.

In reference to the numerous Works which have ordinarily been classed as unproductive (enumerated in Statement No. 3, Schedule A,) the gross cost of which amounts to a considerable sum, it is to be kept in mind, that many of these Works consist of buildings occupied by the various Departments of the Public Service, and which will meet their requirements for many years to come. They cannot be considered as unproductive while they are occupied in the Public Service, for they are worth, in effect, the annual rental to the Province, and operate to diminish each year, by so much, the charges on the Revenue.

The rapid growth of the Province, both in respect of population and the progress of its material and social interests, demanded that the wants for which the outlay on these heads was incurred, should be promptly met. It will be seen that they comprehend, when

completed, at a small additional outlay, much that will suffice for the future necessities for many years, in regard—

- 1st. To the Administration of Justice.
- 2nd. The Hospitals, and the safe custody and proper provision for Lunatics.
- 3rd. For Educational Requirements.
- 4th. For Postal Requirements.
- 5th. The Collection of the Revenue.
- 6th. The Lighthouses and Lightships.
- 7th. The Roads on the main lines throughout the Province.

With reference to the Public Buildings in charge of this Department, the Report of the Assistant Engineer, and Architect, detailing their condition, and the expenditure upon them, will be found in Appendix B.

It will be seen from the Schedules which accompany this Report, that the gross Revenue from the various Public Works during the past year has been \$287,183.20, while the cost of management and ordinary repairs—allowing one-half the annual charge of the Head Office chargeable to that Branch of the Service—and including all items not properly chargeable to construction, has been \$162,876.35.

THE FOLLOWING STATEMENTS ARE APPENDED TO THIS REPORT.

No. 1. Statement of the several Public Works under the charge of this Department, which are in use and yield revenue; showing the expenditure under the different heads during the year 1859, viz.: on Construction; the amount paid for Land Damages; and the total cost of construction *under this Department* to the 1st January, 1860. Also, the gross revenue therefrom during the year 1859, the cost of collecting the same, together with the cost of repairs and management for the same period, and the net revenue or deficit.

No. 2. Statement of the Public Works under the charge of this Department, incomplete, and as yet unproductive, but on which tolls are to be levied as soon as they are available,—showing the expenditure thereon in 1859, on Construction, on Repairs and Management, and the total expenditure up to 1st January, 1860.

No. 3. Statement of the several Public Works and Buildings in course of construction under the charge of this Department, yielding no direct revenue, but in use for the public service, and authorized by legislative appropriations, shewing the amount expended thereon during the year 1859, and the total outlay upon them up to the 1st January, 1860. Also, the amount expended in repairs and maintenance for the same period.

No. 4. Statement of expenditure on certain miscellaneous services under this Department, during the year 1859.

No. 5. Statement of the expenditure incurred under this Department, for Repairs and Management of the Ordnance Canals, for the year 1859, and the revenue therefrom for the same period.

No. 6. A Detailed Statement of the expenditure incurred in Repairs and Maintenance of the Provincial Light Houses, for the year 1859, under this Department.

No. 7. Statement showing the total amount expended under the Department of Public Works during the year 1859, as detailed in the foregoing statements, numbered 1, 2, 3, 4, 5 and 6.

PROVINCIAL CANALS.

WELLAND CANAL.

The Navigation.

This Canal was opened on the first of April, and vessels were passing through it on that day. It was closed by frost on the eighth of December, making 252 days of navigation, including interruptions.

The Interruptions.

These were of a more serious nature than usual, and were caused entirely by vessels breaking Lock Gates. The navigation was twice interrupted from this cause. A vessel broke the Gates of Lock No. 7, on the 30th April, and stopped the traffic for three days. Again, on the 16th of June, the "Quebec," of Kingston, carried away the Gates of Lock 25, at the top of the Thorold level, and the water pouring through, produced many serious breaches in the banks along the side of the mountain. The repairs, in this instance, cost \$5953.00, and the navigation was interrupted for eight days.

To guard against such serious accidents in future, it is proposed to construct a pair of guard gates in the cutting, a short distance above the 25th Lock, which is estimated to cost \$20,500, and is chargeable to construction.

The storms of March and November, did considerable damage to the piers at Ports Colborne and Maitland. The injuries caused by the first storm have been repaired, but those produced by the latter have yet to be made good. It is intended to raise the Piers, in order to diminish the chance of similar accidents in future. The Repairs are estimated at \$5,500, and the Raising, \$7,000; the latter being chargeable to construction.

Repairs and Management.

The total expenditure for repairs and maintenance for the past year, is \$37,524.87, and of this sum, \$17,791.24 was spent in making good the damage occasioned by the breaking of gates, by storms, and by floods.

The cost of management, and lighting with oil and gas, for the year, is \$40,988.89.

These expenses are considerably less than those of 1858, as shown by the following statement:—

	In 1858.	In 1859.
The cost of Repairs was.....	\$61,960.40	\$37,584.27
The cost of management.....	42,559.23	40,988.89

Repairs and Management.....	\$104,519.63	\$78,573.16
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This statement is given in proof that every effort has been made to keep down expenditure, while, at the same time, the main object has been to maintain the canal in efficient working order—a portion of the expenditure for the last year, being for spare gates, to meet casualties, as well as for raising and protecting the banks to admit the passage of vessels drawing 10 feet water.

Works of Construction.

In accordance with the recognised policy of making Lake Erie the future summit level of this canal, the necessity for which is becoming every year more apparent, four steam excavators, used as dredges, have been constantly at work during the past year upon the Allanburg, or summit level, enlarging and deepening the canal to the assumed dimensions of 46 feet bottom, and 11 feet draught of water at the lowest stages of the lake. Six miles out of the 12½ miles originally authorised and required to be done, are now completed to these dimensions. The amount expended on this work during the past year, is \$42,650. The sum required to be appropriated this year for carrying it on, is \$60,000; in addition to which, \$20,500 is required for the construction of a pair of Guard Gates at Thorold, and \$7,000 for Raising the Piers at Ports Colborne and Maitland, before referred to,

making in all, \$87,500, chargeable to construction, and necessary for the protection and preservation of the canal, and for carrying on the enlargement of the summit level now under contract.

In the Superintendent's Report (C) which follows this, is contained, in Schedule I, a detailed statement of the several works (including the foregoing) which he has recommended, and on which appropriations have been made in 1854, 1858, and 1859.

The total estimated cost of these is..... £204,562
The amount appropriated for them is..... 76715

Leaving a balance still required for their completion..... £127,847

The undersigned is of opinion that these works are necessary for the completion of the canal as a Provincial work, and that the balance of the estimate should be provided for when the finances will admit of it; but considers it essential, that at least the sum of £21,875 should be appropriated for the more urgent works above mentioned.

The Revenue from Tolls.

The undersigned regrets having to report a falling off of revenue, which is partly accounted for by the reduction of the tolls authorised in June, 1859. That reduction amounted to about 30 per cent., but the receipts from tolls this last year, are 40 per cent. under those of 1858, and are even less than those of 1849, ten years back.

The Receipts from tolls for the last 15 years have been:—

1845.....	£19086	1853.....	£65002
1846.....	26524	1854.....	50691
1847.....	30135	1855.....	54429
1848.....	28076	1856.....	65392
1849.....	34573	1857.....	58109
1850.....	37925	1858.....	51942
1851.....	50460	1859.....	31036
1852.....	58273		

There was a gradual increase up to 1856, and then a rapid decline. There is no doubt that the monetary derangements of 1857, the short crop of 1858, and the general commercial depression they produced, have tended naturally to this result; while the opening up and extending lines of railway from the Atlantic seaboard to the interior, the construction of new ones, and the keen competition existing amongst them, must divert a large share of traffic from the Canal.

The effect which these disturbing causes have produced upon the traffic of the Welland Canal, is seen in the number of vessels which passed through it in 1859, and their tonnage, as compared with the three previous years:—

The number & Tonnage of Vessels passing.	In 1856.		In 1857.		In 1858.		In 1859.	
	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.	Vessels.	Tonnage.
Upwards	3359	594266	3167	582285	2856	582406	2223	418922
Downwards.	3407	584980	3076	566149	2844	566365	2336	636917
Totals...	6766	1179246	6243	1148434	5700	1148771	4559	1055839
Average per Vessel.	176 tons.		154 tons.		201 tons.		232 tons.	

From which it will be observed, that, while the number of vessels passing through the canal has been decreasing, there has been a gradual increase in their tonnage capacity; the result being, nevertheless, a decrease in tonnage of about ten per cent., which, added to the reduction in the rates of toll, made in 1859, would appear to account, in some degree, for the falling off of the revenue from this source.

It being a matter of serious interest to ascertain, as nearly as possible, what effect the opening of the Welland Railway, constructed alongside the canal, has had upon the trade of this Canal, the Superintendent was called upon for a report on the question, and his Report is given in the Appendix (D). From this, it would appear that it has, in reality, as yet diverted but a small share of the traffic, and that its principal business has, in fact, been *created*. Banking facilities afforded to shippers by that line, have, it is stated, brought business to it, which, otherwise, would have found its way to market by American routes; and vessels have given it their cargoes, at Port Colborne, which, by their dimensions, are entirely excluded from the Canal.

The business done upon this railway, amounted to 14,713 tons, carried in 37 vessels, four of which could not pass the canal. The tolls on that tonnage would have yielded \$2,896 to the canal, and the vessels \$480, had they passed through;—of this, 3,890 tons were shipped to British, and 10,823 tons to American Ports.

And yet, as regards this traffic, that which may be considered as legitimately belonging to the canal, would not exceed 4,208 tons, and the tolls on it would not have amounted to more than \$841.60. The remainder has been created, or added, by the railway.

But the fact which is to be regarded with the greatest interest, as affecting the course of trade, is the increase on the number and tonnage of that large class of propellers, which cannot pass through the Welland Canal on account of their size.

The Superintendent, at the request of this Department, has procured a list of all the steamers and vessels, British and American, now afloat on the Inland Lakes.

This fleet consists of

132 Steamers, of.....	67,079 tons,
197 Propellers.....	67,073 “
1007 Schooners.....	205,884 “
93 Brigs.....	26,992 “
59 Barques.....	22,924 “
4 Sloops.....	244 “

Total tonnage,..... 390,187 tons.

The largest vessel that can pass through the Welland Canal, is the “*Alexander*” of Port Dalhousie, 423 tons;—but there are very few of the large traders passing this canal that exceed 400 tons burden.

The number of vessels too large to pass the canal, and the class and tonnage of the same, are as follows:

65 Propellers, varying from 442 to 1223 tons burden, and averaging 641 tons.....	41,654 tons.
59 Steamers, from 402 to 2026 tons and averaging 537 tons.....	31,724 “
15 Schooners, from 432 to 969 tons and averaging 531 tons.....	7,463 “
16 Barques, from 430 to 765 tons and averaging 498 tons.....	7,975 “
5 Brigs, from 434 to 547 tons and averaging 559 tons.....	2,797 “

Total tonnage,..... 91,613

The tonnage of the vessels capable of passing through the Welland Canal, is 298,594, while that excluded from it by the size of the vessels is 91,613 tons, or nearly 23 per cent. of the whole. Experience has proved, and it is now pretty well understood, that the cheapest and most expeditious means of carrying freight is by the large class of propellers, from 600 to 1000 tons burden,—a class entirely too large to pass the canal, and which is increasing in number every year, and is exclusively engaged in directing the course of trade on the upper lakes, to Buffalo and Dunkirk, to supply the Erie Canal, the New York Central, and the New York and Erie Railways.

It is therefore, as before observed, a question for serious and immediate enquiry, whether the advantage which the Welland Canal possesses by its commanding geographical position between the great lakes, is not in a great measure neutralized by its want of capacity, and whether the necessity for its enlargement to meet the improvements made in freight vessels

since its construction, has not become apparent. The question of enlarging all the canals will be adverted to in a subsequent part of this Report.

Revenue from Water Rents and Leases.

A good deal of difficulty has been experienced in collecting the water rents due to the government for many years past. Stringent measures have been resorted to, in order to enforce payment, and the Superintendent has succeeded in reducing the balance outstanding, from \$9,558.82, due at the end of 1858, to \$7633.99 in 1859. The annual rent is \$8,021.08, and the amount collected in 1859 was, \$10,545.91. The gross revenue for 1859, is

From tolls.....	\$124,145.78
Water rents and leases.....	10,545.91
Fines and damages.....	4,176.82
Land sales.....	200.00

Total..... \$139,068.51

THE WILLIAMSBURG CANALS.

The Navigation.

The Galops, Point Iroquois and Junction Canals now form one continuous canal of 7½ miles in length. This canal, the Rapid Plat, and Farran's Point Canals are all called the Williamsburg Canals, and are under the superintendence of Mr. Isaac Rose, who resides at Williamsburg.

These canals were opened on the 30th April, and closed by frost on the 5th December, making 219 days of navigation in 1859. There was no accident or interruption to the traffic, and no vessel was delayed during the whole season. The canals have been maintained in good order.

The water on the St. Lawrence having continued to rise last year above the high water of 1858, so much so as to overflow the towing path in many places, it was found necessary to raise these parts of the bank from 12 to 18 inches, and protect them with stone. And to check the inroads made by the current and wash of the high water, many parts of the bank have been lined with stones, forming a rip-rap wall inside and out.

The wharves referred to in the last year's Report as being in a bad state, have been put in thorough repair, and a contract has been entered into with Messrs. Kilduff and O'Neil of Kingston, for the construction during this winter of four pairs of spare gates for the Williamsburg, and three pairs for the Beauharnois Canal. The materials have been provided and the work is now in progress at Williamsburg. They are to be in readiness by the opening of the navigation in spring.

CORNWALL CANAL.

This Canal was opened on the 20th April, and closed on the 7th December, making 231 days of navigation, which continued without accident or interruption throughout the season.

The works, generally, have been maintained in good order throughout the season, with comparatively little outlay, and are now, with some slight exceptions, in a good state of repair.

The wharf at the lower entrance is so much decayed, as to require that the superstructure, for a length of 277 feet, should be rebuilt.

The upper part of the wharf at Dickinson's Landing is also much decayed, and some of the cribs on which it rests have been displaced. The expediency of maintaining this wharf is questionable, because, although of essential service at the time of its construction, it is now but seldom used.

As there are but three pairs of spare gates on hand—that is to say, an entire set adapted to either of the lift locks, and one pair for the guard lock—it will be necessary, in case of accident, to provide another pair for the guard lock and a pair for the lower gates of the other locks.

Arrangements have been made for providing stones, during the present winter, for the

protection of the embankment at the upper entrance, and of the banks between locks 18 and 19.

The chamber walls of the guard lock, referred to in last year's report, as well as the "Queen's Wharf," at the upper entrance, have been re-built. The head gates for supplying water power on the north side of the Canal, between locks 17 and 18, at the town of Cornwall, have been constructed, and will be ready for use so soon as the coffer dams can be removed. The lessee has completed the tail race which is required to bring this power into operation.

The head gates to the mills on the south side of the Canal, on this level, were built by the lessees in a temporary manner, on the conditions, expressed in their leases, that they should maintain them in good order. These are now in such bad condition as to endanger the navigation, and the parties have therefore been called upon to re-build them.

BEAUHARNOIS CANAL.

This Canal was opened on the 19th April, and closed on the 29th November, making 225 days of navigation. The traffic was interrupted for two days by the Steamer "Whitby" breaking the gates of lock No. 9, on the 28th of November, but the repairs were made without delay, and the passage of vessels resumed, before the frost closed the Canal.

The works have been maintained in good order, at a moderate outlay, and the full draught of 9 feet preserved throughout the season.

As before mentioned, three pairs of spare gates are in course of construction for this Canal, to be in readiness by the opening of the navigation.

Some trifling repairs are required to the Locks, Lock Houses, Bridges and Ferry Scows. Two of the latter will have to be re-built. The Banks, Slope Walls and Ditches demand a small expenditure to maintain them in good order, as well as the Dams at the head of the Canal, which must be raised and protected against the action of the water.

The cost of these repairs for this year is estimated at \$5,532.50.

The Repairs last year amounted to \$2,917.28.

The amount collected for Fines and Damages to the works during the year, is \$604.93, the particulars of which are given in the Appendix (J).

The Superintendent has suggested certain new works as being necessary. *First*, a Store House for the safe keeping of the Canal Property. *Secondly*, the re-building of the wharf at Gross Point, and, *Thirdly*, the construction of a break-water to connect it with the shore. These works are estimated to cost \$4,714.

Water Rents and Leases.

The Superintendent has furnished a statement (Appendix K.) of Water Rents and Leases of wharves and other property on the line of this Canal, from which it will be observed, that with one exception all the lessees are in arrears. The annual rental amounts to \$1,257, and there is now due to the Government \$3,715.50. Measures will be taken to enforce the payment of these arrears with as little delay as possible.

Claims.

The Provincial Arbitrators, appointed under the Act 22 Vic., cap. 28, sec. 41 to 45, have investigated and made up their awards upon nearly all the outstanding claims put forward for damages arising out of the construction of the Dams at the head of the Beauharnois Canal.

The number of these claims which they have adjudicated, is 461. The amount claimed on them, was \$132,002.09—and the amount awarded is \$11,810.90.

The undersigned recommends that the amount of these awards be embraced in the Estimates of this year.

LACHINE CANAL.

This Canal was opened on the 21st April, and closed on the 30th November, making 224 days of navigation, which was maintained without interruption throughout the season, except that at the 2nd lock, a new pair of gates had to be substituted for those in use,

which proved to be too weak, but the delay was confined to this end of the Canal, all above being free, and lasted only 24 hours.

The Canal has been maintained in an efficient state, and the river having continued high throughout the season, there has been no difficulty in keeping up the supply of water to the mills, but such is the increase of machinery, and the use of water, by the mills established on the line of the Canal, that it is very much to be feared, when the river falls again to its ordinary level, there will not be a sufficient supply of water to keep them all going, without admitting a current in the Canal that would become a serious impediment to the navigation. The enlargement of the Rock cut, so often alluded to in former Reports, as necessary, both for the benefit of the navigation and the employment of the machinery established on the line, is, therefore, a work which ought to be proceeded with at an early date.

A store house on this Canal is very much required for the protection of the Public property, and it is also necessary that houses should be built for the lock and bridge tenders, who have to be on duty at all hours. The cost of these houses is estimated at \$21,000.

A further sum of \$6,000 is necessary to complete the boom at the Lachine Basin, for which the guide or supporting piers were constructed in 1857.

The Superintendent strongly urges the necessity of constructing new waste weirs at Locks 3 and 4, in lieu of the temporary expedient now in use, of making the walls of the old Locks to serve for regulating the water; but in view of the possibility of enlarging the present locks within a short period, and the changes which such enlargement may require in the position of the works, their construction will be postponed as long as it may be prudent to do so.

The repairs of a general nature, required during the year, are estimated at \$7,711.00.

They consist of the pointing of lock walls, repairs of lock-gates, fixed and swing bridges, waste weirs, wharves and booms, Canal banks and slope walls.

A statement of the fines and damages collected on this Canal during the past year, by order of the Superintendent, amounting to \$229.80, is given in the Appendix (J.)

Water Rents and Leases.

Full particulars are also given (Appendix K) in reference to the leases of water power, and other privileges on this Canal, yielding an annual revenue of \$11,548.00. For some years past certain of the Leases fell in arrears in their payments, various reasons for non-payment being assigned, but in accordance with regulations issued regarding the water rents on all the Canals, payments will now be strictly enforced as they become due.

The amount collected in 1856, was \$17,009.

CHAMBLAY CANAL.

The navigation on this Canal commenced on the 15th April, and continued without interruption until the 3rd December, 233 days.

The Superintendent has furnished a statement of the repairs made to Locks and Bridges during the past year, by the Lock and Bridge tenders, under the direction of the Local Superintendent, and also of what is intended to be done, before the opening of the navigation in spring, by the same means. The estimated cost of the repairs for this year is \$2,590.00.

The Canal has been maintained in good working order, and it is satisfactory to observe a steady increase of the traffic upon it. The Revenue has increased from \$11,263.22 in 1858 to \$16,019.32 in 1859. There is a marked improvement in the trade, and the number of steamers plying regularly between the Ottawa and Whitehall is steadily increasing. On the completion of the Champlain Canal, connecting Lake Champlain with the Hudson River, a new impulse will be given to the trade, and it is therefore important to preserve this Canal in an efficient state.

A by-wash is required at Wood's Creek, for the protection of the banks, as well as to prevent deposit in the Canal, the removal of which every year is an important item of expenditure. The estimated cost is \$4,000.

The amount collected for damage done to the Canal by vessels this year, is \$91.07. The rents collected, \$20. Rents due, \$980.50.—(See *Appendices J. and K.*)

SAINT OURS LOCK AND DAM.

This lock was in use from the 5th of April to the 3rd of December, and the navigation continued without interruption throughout the season of 243 days.

The works have been maintained in good order this year at a moderate outlay: but some repairs are now required both at the lock and dam. The old gates are not to be depended upon any longer; and it is the intention to take them out, and put in new ones in the spring.

The dam has settled at both ends, and some of the apron cribs have sunk considerably. They must be raised to the proper level and protected with stones. The repairs on lock and dam for this year are estimated at \$3,075.

ST. ANNE'S LOCK AND DAM.

This Lock was in use from the 18th April to the 28th November, and the navigation was maintained without interruption 225 days. The lock gates have been in constant use for 19 years, ever since the first construction of this lock, and are still in good working order.

The dam above the lock is in a very decayed state, but can be maintained a few years longer. The one at the foot of the lock, however, must be re-built above water this year, and a new bridge is also required over the mill race. The repairs for this year are estimated at \$1,250.

A lock house and collector's office are very much needed. Estimated cost \$1,800.

It is satisfactory to observe a steady increase in traffic at this point. The revenue for 1859 is \$5,654.17, shewing an increase of \$746.76 over the previous year.

CARILLON AND GRENVILLE CANALS.

(ORDNANCE CANALS.)

These Canals were opened on the 29th April, and the navigation continued without interruption until the 28th November, 214 days.

In consequence of their being so remote from Ottawa, and inconvenient of access to the Superintendent of the Rideau Canal stationed in that city, the charge of these canals was for that reason transferred from him to Mr. Sippell, the Superintendent of the Lachine Canal, residing at Montreal, and a local foreman, Mr. Thompson, an experienced mechanic, was placed under him.

Mr. Sippell's report on these works is to the same effect as those previously received by this Department, shewing them to be indeed in a very bad condition. The location of these Canals, and the scale of navigation, are such as to render it inexpedient to incur any expenditure in their maintenance which can possibly be avoided; and yet such is their dilapidated condition, that in order to keep the Canal open at all, it has become indispensable to incur an outlay under the authority of Council of \$5,025, in re-building the chamber wall of the first lock at Carillon. The wall has been taken down, and will be re-built in March and April next.

Materials have likewise been purchased for making other repairs under Mr. Thompson's direction, and a good deal has already been accomplished by him towards getting these Canals in better condition. The channel at the upper entrance of the Grenville Canal, which had become very shallow from many years' neglect, has been deepened by the operation of a dredge extemporized for the occasion, to a depth of 4½ feet at low water.

It is proposed to continue this dredging in spring, and to remove the sand bars in other parts of the Canal, which, with the other necessary repairs to the Canal banks, lock gates, &c., are estimated for this year to cost \$2,546.00.

These Canals have heretofore been operated under the Ordnance Regulations, which are now abolished, and the Rules and Regulations in force on the Provincial Canals have been applied to them. The rates of toll on these, and the Rideau Canal also, call for revision, and a new scale will be established for the spring.

RIDEAU CANAL.

This Canal was opened on the 16th April and closed on the 23rd November, at Ottawa, and on the 30th November at Kingston, making 222 days of navigation.

An interruption occurred by the breaking of the dam at Smith's Falls, on the 8th May, which lasted seven days. The dam has been re-built on a better principle, and may now be considered permanent.

The Superintendent, in his annual report, has given a statement of the present condition of the works on this Canal, accompanied by an estimate of such repairs as he considers indispensable for maintaining it in working condition, amounting to \$6,053.43, and a further estimate of \$1,668.40, for other repairs which he reports are very much required. In all amounting to \$7,721.82.

It became necessary, during the last season, to make special provision in some instances for guarding against the failure of certain works, and a consequent stopping of the navigation. Contracts have been entered into, under the authority of Council, for re-building the breast wall and mitre-sill of the lock at Black Rapids, and a portion of the lower wing wall of Brewer's lower lock, and for renewing the lock gates. These works will be done early in spring.

This line of artificial navigation, 127 miles in length, with its 47 locks, its dams, waste-weirs and flood-gates, was handed over to this Department in such bad order, that the cost of repairs and maintenance have been, and must, for some years, until restored to better condition, continue to be, of more than an ordinary amount. It is a system of navigation which deals directly with every flood of the country through which it passes, and in order that it may be placed in safety beyond the reach of these disturbing causes, its mechanical structures and appliances for regulating the water should be constructed on the most approved principles, and the superintendence should be in every way efficient.

The question of reducing the establishment on this line, must therefore be approached with caution, and has, during the past year, engaged the anxious consideration of this Department; but in view of the character of this navigation, and the necessity for constant vigilance in its supervision, by experienced hands, in order to avert accidents, little reduction has yet been effected. The question, however, is now being gone into in all its details.

The revenue for the last year was only \$6,866.72, being a slight increase over 1858, and was derived chiefly from local traffic. The products of the forest furnish the largest share of tonnage. The Iron Mines are just beginning to create traffic, and the movement of Agricultural products is slightly increasing.

It is believed that the revenue might be increased by a judicious revision of the present rates of toll, which are very low and quite disproportioned to the facilities afforded; and a further addition might be made to it by utilizing the water power, now unproductive, on many parts of the Canal.

With this view, a survey has been directed, and it is expected a plan will shortly be matured, by which the surplus water of the Canal, with land appropriate for its use, may be disposed of by public competition. In this way, business will be created, the settlement of the country promoted, and the traffic increased.

If, on full consideration, it is found practicable to carry the proposed reductions in the working into effect with safety; and should the increase of tolls produce the anticipated result, the undersigned entertains the hope that, with the additional revenue from water rents, the deficiency will in great measure be made good.

OTTAWA WORKS.

The several works on the Ottawa, and its territories, constructed to facilitate the descent of lumber, and placed in charge of Mr. Horace Merrill, are reported by him (Appendix E,) to be generally in good order, and their operation during the past year, satisfactory.

The repairs necessary for their maintenance, to make good the wear and tear of the running season, were commenced at the period of low water, last fall, when they could be effected to the best advantage, and are now well advanced towards completion. Some repairs in the Madawaska and Gatineau Rivers, which had to be postponed until winter, are in progress, and will be completed in due time.

The dams, and crib channel, at the Carillon rapids, commenced in 1857, have been

completed this year, and the heaviest timber can now be passed at low water, and with fewer hands than in former years.

Two other improvements of importance, referred to in the report of last year, have been undertaken.

The *first* is the raising of the dam, at the High Falls, on the Madawaska, by which the dangerous portion of the current at the Ragged Chute, has been drowned out and destroyed, and a large space for boorage created.

The *second*, the renewal of the works on the South Branch of the Pettewawa, constructed by private enterprise, some sixteen years ago. These are now under contract, the work in progress, and will be completed and ready for business in the spring.

For these improvements, it is understood, a toll is to be collected, sufficient for their maintenance and renewal, as well as to meet the cost of management, and interest on outlay.

Another improvement has been prayed for, on the same terms, by the lumbermen, which consists in the establishment of a retaining boom at the Cheneaux Rapids, on the Ottawa River. The lumbermen of the Upper Ottawa are deeply interested in this improvement, as, on that reach of the River, which includes the Calumet, Mountain, and Portage du Fort Rapids, a great quantity of timber is annually scattered, carried over the Cheneaux Rapids into the Chats Lake, and ultimately lost. The estimated cost of the boom is \$4,500. The parties interested, proposed to construct it during this winter, under the direction of the Superintendent, at their own cost, trusting to be reimbursed by an appropriation, and upon that condition, and the payment of a toll, they have been authorized to proceed, and the works are now in progress.

The Union Suspension Bridge, at Ottawa, under the charge of Mr. Merrill, is an important thoroughfare, and has yielded this year an income of \$1,866. The floor beams, which are now 18 years old, are found to be much decayed, and no longer safe; and it is therefore recommended to replace them by wrought iron girders, with a view of making the roadway permanent, and obviating, in future, the necessity of interrupting the traffic to make repairs. The flooring and hand rail may be renewed in wood, as they can be readily replaced at any time, without inconvenience to the traffic. These repairs are estimated at \$3,500, and that amount should be embraced in the Estimates for this year.

A further sum of \$4,000 is required for the reconstruction of the Hull Slide, which is very much decayed; and although, with care and patching, it may be used for the next running season, it cannot be depended upon for another year.

CHATS CANAL.

No further expenditure has taken place on this Canal, during the past year; and for the reasons stated in the previous annual report of the Department, the works remain suspended.

PORTAGE DU FORT ROAD.

The contract being unfinished at the setting in of winter, it became necessary to suspend operations on this Road until the spring. Some chopping, the trimming off of slopes, and the laying on of about sixty toises of stone, still remain to complete the contract, which can be done in the course of a few weeks in the spring, and thus confer upon the trade of the Upper Ottawa, the full benefit of this improvement.

ST. MAURICE WORKS.

The several works constructed on this river by the Government, for facilitating the descent of lumber, have operated well during the past year, notwithstanding the water raised to the unprecedented height of 23 feet. They have been maintained in good working order on the moderate outlay of \$543.21 for repairs, and as far as can be seen, those for the present year will not exceed that sum.

A further saving in the cost of management has been affected this year, by uniting the duties of the Paymaster to that of the Superintendent; but there appears little prospect

at present of reducing the cost to an equality with the Revenue directly obtainable from slide dues.

The cost of maintenance for 1859 was.....	\$7,234.54
And the Revenue for the same year was.....	2,121.84

The indirect revenue from Crown dues, on the saw logs and lumber got out, and on the ground rent for timber limits, is not of course taken into account. During the past year only *five* parties carried on lumbering operations on this river, but it appears that this year there are no less than *fourteen* establishments at work upon it; some increase in the Revenue may therefore be expected, and ten times the quantity of lumber might be put through these works without making it necessary to increase the present establishment.

As the extent and character of the government works on the St. Maurice may not be generally known, the report of the Superintendent for last year (Appendix F) giving a brief account of their cost, extent, position, management, and revenue, is appended hereto.

THE SAGUENAY WORKS.

For lumbering purposes.

The works described in the previous Reports of this Department, as being undertaken to facilitate the lumbering operations on the Saguenay, are fast drawing to completion, and it is confidently expected that they will be ready for use for the next "*driving season*" in spring. More than a mile of the long slide has been completed, and the foundation of the remaining portion has been laid. The workmanship is reported good, and the materials carefully selected. The dams already built, operate well, and have resisted the floods of last year in a very satisfactory manner.

A scale of tolls is now under consideration, and will be fixed before the opening of the works in spring.

RIVER SCUGOG, AND INLAND WATERS OF THE NEWCASTLE DISTRICT.

The new works, commenced under recent appropriations, having been suspended at the close of 1858, were not resumed in 1859, and, consequently, remain in much the same state as described in the last Annual Report of this Department. The expenditure charged to construction in 1859, amounting to \$7,640.14, is for the balance due to the contractor for work done during the previous year, and for a pumping engine which had been purchased for the use of the works.

The attention of this Department having been called to the state of the improvements on Scugog and Bobcaygeon, undertaken by the Government for facilitating communication between the back townships; and enquiries having been made in reference to them, it was considered desirable, before incurring further outlay in their prosecution, that the Chief Engineer of this Department should make a careful examination of these works, and report fully on their condition,—furnishing an estimate for their completion, and suggesting such regulations as might be necessary to secure their future preservation and efficiency.

That officer has accordingly made his inspection, and furnished his Report upon these works, which will be found in Appendix G. It contains nearly all the information that could be desired on this subject, but, in order to arrive at a proper estimate of the cost of completing them, it was found necessary to have surveys and sections made of the Scugog River, which, being as yet incomplete, the action of this Department in reference to them is, for the present, deferred.

LAKE AND RIVER LIGHTS, BEACONS, &c.

Above Lachine.

The three iron vessels, for Light House service on Lake St. Louis, referred to in the last report as being then under contract, were completed and brought into use in the latter part of last year. They have been found well adapted to the purpose, and the position for which they were made; but the upper one, from its exposed position, and the greater elevation necessary to be given to the light, labours considerably in a heavy sea. This inconvenience

nience will however, to some extent, be remedied before placing the vessel at its station next spring.

The Light Houses, and other works connected with this branch of the service under this Department, have been maintained in an efficient state throughout the season, for the most part with ordinary repairs. In some few instances, it was found indispensably necessary to build protection works against the effects of storms, which, owing to the prevalence of very high water for some time past, have been unusually severe. Several works of a similar nature will have to be constructed during the present year.

The service of delivering the supplies at the different stations, was satisfactorily performed by contract after Public Tenders were received, and at much less expense than heretofore.

The works for maintenance referred to as of an unusual character, are as follows :

Constructing a new Pier at Gross Point on Lake St. Francis. Repairing and securing the foundation of the Light House at McKie's Point. The purchase of land and erection of a dwelling house for the keeper, and protecting the Light House and keeper's dwelling on Cherry Island. Forming a new foundation for, and making alterations to the Light House on Jack Straw shoal, River St. Lawrence. Repairs and protection of buildings at Nine Mile point. Securing foundation, and making repairs, to range light at Presqu'île, on Lake Ontario.

Several alterations had to be made in the keeper's dwelling at Mohawk Island, and means of access established between it and the Light House. At Long Point, Lake Erie, a new dwelling was erected for the keeper, and the Light tower repaired and both protected from the effects of high water.

The works necessary to be undertaken this year are the following :

Rebuilding the beacon in Lake St. Francis, constructing a house for the light keeper at Cole's shoal; another at Lindoe Island, and another at Burnt Island, forming a new foundation for, and securing the light on Spectacle shoal, River St. Lawrence.

Securing the foundation of the buildings at Point Peter, and Gull Island, Lake Ontario.

Additional walling for protection of buildings at Mohawk Island. Rebuilding Light House at Port Maitland, and building a house for the keeper. Further protective works to the Light House on Pelée Island, and building a house on Point Pelée, for the keeper of the light established on the reef.

These works are estimated to cost \$11,750.

These, together with the works and repairs effected during the past season, will place the Light Houses and works connected with them, in a more secure and serviceable condition than they have been for many years past.

The Light Houses recently erected on the Coast and Islands of Lake Huron, referred to in the former reports of this Department, were so far completed as to admit of the lights being exhibited in the early part of the past season, and, since that time, they have been maintained in a thoroughly effective condition.

The Chief Engineer of this Department, who examined the whole of them in July last, with a view of ascertaining their condition, and effecting a settlement with the contractors who did the work, reports that the Buildings are constructed of a durable class of materials, and the workmanship executed in a creditable manner, and that the lanterns and lighting apparatus, procured from the Patentee, in Paris, have fully answered the expectations as to their efficiency, and the brilliancy of the Lights; but that he found it necessary for the future safety of the Works, to make several important changes in the mode of securing and fitting them up, which, although necessarily occupying considerable time, in no case interfered with the regular exhibition of the light.

The Lights being now fully completed, and in use, are visible in moderately clear weather at a distance of from 15 to 20 miles, and some of them are even said to have been seen at a distance of 25 miles. They have proved of essential service to the navigation on the Lake, and may be considered sufficient for the Georgian Bay, and East Coast of Lake Huron, for many years to come; but for the navigation of the north channel, it will probably soon become desirable that the other four Lights for that channel, which were placed under contract in 1855, should be proceeded with.

For the benefit of Navigators and Owners of Vessels on this Lake, the following information, in reference to the six new Lights recently established, has been prepared.

Name of Light.	Height of Light over Water Surface.	Height from Base to Centre of Light.	Characteristics of Lights.		REMARKS.
(A) Point Clarke.....	87 feet	80 feet	Revolving White.	2nd Order.	(A) This Light marks out a dangerous reef which runs out a considerable distance beyond it into the Lake, directly in the line of coasting vessels; it is readily distinguished from Goderich on the South, or Chantry Island on the North, both of these being fixed lights.
(B) Chantry Island...	86 do	80 do	Fixed White.....	2nd Order.	(B) This Light enables vessels to stand for the Island, under lee of which, on the East side, there is considerable shelter; but a reef runs out to the S.W., fully $\frac{1}{2}$ of a mile from the southerly point of the Island.
(C) Isle of Coves.....	90 do	80 do	Flashing White..	2nd Order.	(C) Situated in the strait between the Georgian Bay and Lake Huron; light easily distinguished, vessels pass to the North of it at a distance of $\frac{1}{2}$ of a mile or more; at about 3 miles to the North of it is a sunken rock on which there is only 4 feet of water.
(D) Griffith Island...	130 do	80 do	Fixed White.....	3rd Order.	(D) This Light, in addition to its other advantages, is of service to vessels making Colpoy's Bay, which affords good shelter and holding ground, from 2 to 10 fathoms of water.
(E) Nottawasaga Island.....	86 do	80 do	Revolving White.	2nd Order.	(E) This Light is situated to the Westward of the entrance to Collingwood Harbour.
(F) Christian Island	61 do	55 do	Fixed White.....	4th Order.	(F) This Light is on the S.E. spit of the Island, and on the west side of the southern entrance to the Harbor. This Harbor is well sheltered, and has a depth of from 5 to 12 fathoms. The South entrance has a depth of 16 feet, and the two Northern ones are from 6 to 20 fathoms deep.

HARBOUR IMPROVEMENTS, LAKE HURON.

The Landing Piers, and other works of a similar nature, constructed at different places on the coast of Lake Huron and the Georgian Bay, were examined during last summer by the Engineer of this Department, who reports, that at—

PENETANGORE OR KINCARDINE,

The works have been carried to the full extent the amount granted by the Government will admit of.

They consist of two parallel lines of piers placed 100 feet apart. The Northern one is 540 feet long, and the Southern 290 feet. The cribs are formed, in part, of piles, driven in two lines front and rear, and the remainder of crib work. The North pier is covered with plank, but underneath them the spaces between the piles are empty. Nothing has yet been done towards dredging out the channel between the piers, or towards forming the proposed basin inside.

This place, although exposed to the full sweep and action of the S.W., West, and N. W. winds, affords a very good landing place for such vessels as have occasion to call in moderately calm weather.

When these works were undertaken, it was clearly understood that the Local Municipality to whose credit the aid was granted, and assistance given from time to time during the progress of the work, would raise such additional funds as were necessary to proceed with the improvements to such extent as would render them practically serviceable to the locality; but this Department has not yet been informed that any such provision has been made by the Municipality to carry out this understanding.

INVERHURON.

This place is situated on the boundary line between the townships of Bruce and Kincardine, where a large tract of land has been laid out into a village plot.

The landing pier built here some years since, is about 450 feet long, and is formed of detached cribs connected together by longitudinal stringers planked over at top. The work stands well, except that a few of the top planks have been forced off by the action of the sea between the cribs.

This pier will be handed over to the care of the Local Municipality, which in future will be expected to provide for its maintenance.

PORT ELGIN.

The works connected with this pier have been completed in a substantial and creditable manner, under the management of an Incorporated Company, aided by a portion of the general appropriation towards Harbours and Piers on Lake Huron. The condition of the grant having been complied with, the sum of \$4,000 allotted to these works has been paid.

This Pier has already proved to be of great advantage to the locality.

SOUTHAMPTON.

The Pier, or Breakwater, as it may be called, at the mouth of the Saugeen River, has been completed to the extent authorized by the appropriation. It has been carried out 300 feet from the shore, and about 100 feet upon the low part of the beach, in order to prevent the shingle passing over, in case of storms.

The object aimed at by its construction, was to give the current a direction that would have a tendency to prevent the formation of a bar which annually accumulated at the mouth of the River. Its effect, for the distance before stated, has been so far satisfactory; but the water still continues as shallow as heretofore for fully 600 feet beyond the outer end of the Pier, and doubtless will continue to do so, until the work is extended.

It is intended to hand this pier over to the care of the Local Municipality, as in other similar cases.

CHANTRY ISLAND.

The Break-water constructed on the N. E. end of this Island, has rendered the shelter for vessels under its lee, much more secure; and the Light erected there affords facilities for making it with greater certainty.

The slight damage done to the upper part of the work by the ice during last winter, has been repaired.

In view of the fact that the great extent of coast on Lake Huron, presents little or no facilities for the construction of good harbours, it is important that this work should be improved so as to render the harbour a safer asylum for vessels in stress of weather; by extending and raising the Pier as much as may be necessary to secure that object.

OWEN SOUND.

The works at this place consist principally of straightening and deepening the channel of the River Sydenham, from its mouth upwards, to about the centre of the town plot, and

of forming a basin inside, sufficiently large to admit of turning an ordinary sized steamer in it, and in which a certain number of vessels can safely lie during winter.

Towards these objects, the Government granted the sum of \$9,000, and the Municipality raised by Debentures the further sum of \$12,000.

The works have been proceeded with under a contract entered into with the Corporation, subject to the approval of this Department. They are now nearly completed, and have so far been found of great service to the town and the adjoining country.

PORT STANLEY HARBOUR.

Under the authority of Council, this work has been given over to the London and Port Stanley Railway Company, upon the following conditions :

That the Company should at once proceed with the works necessary for the protection of the Harbour, and use all diligence to complete its construction. That they should receive the tolls of 1858, and a balance of \$2,899.89, authorized to be expended on certain works of security. That they should pay the late contractor the sum of \$5,418, for the value of his plant, to be delivered by him, and to assume the payment of any materials he had delivered, and for which he had not been paid. That they should be authorized to collect the tolls, as fixed by the Government—on condition of expending at least the whole of this amount in improving the harbour. That the money to be paid over to the Company, should only be advanced on satisfactory certificates as to the progress of the work.

The Crown reserving the right to assume the Harbour again, at any future time, without being subjected to any claim for compensation, except paying the Company the value of the improvements made by them, over and above the tolls collected, or which ought to have been collected by them during their possession. Returns to be made to the Provincial Secretary, on the 1st January of each year, and the Company to give security for the due fulfilment of the conditions of the transfer. In accordance with these conditions, the Company have proceeded with the repairs of the harbour, and have extended the western pier, inwards, towards the land, and the expenditure of \$7,956.79, in 1859, shewn in Statement No. I of Appendix A, is for payments made to the Company for work performed, and expenses incurred by the fulfilment of their obligations under the transfer.

BURLINGTON BAY CANAL.

The sum of \$3,464.50 has been expended during the past year, in completing the repairs of the north pier, and in the construction of a breakwater, 226 feet in length, extending from the south pier, along the beach in front of the light-house. The evil consequences which have hitherto resulted from the sea making its way across the beach, and carrying sand through the Ferry Recess, and depositing it in the channel, are thereby entirely removed.

The superstructure, however, of the south pier is in a very decayed state, in consequence of which the pier is so much weakened, as to give rise to serious apprehensions for its safety during storms. That portion of it, extending outwards from the Ferry Recess, is much exposed to the easterly gales, during which the sea breaks heavily over it, tearing up the planking, and throwing the stones into the channel. Under the authority of Council, arrangements have been made for getting all indispensable repairs completed during this winter, in order that the works may be secured before the opening of the navigation in Spring.

The Superintendent in charge (Mr. Woodruff) reports the estimated cost of the repairs necessary to put this Canal in good order, to be \$23,782.40. The balance of appropriation applicable to these repairs is \$13,335.31, leaving the sum of \$15,447.09 to be provided for their completion.

OTTAWA SURVEY.

In accordance with the recommendation contained in last Report, it was found necessary, in order to ensure uniformity, to authorize one of the gentlemen in charge of the survey of one of the sections, into which this work has been divided, to exercise a general supervision over the whole operations, and to place the result of the Sectional Surveys in his

hands, for the purpose of obtaining a general and comprehensive Report. Mr. T. C. Clarke was selected for the duty, and his final Report is just now obtained, and is in possession of this Department, together with complete plans, profiles, and detailed estimates.

An abstract of the Report will be found in the Appendix; but the following is in substance the result.

The distance from the mouth of the French River to Montreal by the route surveyed, is 430.76 miles, of which 351.81 miles is already a good navigation, requiring no improvement. Of the other 78.95 miles, 29.32 will require to be Canal navigation, and the remainder may be improved, so as to connect the whole into a first class navigation for vessels drawing 12 feet of water.

The cost, exclusive of deepening the Lachine Canal and Lake St. Louis, and apart from land damages and expenses, is estimated at \$12,057,680.

The route would effect a saving of distance between Chicago and Montreal, over the existing one by the Welland Canal, of 343 miles; but with an increased lockage of 15 locks, and an additional rise and fall of 169.60 feet. The Lake navigation by the existing route is 1,145 miles in extent, and the Inland or River 134; when by the Ottawa, the former is 575 miles, and the latter 401.

ENLARGEMENT OF THE ST. LAWRENCE CANALS.

The Estimate furnished by the Chief Engineer of this Department, amounting to \$1,028,000,—the details of which are given in his Report (Appendix H)—is made in compliance with the Resolution of the House of Assembly of the 16th March, 1859; and provides for the *deepening only* of the St. Lawrence Canals for a draught of 10½ feet water.

In giving consideration, however, to the question of increasing the capacity of these canals, it appears to be of equal importance to their success, that the locks, besides being *deepened*, should be *enlarged*, or lengthened, so as to pass the larger and more profitable class of vessels; especially the Propellers of heavy burden. In a list, which has been furnished to this Department, of 36 Propellers plying on the Upper Lakes, twenty of that number, being from 185 to 240 feet in length, are too long to pass these locks; so that, by merely deepening the locks, without *adding to their length*, only a partial improvement would be effected.

It appears desirable, therefore, before embarking in any expenditure, to increase the efficiency of the Provincial Canals; that the dimensions of the Locks, and the draught of water proper for this navigation, should be fully considered, and decided on; and that being done, that surveys and estimates should be made under this Department, for the enlargement of the Welland and St. Lawrence Canals to that scale.

The information in possession of this Department, does not enable its officers to furnish such estimates, without special surveys being made for that purpose.

In 1854, Mr. Shanly made a survey for a Branch Canal, to connect the Welland Canal with the mouth of the Niagara River; and his Report thereon was published in the Report of this Department for 1856. The line from Thorold to Niagara is 12½ miles long, and his Estimate for a Canal, commensurate with the scale of navigation adopted for the Sault Ste. Marie Canal (which is 100 feet wide at bottom, with Locks of 350 feet in length, 75 feet in width, and 12 feet depth of water), amounts to £989,625.

This survey, however, was made with special reference to a side cut to Niagara,—not for the enlargement of the Welland Canal itself; and before any conclusion can be arrived at, as to the most feasible line for the improvement, it would be necessary that a survey be made with direct reference to that object.

PROVINCIAL TUG STEAMERS

ON THE LOWER ST. LAWRENCE.

This service has been efficiently and satisfactorily performed. The number of vessels towed last year was 114, and the percentage, under the Order in Council, on the reduction from the Tariff, was \$8,757.69.

The reasons which led to the establishment of this line, and the various questions affecting its operations, were fully adverted to in last year's Report, and it would be superfluous to repeat them here.

In the month of August last, the contractor proposed to the Government to abandon all his contracts for the Tug, Trinity, and Light-House service, and for the mail service to the Lower Provinces, and to transfer to the Government the five steamers, "Queen Victoria," "Napoleon III.," "Lady Head," "Advance" and "Admiral," on condition that the Province released him from the balance of £18,000 of his debt due in respect of the advances which had been made to him in former years on account of the same service, and that it relieved him from a mortgage existing on the vessels in favor of the Bank of Upper Canada, for £23,386, and paid him £15,000 to enable him to meet other liabilities—the contractor to perform the service for the then current year, and the proposed arrangement to take effect at the close thereof.

By the terms of the agreement, dated August 1855, the contractor was intitled to the bonus of £11,300 until the end of 1864. The services performed by his vessels, either under existing contract with the Trinity House, or after tender by public competition, or by private agreement, were :—

1st. Mail Service to the Lower Provinces - - - - -	£2,500 a year.
2nd. Trinity House Service—embracing the laying down and taking up of Buoys in the Lower St. Lawrence, carrying supplies to the River Light-Houses, and voyages with Apprentice Pilots -	2,000
3rd. Trips to the new Light-Houses at Belle-Isle, Forteau Bay, Anticosti and Cape Rosier, for the transport of provisions, and also conveying materials and workmen for repairs—one trip by public tender at £2,000, and the 2nd at £1,000 - - - - -	3,000
4th. The Tug Service £11,300 a year—to which add the 30 per cent. allowed by order in Council on the 50 per cent. reduction in the Tariff Rates—the remaining 20 per cent. being borne by contractor—average £1,500 a year - - - - -	12,800
	£20,300 a year.

In addition to the foregoing services performed by Mr. Baby, the following performed by other parties had also to be defrayed ;—

5th. Protection of Fisheries - - - - -	2,500
6th. Grosse Isle Quarantine Service - - - - -	1,000

In all £23,800

But it is believed that an additional sum of £1,000 would be required to be paid for the service to the Lower Light-Houses, and a further sum of £1,000 for the Trinity House services, making in all the sum of £25,800.

The considerations which presented themselves for the decision of the Government were these :—At the time the Contract was entered into, the system of Towing had not been introduced. There were no means of relieving wrecks, or aiding vessels in distress, the navigation of the St. Lawrence was naturally considered dangerous, and the rates of

Insurance were correspondingly high. The establishment of the Line in question undoubtedly gave a new character to the navigation, largely reduced the rates of Insurance, and the length of voyages, especially on the more valuable class of vessels using the tow. But while these public benefits were accomplished, and the practice of using tug boats was introduced, the consequence, naturally, was to bring into existence other steam tugs, of a far less expensive character, and, in a certain degree, more suitable for plying on the upper part of the river. These had been built by private enterprise, to the number, it is believed, of 16, and entering, as they did, into competition with the far more expensive and powerful Provincial boats, naturally diminished their earnings. The object which had induced the Government, in the first instance, to foster the undertaking, was in a great measure accomplished. The Provincial boats, being of great power and size, were more suited for towing in the Lower part of the Gulph, but the use of Ocean Steamers to a great extent superseded the use of tugs in that navigation, while the completion of the smaller and more profitable private tugs, in the upper part of the River, diminished the pecuniary return of the Provincial undertaking. It was therefore considered desirable, by a fair compromise with the contractor, to relieve the Province from the heavy future annual charge of the subsidy.

If the various services above enumerated, necessary for the public interests, could, by the assumption and direct employment by the Government of the contractor's vessels, be so economically performed as to entail a less annual charge on the revenue, than by the existing arrangements with him, the offer was manifestly an advantageous one.

As regarded the vessels themselves, (the three most valuable being of iron, and nearly new,) the cost of the whole to the contractor, was upwards of	£96,000
The Contractor offered to transfer them on payment of the three following sums:—	
1st. His debt to the Bank of Upper Canada, - - - - -	£23,386
2nd. On being discharged from the balance of his own debt to the Province - - - - -	18,000
3rd. An actual payment to himself, to wind up his business, of - -	15,000
	<u>£56,386</u>
Cost of vessels to Contractor, in excess of what Government paid, being - - - - -	<u>£39,614</u>

Viewing the question in another aspect, without reference to the assumption of the Steamers, the saving to the Government on the Tug Contract was as follows:—

1st. Annual subsidy of £11,300 for 5 years, amounted to - - -	£56,500
2nd. 30 per cent. on the towage at past average, which, though only allowed by Order in Council, was nevertheless a necessary consequence of the reduction. - - - - -	12,250
	<u>£68,750</u>
Deduct however the balance of Contractor's debt, repayable by certain instalments. - - - - -	18,000
Left total payable, under these existing arrangements, to Contractor, during the five years. - - - - -	<u>£50,750</u>
In lieu of which the Contractor agreed to receive—	
1st. Debt to Bank. - - - - -	£23,386
2nd. Payment to himself - - - - -	15,000
	<u>38,386</u>

Shewing a saving to Government on the Contract in five years of - - - £12,364

But considering that the Government was left in possession of Steamers whose cost was £96,000, at the price (including its own debt) of £56,386, the question how far a profitable use could be made of these Steamers, in the Public interests of the Province, was necessarily an important element in deciding on the Contractor's offer.

The services which were indispensable, were:—

1st. The Trinity House requirements, comprising the laying down and taking up of

buoys, carrying supplies to and materials for repairs of the Light-Houses other than the four new remote Lights, and visiting those Light-Houses, and carrying the apprentice pilots.

This service cost, and could not, it is believed, be efficiently performed, under £3000 a year, for though the existing Contract which expired last year, limited the sum to £2,000, the new wants which the increase of Trade had created, would probably have required an additional payment of £1,000,—making for the efficient performance of this service, £3,000 a year.

2nd. The like service to the four remote lights at Belleisle, Anticosti, Forteau and Cap Rosier. For this service, which the undersigned endeavoured to accomplish by means of one trip of a steamer, tenders were asked by public advertisement and but two parties offered—M. Baby being one at £2,000 for the trip, and the second being the owner of a vessel pronounced by the Trinity House unfit for the service. When these remote lights were visited with the supplies for the year, it was found that very serious repairs were required and that a second trip was indispensable. On the strong remonstrance of the Trinity House, arrangements were accordingly made with the contractor to perform a second trip with the necessary materials and mechanics, at the reduced rate of £1,000. Experience shews that it would be unwise to neglect visiting these distant posts twice, at least, each year, and if the Government had to depend on its execution by public tender, it does not seem practicable to get parties capable of performing it under £3,000 or £4,000.

3rd. The adequate protection of the fishery interests against foreign encroachment, and the preservation of regularity among the fishermen themselves, now costs, by means of a schooner, the capacity of which to perform the service effectively is insufficient—£2,500.

4th. The postal service and communications with the Bay of Chaleur and Pictou and the Gulph settlements, which, though annually voted, have yet been shewn to be of so much importance, that their maintenance might fairly be considered for some years to come a matter of settled policy, £2,500.

Making the total cost of performing these indispensable services, (exclusive of towing or assisting wrecks, or quarantine requirements)—£12,000.

In addition to these items, it has to be borne in mind, that the tug service could not be entirely dispensed with, and it was necessary, in the interest of the trade of the Province, that steamers of sufficient power and strength, should be available to relieve wrecks or ships in distress—services which alone, under the existing contract, cost the Province £12,800 a year.

It was equally apparent that in view of the erection of the additional light-houses in the Gulph, the services of powerful steamers were necessary, and these, if obtained by contract, must add a heavy item to the other charges already specified.

The whole of these indispensable services, as well of the Trinity House as for the Fisheries and the Postal services, it was estimated, could be performed, and the necessary provision also made to meet the wants of vessels actually requiring the use of large steamers, whether for towing or for relief—and to perform the additional works required in erecting the new light-houses, at a gross annual cost for the entire season of running the vessels, of £14,431; or, deducting the sum of £4,500, which it was estimated might be realised from towing, and the charter of one of the steamers intended to ply to the Gulph Districts at an actual yearly outlay to the Government of £10,000.

It was therefore determined to carry the proposal into effect; and, by an order in Council, dated the 23rd August, 1859, the arrangement was approved of, subject to the sanction of Parliament. Should that sanction be given, it is conceived that the vessels can best be operated, with as little disturbance as possible, in the mode of management adopted by the Contractor, whether as regards wharfage, stores, provisions, staff or crew. The arrangements made by him for the coming year have been provisionally assumed by the Department. A small supply of coal, requisite for the spring use, has been provided, and the vessels intended to be operated are being placed in thorough repair. For all which provision is made in the gross sum of £14,500, specified as the cost of the yearly operations.

TUG SERVICE.

Upper St. Lawrence.

The tug service between Lachine and Kingston has been performed by the contractor,

Messrs. Calvin and Breck, during the past year, in a very satisfactory manner, and judging from the absence of all complaints, the conditions of the contract appear to have been faithfully carried out.

Owing to the extreme depression of trade, from the causes before referred to in this Report, the number of vessels towed last year is less than in 1858, by about twenty-five per cent. The number of vessels towed on the several divisions, and the moneys collected for the same, are given in the following

STATEMENT.

DIVISIONS.	Towages in 1858.		Towages in 1859.	
	No.	Amount.	No.	Amount.
		cts.		cts.
Lachine to Beauharnois Canal.....	1,253	\$679 52	1,262	7807 34
Beauharnois Canal to Cornwall.....	841	12214 32	615	8671 08
Dickinson's Landing to Kingston.....	917	23321 27	573	15943 15
Totals.....	3,011	44215 11	2,450	32421 57

MONTREAL OCEAN STEAMSHIP COMPANY.

In the Address to Her Majesty, passed during the last Session of the Legislature, the injustice inflicted on Canada by Great Britain, in subsidising two Rival lines of Ocean Steamers to Foreign Ports, was fully pointed out. These subsidies operate as a direct bounty in favor of the Cities of New York and Boston, and therefore aid in drawing thither that Trade which Canada sought to attract, by the construction of those great works of Internal Communication, which she was encouraged, by the Imperial Government, on distinct grounds of national policy, to undertake and prosecute. The proceedings adopted to follow up the object which that Address had in view, will, it is earnestly hoped, result not only in a recognition by the Imperial Government of the injustice to Canada of the existing arrangements, but in obtaining substantial aid towards the support of the Canadian Line; for it cannot be supposed, when the real facts are appreciated, that Great Britain will continue invidiously to foster the Trade and interests of a foreign country, to the direct detriment of those of her own most important Colony.

The importance, and indeed the necessity, of a weekly line of steamers to Europe from Canada, as a means of ensuring freight at all times for the Western Produce, and without which it cannot be attracted through Canadian Channels, has been adverted to in a preceding part of this Report. The evidence given before the Committee of the House of Commons on the subject, and the communications with the Colonial Secretary, are already in the possession of the Government.

While it is gratifying to mention the unprecedented success which attended the voyages of these Steamers to the St. Lawrence during the past year, the wreck of two of the ships on their westward winter voyages is matter of deep regret. These disasters, however, though discouraging at the moment, cannot permanently affect the ultimate success of the undertaking, for the advantages of the route have been so completely demonstrated, that the accidents can have no other result, than in prompting increased efforts to remove, by future success, the existence of any unfavourable impressions which may have arisen with reference either to the route or the enterprise itself.

Full details of the operations of the Steamers will be found in Appendix N.

PUBLIC BUILDINGS, OTTAWA.

Every effort has been made for an early commencement and vigorous prosecution of Public Buildings in Ottawa, destined for the accommodation of the Legislature, the several Public Departments, and the Governor General, when the seat of Government shall be transferred to that city, with the view of having them completed and in readiness at the earliest possible day.

In the erection of buildings intended for a permanent seat of Government, it was felt to be of the utmost importance to obtain the best talent of the country in designing for them suitable and appropriate plans, and the offer of first and second premiums of £250 and £100 for the best and second best designs for the Parliamentary and Departmental Buildings respectively and of £100 and £50 for the Governor General's residence, was responded to in a spirited manner by the architectural profession. Upon less than two months notice, no less than thirty-three separate designs, in different styles of architecture, and illustrated by numerous plans, sections, elevations, perspective drawings and specifications, were submitted to this Department by eighteen architects, of whom one resided in the State of New York, and the rest in Canada.

For the Parliamentary Buildings there were sixteen designs by fourteen competitors, ten of which were either of the Classic or Italian styles, and six of the Norman and Gothic. For the Departmental Buildings four were Classic and three Gothic, making ten designs by six competitors. For the Governor General's Residence there were ten designs by ten competitors.

Many of these designs evinced great taste, and some of them were conceived and executed in the best style of art, highly creditable to the architectural profession of this Province.

The first premium for the Parliamentary Buildings was awarded to Messrs. Fuller and Jones, of Toronto,—the second to Messrs. Stent and Laver, of Ottawa,—both designs being in the Civil Gothic style.

The first premium for the Departmental Buildings was awarded to Messrs. Stent and Laver, and the second to Messrs. Fuller and Jones. Both styles in this case being Civil Gothic.

The first premium for the Governor General's Residence was awarded to Messrs. Cumberland and Storm, and the second to Messrs. Fuller and Jones. The design of the former being Venetian, and that of the latter Classic.

The architects to whom first prizes were awarded were thereupon immediately instructed to prepare detailed plans, working drawings and specifications, and all other necessary information for submitting the work to public competition; and the plans for the Parliamentary and Departmental Buildings having been completed in the shortest possible time, twenty-one tenders were received on the 15th November for the former, and twenty-nine for the latter; but, in consequence of Mr. Cumberland's absence in England, the plans for the Governor General's Residence could not be got ready until the 18th inst., and the receiving of Tenders will consequently be delayed until the 10th March next.

The two lowest tenders for the Parliamentary and Departmental Buildings were those of Mr. Thomas McGreevy, and Mr. Charles Peters, Builders, of Quebec. Their tenders for both, taken in the aggregate, amounted to precisely the same sum, and after full enquiry as to the choice which should be made between these parties, the contract was awarded to Mr. McGreevy. At his suggestion the work was afterwards divided, and the contract for the Parliamentary Buildings was made with him, and that for the Departmental with Messrs. Jones, Haycock & Co., contractors, of Port Hope,—the latter having arranged with him to take the work at his prices.

The contract price for the Parliamentary Buildings is three hundred and forty-eight thousand, five hundred dollars, and the time for completion is fixed for the first July, 1862. For the Departmental Buildings the contract price is two hundred and seventy-eight thousand, eight hundred and ten dollars, and the time for completion first January 1862. In each case the cost of fire-proofing the Buildings, respectively, is included.

The very important question of Heating and Ventilating has received the fullest consideration, and, with the view of obtaining the best information on this subject from practical plumbers, machinists, or other parties, actually engaged in applying their different systems to meet the wants of the community, the works connected therewith were submitted to tender on certain conditions; amongst which it was required that each competitor should describe the system on which his tender was based, and give with it specifications and detailed drawings, shewing its application to the respective Buildings, and guarantee its perfect efficiency for ten years after it went into operation. On these conditions eight tenders were received, one being for the application of the hot air system, one for the water in pipes, and the rest for steam either in pipes or radiators. The prices for all the

Buildings together varied from \$22,800 to \$94,920. The lowest, being for the application of hot air, was not entertained, because it was not considered practicable to warm buildings of this magnitude in that way.

The tender which offered the most advantages, and came nearest to the requirements, was that of Mr. Charles Garth of Montreal for \$61,285, while it was, at the same time, the lowest of any which it would be at all safe to entertain. It is based on the system of heating by steam in pipes laid in vaulted air chambers in the Basement. The fresh air from without being introduced through these vaulted chambers, is warmed by the pipes on its passage into the apartments, while the vitiated air is drawn off by a perfect system of Ventilation. It is believed that this plan will be found efficient, agreeable and healthy, and will give perfect satisfaction. Mr. Garth's tender has accordingly been accepted conditionally on his making certain modifications, required by this Department, to ensure the more perfect Heating and Ventilating of all the apartments, and with this view the detailed plans and specifications are now in course of preparation.

THE NORTHERN RAILWAY.

Under the provisions of the Act 22 Vic. ch. 89, sec. 1, measures were taken by this Department to put the Northern Railway in safe working order. To this end the Deputy Commissioner, in conjunction with the Engineer of the Company, having carefully examined the condition of the works, agreed upon an estimate of such as appeared to them most requisite, to the extent of \$60,000, the amount authorised to be expended, and after submitting them to public competition, contracts for their completion were entered into between the Contractors and the Company, with the sanction of this Department, and the works were proceeded with, and completed as speedily as possible. These repairs were conducted entirely by the Company's Officers, but under the direction and approval of the Chief Engineer of this Department, who also made monthly examinations of its progress, and certified the estimates for payment.

This expenditure of \$60,000 has been of the greatest advantage to this line of Railway; and has accomplished the object of the act in rendering it safe. It will enable the company to maintain this line in a serviceable state for traffic at moderate speed, until the new capital authorised to be raised by the Legislature, is applied in the restoration of all the works during this year.

The money has been mostly expended in works of a permanent character, six miles of track have been relaid with new rails—six miles with old rails repaired, and twelve with new ties, besides a large number inserted at the rail joints throughout the line.

The track has been ballasted four miles to a depth of 16 inches, 1½ to 18 inches, and a good deal on different parts of the line. The roadway, in the ballasted portions, has likewise been widened to 20 feet where embankments occur, and to 24 feet in cuttings. The new rails are laid on new ties, with new-wrought iron chairs, and the surface finished in a superior style.

Eight of the temporary wooden bridges, measuring in all 657 feet in length, have been replaced by stone culverts and solid embankments.

The money thus expended in the restoration of the line, has since been repaid to the Government.

MATAPEDIA ROAD.

The southern division of this highway across the Gaspé peninsula, from the River St. Lawrence to the Bay of Chaleurs, is under the charge of Mr. John Lefebvre, and, on the 24th of December last, the superintendent reports, that "owing to the complicated nature of the work, several of the contractors having abandoned their jobs," he was "necessarily obliged to complete them by day work." Eleven miles of road have been finished, with the exception of two bridges in the course of construction.

The amount paid upon old and new contracts, day labor, and supervision,	
was	\$3,117 70
Amount yet unpaid upon new contracts	808 30
Total expended during the year	\$3,926 00

A balance on hand, is available to meet the above amount of unsettled claims.

The northern division, placed under the care of Mr. J. B. Lamontagne, embraces a distance of 42 miles, of which twelve miles have been put under contract this year, and from the last report of the officer in charge, the expenditure for the year has been \$2,362.37.

GASPÉ AND ST. LAWRENCE ROAD.

Upon that portion of the above line of road skirting the north shore of Gaspé Basin, from Watering Brook to Seal Rock, (a distance of six miles and a half) two deviations were recommended by the superintending officer, in order to avoid heavy bridging over ravines upon the coast line of road. The first improvement, constituting a detour round the valleys of the Three Runs, and Halibut Brook, towards little Cap aux Os; the second, affording a short cut north of Grand Cap aux Os. These sections, placed under contract during the summer, have been completed and received in part; but owing to the winter having set in early, some indispensable labor in rounding and finishing the road-bed, remains to be performed.

The cost of this portion of the road amounts to \$3214 80, or at the rate of \$493.58 per mile. A bridge over Watering Brook has also been constructed, at an outlay of \$600, and the Superintendent reports that the total present and prospective expenditure of the road along the margin of Gaspé Basin to Grand Grève, will be - - - \$4,272

Leaving this balance of the appropriation unexpended, - - - 5,728

Amount of two appropriations, - - - - - \$10,000

Of the available balance above shewn, it is contemplated to expend a part in completing a road already opened between Watering Brook and Griffin Cove, on the River St. Lawrence, a distance of about 7½ miles, upon which, up to the present time, a number of substantial bridges have been built, and other improvements commenced. The Superintendent reports favorably of this communication, and estimates the cost to complete the road, at \$3,605, which will still leave an unexpended sum of \$2,123, applicable to the further repairs and improvements of the Gaspé and St. Lawrence Road.

GRAND BAIE AND MALBAIE ROAD.

The only outlay upon this Road has been \$32-80, taken from an unexpended balance of \$186 22, for the hire of laborers in clearing the track of fallen trees and timber, which obstructed the travel upon the road.

THE TEMISCOUATA,

Or Communication Road between Canada and New Brunswick.

This road is a very important one, as a principal means of communication between Canada and New Brunswick, and the only land mail route between the two provinces, affording great facilities to parties lumbering on the River St. John and its tributaries, and enabling them to get in their supplies from the settlements bordering on the St. Lawrence. A very considerable extent of good soil, moreover, is found in the western vicinity of the new road, capable of settlement.

The earth works, which had been suspended since the autumn of 1858, were recommenced on the 13th of October last. Up to that time, the superintendent, Mr. Rosa, had been occupied in re-surveying and making partial alterations, calculated to improve the line; and the preparing of timber, hauling of stone, &c., for new bridges and abutments, were pushed on with energy.

The works accomplished this autumn are as follows:—

Three miles of connecting portion between old and new roads.

General repairs of about thirty miles in extent of former roads.

Five small wooden bridges, newly built, and timber got out for new bridges, over Green River, the Cabaneau River, the two Syriac Brook Rivers, the River au Bouleaux, and Savanna Brook.

About three-quarters of a mile of new road and ditching made, and a quantity of stone and earth excavation delivered for the above bridges—making the amount expended for the year \$3,386.09.

The officer in charge is actively engaged, at the present time, in drawing upon the frozen swamps cedar timbers, and fascines for causewaying the softer portions of the route where passage with horses would be impracticable in summer.

REMOVAL FROM TORONTO TO QUEBEC.

The most careful arrangements were made to carry this part of the Public service into effect, in as efficient and economical a manner as possible. The Assistant Engineer was dispatched to Quebec, to examine and report on the various Buildings, suitable for the Public Departments; and after considerable delay, the requisite accommodation was obtained at a less cost, as will be seen from the following comparative statement, than has been payable in Toronto.

Comparative Statement of Rent and Taxes and Insurances on Buildings occupied by the Public Departments in Quebec and Toronto.

TORONTO.	Annual Rents.	Taxes & Insurance.	QUEBEC.	Annual Rents.	Taxes.
	\$ cts.	\$ cts.		\$ cts.	\$ cts.
Executive Council, } Old Hospital. }	1044 75	236 00	Executive Council, } Hôtel St. George, }	1800 00	60 00
Minister of Finance Dept.....	.....	.....	Minister of Finance Dept.....	900 00	50 50
Receiver General's Dept.....	1200 00	.....	Receiver General's Dept. } ..	1200 00	40 00
Public Works Dept.....	600 00	88 50	Bureau of Agriculture. }	.....	.....
Crown Lands Dept.*.....	1504 00	240 00	Public Works.....	600 00	21 00
Bureau of Agriculture, Adj't. General's Office }	1600 00	252 00	Crown Lands.....	.....	15 00
Post Office Dept. in }	.....	.....	Post Office Department.....	.....	13 00
Crown Lands. }	.....	.....	
	\$5948 75	\$16 50		\$4500 00	229 50
	816 50			229 50	
	6765 25			\$4729 50	

*Building constructed at expense exceeding \$24,431.78, and cost of replacing yet to be covered, \$12,863.88.

The outlay on requisite fitting up, has also been kept within the narrowest compass possible, as will be seen from the *General Expenditure* of the Department.

After full consideration and an examination of the question in all its bearings, it was deemed advisable to effect the conveyance of all the Departmental and Legislative effects, furniture, records, and a certain portion of the Library, by one Contract, for which Tenders were accordingly invited. Fourteen tenders were received, varying from \$19,948 to \$60,000. The Tender of the party offering lowest, who could give security, was accepted—that of Messrs. Sherwood, Ginty & Co., for \$19,948.

Subsequently, those parties transferred their Contract to Messrs. Jacques and Hay, who were accepted by the Department at the same price; and it is but justice to them to say, the service was most efficiently and satisfactorily performed. The gross amount paid to them by the Department, for the conveyance of the whole of the Departmental and Legislative effects, and those of the Governor General, and for replacing the same at Quebec, was \$21,086.81; the excess of \$1,038.81 over the contract price being for extra carriage, and services which arose during the Contract.

In regard to the removal of the various officers of the Government, with their families and effects, the question of accomplishing this also by contract was fully considered, but so many well founded objections presented themselves to the contract system, that after a prolonged examination, by the Deputy Heads of the several Departments, of the relative advantages and disadvantages involved, it was determined to make a money allowance, based partly on the position and salary, and partly on the number of the family, and to permit the officers and employes each to remove by what conveyance he saw fit. It is believed that the system adopted, has both given general satisfaction, and been in every way productive of a saving to the Province.

The interruption in the public business of the Department, in consequence of the removal, was only during the space of one week.

All of which is respectfully submitted.

JOHN ROSE,
Commissioner.

PUBLIC WORKS, 9th February, 1860.

APPENDIX TO THE REPORT

OF THE

COMMISSIONER OF PUBLIC WORKS,

FOR THE YEAR 1859.

CONTENTS OF APPENDIX.

Appendix A.—Statements No. 1, to 7 in reference to expenditure.

- “ B.—Report of Mr. Rubridge, Assistant Engineer and Architect on the Public Buildings, in charge of the Department.
- “ C.—Report of the Superintendent of the Welland Canal for 1859, with statements 1 to 7.
- “ D.—Special Report of the Superintendent of the Welland Canal, on the traffic of 1859.
- “ E.—Report of the Superintendent of Ottawa Works, for 1859.
- “ F.—Report of the Superintendent of the St. Maurice Works for 1859.
- “ G.—Report of the Chief Engineer on the Improvements of the River Sengog, and the “Inland Navigation of the Newcastle District.”
- “ H.—Report of the Chief Engineer on the deepening of the St. Lawrence Canals.
- “ I.—Instructions to, and Report of the Chief Engineer on proposed New Light Houses for the River and Gulf of St. Lawrence.
- “ J.—Statement of the Fines and Damages imposed and collected in 1859, on the Beauharnois, Lachine, and Chambly Canals.
- “ K.—Statement of Hydraulic Rents and Leases on the St. Lawrence and Chambly Canals.
- “ L.—Extract from the Report of the Engineer of the Ottawa Survey.
- “ M.—Circular making certain enquiries touching the course of Trade, and extracts of replies thereto from Her Majesty's Consul at Buffalo, the President of the Board of Trade of Oswego, and the Superintendent of the Welland Canal.
- “ N.—Table giving details of the operations of the Ocean Steamers.

APPENDIX A.
No. 1.

STATEMENT of the several Public Works under the charge of this Department, which are in use and yield revenue, showing the expenditure under the different heads during the year 1859, viz: on Construction, Amount paid for Land damages, and the total Cost of Construction under this Department, to the 1st January, 1860,—also the Gross Revenue therefrom during the year 1859, the Cost of collecting the same, together with the Cost of Repairs and Management for the same period, and the Net Revenue or Deficit.

NAME OF WORK.	Expenditure on construction during the year 1859.	Amount paid for damages in 1859.	*Total expenditure on construction to 1st Jan., 1860.	Gross revenue during 1859.	Cost of collecting Revenue during 1859.	Cost of repairs and management for 1859.	Net Revenue for the year 1859.	Deficit for the year 1859.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>Canals.</i>								
Welland	47,847 50	1,581 75	4,507,927 73	139,442 55	8569 98	78,573 16	52209 41	
<i>St. Lawrence Canals, viz:</i>								
Lachine	2,851 78		1,088,077 29	69,608 40	10,419 70	20,673 30		
Beauharnois	333 13		1,572,487 11	16,63 48	795 90	12,748 06		
Cornwall	5,269 04		463,036 60	182 01	628 31	14,289 46		
Williamsburg			1,089,739 93				728 80	
Junction	19,504 78	20 00	230,736 11	84 17	1125 00	9,942 13		
General Expenditure	363 10		74,093 88			177 95		
<hr/>								
Chambly		200 00	67,658 25	16,112 54	1036 25	13,938 86	637 43	
St. Ours			122,927 65	388 01	529 77	1,555 95		
St. Anne's	80 27		111,056 02	5659 17	631 31	935 22	4092 64	1097 71
Burlington Bay Canal	3,464 59		270,635 69	14,858 95	800 00	322 63	1,236 32	
<i>Slides and Dams, &c.</i>								
Ottawa	25,749 05		594,924 93	33,158 08	1000 00	13,539 58	18018 50	
St. Maurice	201 92		241,718 45	2,528 97		7,213 19		4184 22
Trent				40 00		400 00		360 00
<i>Harbours.</i>								
Port Stanley	7,956 79		223,128 49	3956 87		27 37	3929 50	
	113,622 61	1,801 75	11,568,742 68	287,183 20	26,135 71	174,346 76	93412 66	6741 93

* Based on accounts of 1856.
Total net revenue on all Canals, deducting deficit as above.....\$38842 22.

No. 2.

STATEMENT of the Public Works under the charge of this Department, incomplete, and as yet unproductive, but on which Tolls are to be levied as soon as they are available,—shewing the Expenditure thereon in 1859, on Construction, on Repairs and Management, and the Total Expenditure up to the 1st January, 1860.

NAME OF WORK.	Expenditure on construction in 1859.	Repairs and management during 1859.	Total Expenditure to 1st January, 1860.
	\$	\$	\$
	cts.	cts.	cts.
<i>Chats Canal.</i>			
Expenditure as shown in last year's Report.			
To Contractor			
Surveys and Engineering expenses up to 1st January, 1859	\$323,802		
49,289			
45			
⌚ Total expenditure up to 1st January, 1859	\$373,191		
			93
<i>Sequoia Inland Navigation.</i>			
Exclusive of \$352,822 80 expended on Backwaters of Newcastle District and Trent works, up to 1st January, 1856	7,040	643	36
	10,145		38
<i>Signenay</i>	17,785		52
		643	50
			507,462
			42

No. 3.

STATEMENT of the several Public Works and Buildings in course of construction under the charge of this Department, yielding no direct Revenue, but in use for the Public Service, and authorized by Legislative appropriations, shewing the amount expended thereon during the year 1859, and the total outlay upon them up to the 1st January, 1860; also the amount expended in repairs and maintenance for the same period.

WORKS.	Total outlay up to 1st January, 1859.	Expenditure during the year 1859.	Total outlay up to 1st January, 1860.
	\$ cts.	\$ cts.	\$ cts.
Parliament Buildings, repairs, Toronto } Government House.....do. }	274272 30	542 75	274815 05
Custom House.....do.	5104 18		5104 18
Post Office.....do.	27986 07		27986 07
Observatory.....do.	13884 65		13884 65
Female Lunatic Asylum.....do.	9966 83		9966 83
Osgoode Hall.....do.	159 30		159 30
Gun Sheds.....do.	3679 23		3679 23
Barracks, repairs.....do.	597 37	60 32	657 69
Railway Inspector's Office.....do.	525 62		525 62
Custom House.....Hamilton	17662 62	15219 49	32882 11
Post Office.....do.	52625 42		52625 42
Gun Sheds.....do.	5510 82	55 85	5566 67
Post Office.....London	19568 43	14181 87	33750 30
Custom House.....Kingston	38210 00	3595 52	41805 52
Post Office.....do.	36196 52	3077 43	39273 95
Lunatic Asylum and Gaol.....do.	4293 92		4293 92
Public Buildings.....Ottawa		10052 97	10052 97
Court House.....Montreal	292380 40	831 75	293212 15
Custom House.....repairs, do.	907 63		907 63
Gaol.....repairs, do.	1263 60	80 00	1343 60
Post Office.....repairs, do.	269 99		269 99
Normal School.....do.	5422 82	935 75	6358 57
Marine Hospital.....Quebec	91706 10	1638 80	93344 90
Custom House.....do.	167170 39	50618 78	217789 17
Gun Sheds.....do.	4424 12	121 30	4545 42
Post Office and Parliamentary Buildings.....do.		31096 78	31096 78
Spencer Wood.....do.		4299 35	4299 35
Normal School.....do.	7071 04	110 02	7181 06
Gaol.....repairs, do.	100 00		100 00
Observatory.....repairs, do.	266 87	51 90	318 77
Gaols and Court Houses, C. E.	35290 86	72 80	35363 66
Gaols and Court Houses, C. E., 20 Vic. ch. 44.....do.	771 44	51053 91	51825 35
Aylmer Court House.....repairs..	505 00	18 65	523 65
Kamouraska Gaol.....do.	6 90	5067 14	5074 04
Sherbrooke Court House & Gaol.....repairs..	5 47	3550 18	3555 65
Three Rivers Court House.....repairs..	10 57	1101 81	1112 38
St. Hyacinthe Court House.....repairs..	4 95	490 00	494 95
Dépôt at Anticosti.....do.		31 07	31 07
Rents, Repairs and Maintenance.....do.	226067 74	32576 36	258644 10
<i>Light Houses.</i>			
Light Houses below Quebec.....do.	389971 42	6532 13	396503 55
Light House Apparatus below Quebec.....do.	54602 16		54602 16
Light Houses (new) below Quebec.....do.	15601 59		15601 59
Point Pelée Light House.....do.	53045 33	59 57	53104 90
Snake Island Light House.....do.	10411 87	18 17	10430 04
Bay of Quinté Light House.....do.	108 16		108 16
Light Houses, Lake Huron.....do.	127103 88	15210 67	142314 55
Light House Apparatus, Lake Huron.....do.	74949 16		74949 16
Floating Lights above Lachine.....do.	115 53	25613 52	25729 05
Gaspé Bay and Harbour Buoys.....do.		200 00	200 00

No. 3.—STATEMENT of Public Works, &c.—Continued.

W O R K S .	Total outlay up to 1st January, 1859.	Expenditure during the year 1859.	Total outlay up to 1st January 1860.
	\$ cts.	\$ cts.	\$ cts.
<i>Roads.</i>			
Canada and New Brunswick	106734 44	3386 09	110120 53
Metapedia, South.....	14000 00	2500 00	16500 00
Metapedia, North.....		2475 66	2475 66
Malbaie and Grande Baie.....	6000 00		6000 00
St. Denis and Cap Chats.....	10000 00	6000 00	16000 00
Marmora.....	4000 00		4000 00
Garrison Road, Toronto.....	1600 50		1600 50
Gaspé Road.....		3289 25	3289 25
Côteau and Province Line Road.....		893 24	893 24
<i>Harbours and Piers.</i>			
Port Bruce.....	6267 47		6267 47
Lake Huron.....	80413 45	11000 27	91413 72
Pier at St. Anicet.....		77 71	77 71
L'Orignal.....	2000 00		2000 00
Landing Piers.....	768971 02		768971 02
Repairs of Piers	6422 53	369 77	6792 30
Dredging Narrows and New Bridge, Lake Simcoe.....	10138 30		10138 30
Dredging at Picton and Presqu'Isle.....	1013 03	113 25	1126 28
Dredging at St. Clair's Flats.....	19984 45		19984 45
Richelieu Rapids Improvements, (Ste. Anne de la Pêrade)...	13661 06	52 90	13713 96
North River and Petite Nation Bridge Improvements.....	3600 00		3600 00
River Thames Navigation Improvements.....	3814 42		3814 42
Dredging Vessels, Steam Pumps, &c.....		2029 50	2029 50
Total.....		310354 25	

No. 4.

STATEMENT of Expenditure on certain Miscellaneous Services under this Department, during the year 1859.

	\$ cts.
Emigration and Quarantine Service.....	3,162 51
Tug Boats below Quebec.....	26,083 79
Tug Boats, upper St. Lawrence.....	24,054 71
Steamboat service, Lower Provinces.....	5,000 00
Removal to Toronto, in 1855	308 71
Trinity House, Quebec.....	12,486 05
Ottawa Survey and Surveys generally.....	29,593 12
Arbitrations	14,859 74
Removal of "Free Trader" wrecked at Port Stanley.....	40 01
Removal to Quebec, 1859	23,873 12
Administrator's removal in 1857.....	79 10
Northern Railway.....	* 60,000 00
	199,540 86
<i>Less :</i>	
Included in No. 1 Statement, and also, under the head of Arbitrations.....	, 1,801 75
	197,739 11

* This amount is included in and repaid by subscription of New Stock deposited with London Agents.

No. 5.

STATEMENT of the Expenditure incurred under this Department for the Repairs and Management of the Ordnance Canals for the year 1859, and the Gross Revenue therefrom for the same period.

N A M E .	Ordinary re- pairs and management.	Repairs Ordnance property.	Total Expenditure.	Gross Revenue.	Cost of Collection.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Rideau Canal.....	26898 79	.....	26898 79	} 10743 90	*
Carillon and Grenville Canal.....	5373 94	.....	5373 94		
Branch at Long Island.....	.....	599 77	599 77		
From Sundries.....	.....	.....	.....
	32272 73	599 77	32872 50	10743 90	

* The Tolls are collected by the Lockmasters, who account monthly to the Superintendent.

No. 6.

A DETAILED STATEMENT of the Expenditure incurred in Repairs and Maintenance of Provincial Light Houses, for the year 1859, under this Department.

No.	Name of Light.	Name of Keeper.	Amount		Total.				
			of Salary paid.	Supplies and Repairs.					
			\$	cts.	\$				
1	Machine Pier	John Norton	385	00	361				
2	Light Ship No. 1.....					Pierre Landre.....	250	00	347
3	Do. No. 2.....									Benjamin Picard.....	250	00	361
4	Do. No. 3.....	Joseph Meloche.....	225	00	180				
5	Beauharnois.....					Peter Shannon	435	00	*1237
6	Grosse Point.....									A. McDonald.....	175	00	*1265
7	Mackie's Point.....	E. S. Johnson.....	435	00	945				
8	Cherry Island.....					G. H. Johnson.....	125	00	60
9	Do. Light Ship.....									Thomas Hill.....	335	00	414
10	Lancaster Pier.....	Richard Elliott.....	140	00	201				
11	Cole's Shoal.....					Joseph Austin.....	120	00	208
12	Grenadier Island.....									J. W. Allan.....	140	00	200
13	Lindoe Island.....	Jas. McDonald.....	260	00	1051				
14	Gananoque Narrows.....					Daniel Bryant.....	560	00	276
15	Jack Straw Shoals.....									Joseph Mervin.....	120	00	190
16	Spectacle Shoal.....	Lewis Wartman.....	108	75	759				
17	Red Horse Rock.....					Geo. Lamb and L. Herchmer.....	322	29	75
18	Burnt Island.....									John Dunlop.....	435	00	*1913
19	Snake Island.....	Joseph Swetman.....	510	00	717				
20	None Mile Point.....					W. A. Palin.....	435	00	590
21	False Ducks.....									Samuel Wilson.....	326	25	400
22	Point Peter.....	W. Swetman, Sr.....	325	00	*1677				
23	Scotch Bonnet.....					W. Swetman, Jr.....	250	00	65
24	Presqu' Isle.....									George Roddick.....	435	00	450
25	Do. Range Light.....	George Durnam.....	435	00	490				
26	Gull Island.....					John Davidson.....	400	00	120
27	Gibraltar Point.....									John Woodall.....	325	00	500
28	Burlington Bay.....	Jas. Fortier.....	400	00	600				
29	Oakville.....					John Burgess.....	435	00	700
30	Port Dalhousie.....									Peter Blaikie.....	435	00	300
31	Port Colborne.....	Wm. Fifield.....	157	25	93				
32	Mohawk Island.....					H. H. Clarke.....	435	00	*2948
33	Port Maitland.....									Alex. Sutherland.....	320	00	200
34	Port Dover.....	Richard Ead.....	157	25	93				
35	Long Point.....					W. J. Taylor.....	435	00	954
36	Port Burwell.....									Jas. Edwards, Asst.....	325	00	75
37	Port Stanley.....	Jas. Cummins.....	435	00	*5924				
38	Point Pelée.....					Jas. Hackett.....	435	00	410
39	Pelée Island.....									Thomas Cartier.....	435	00	307
40	Bois Blanc.....	H. Fidler.....	325	00	300				
41	River Thames.....					John Young.....	477	55	752
42	Goderich.....									Thos. Kilty, Asst.....	125	27	88
43	Point Clark.....	D. M. Lambert.....	435	00	880				
44	Chantrey Island.....					Jos. Holmes, Asst.....	207	70	40
45	Isle of Coves.....									Geo. Collins.....	435	00	1050
46	Griffith Island.....	E. Collins, Asst.....	58	10	07				
47	Isle of Coves.....					Wm. Milne.....	65	94	1609
48	Point Pelée.....									John Frame.....	270	41	06
49	Bois Blanc.....	Vesey C. Hill.....	191	20	00				
50	River Thames.....					D. McBeath.....	435	00	1018
51	Goderich.....									A. McBeath, Asst.....	75	00	95
52	Point Clark.....	John Merrill, Asst.....	150	00	1878				
53	Chantrey Island.....								
54	Isle of Coves.....								

No. 6.—A DETAILED STATEMENT of the Expenditure incurred in Repairs and Maintenance of Provincial Light Houses, for the year 1859, under this Department
—Continued.

No. 46	Name of Light.	Name of Keeper.	Amount	Supplies	Total.
			of Salary paid.	and Repairs.	
			\$ cts.	\$ cts.	\$ cts.
	Christian Island.....	{ Wm. Hoare..... John H. Johns.....	435 00 209 00	496 51	1140 51
	Management, Salary of Superintendent and his travelling expenses, freight, and charter of Steamer delivering Supplies, Advertising, &c.			3916 03	3916 02
	Placing Buoys, Lake St. Francis.....			107 93	107 92
	Do. Lake St. Louis.....			61 00	61 00
	Do. Bois Blanc.....			86 63	86 63
	Keeping up Temporary Lights, Lake Huron, in 1855, 1856 and 1857....			1477 41	1477 41
	Purchase of Land for Light Keepers' Dwellings at Presqu'Isle.....			400 00	400 00
	Do. Burnt Island.....			100 00	100 00
	Do. McKie's Point.....			300 00	300 00
	Supplies on hand in Store.....			155 30	155 30
			16404 71	39199 02	55603 73

Under heading of Supplies and Repairs, are included Works of permanent construction where needed, marked *

No. 7.

STATEMENT showing the Total Amount expended under the Department of Public Works during the year 1859, as detailed in the foregoing Statements numbered 1, 2, 3, 4, 5, and 6.

S T A T E M E N T .		Repairs and Maintenance.	Construction.	Miscellaneous.	Total.
	\$	cts.	\$	cts.	\$
No. 1	174346	76	113622	81	289771
2	643	60	17785	52	18429
3	42125	52	268227	73	310354
4	60000	00			197739
5	32872	50			32872
6	55603	73			55603
	305503	01	389635	86	904709

B.

PUBLIC BUILDINGS.

REPORT OF MR. RUBIDGE, THE ASSISTANT ENGINEER AND ARCHITECT, ON THE FOLLOWING PUBLIC BUILDINGS IN CHARGE OF THE DEPARTMENT :

The Hon. JOHN ROSE,
Commissioner of Public Works,
&c., &c., &c.,

SIR,—I have the honor to Report, for your information, upon the following Public Buildings, and other works :—

PARLIAMENTARY BUILDINGS, TORONTO.

The Public Accounts of the year, shew an expenditure of \$542.75, for the supply of twelve walnut arm chairs, and desks, and new tapestry, carpet, &c., for the use of the additional members of the Honorable the Legislative Council, upon the requisition of the Honorable the Speaker.

POST OFFICES.**LONDON POST OFFICE.**

This public building, which presents a handsome front in the vicinity of the finest edifices in the city of London, is complete, both as to exterior and interior works; An extension of time was granted for providing the internal fittings, and the procuring plate glass for the fronts of the letter boxes from England. The building is now ready to be taken off the hands of the Contractor, and placed under charge of the Post Office authorities. The total outlay hitherto, inclusive of purchase of site, fitting up temporary Post Office, Advertising, Superintendence, &c., amounts to \$33,750.30.

HAMILTON POST OFFICE.

No disbursements have been included in the accounts for the past year, upon any works of reparation previously called for upon this edifice; but at the urgent solicitation of the Postmaster, resident in the building, several desirable improvements have recently been placed under contract, to the amount (authorized by Order in Council,) of \$785. These wants affect the safe keeping and preservation of the building, and are as follows:—18 pairs of iron shutters to windows, including painting; repairing the slate covering; and metal gutters of roof; introducing water pipes from the City Water Works; fixing hydrant within the building, as a protection against fire; 17 new winter sashes, glazed and painted; outside winter porches; two large wooden gates complete; and a portion of new wooden fencing, together with putting on new fastenings, bolts, locks, &c., to windows and doors.

 KINGSTON POST OFFICE.

The expenditure that has taken place this year, on the above, has been the payment of the balance remaining over upon the contract and extra works, previously reported as complete, and for further fittings and furnishings required by the Post Office Inspector of the local division—inclusive also of the arrears of salary due to the Superintendent for his services,—in all \$3,077.43 chargeable against the appropriation. The unsightly remaining portion of the Old Jail and stone walls contiguous, have been disposed of, by auction, for a small sum, with the view of the materials being cleared from off the ground, and properly completing the fencing and inclosing the new Post Office.

 TORONTO POST OFFICE.

A small outlay was incurred at the instance of the Post Office Inspector, for building a brick chimney, putting in new grate, mantel piece and stone hearth \$80.

 POST OFFICE, MONTREAL.

A very general repair, and decided improvement in lighting the building, have been carried into effect within the past year, by removing the leaky roof covering of tin, and replacing it with one of gravel and felt—in putting new galvanised cavetroughs and flashings around the building—and renewing the rain conductors, constructing skylight, opening defective drains, altering the levels, putting in new pipes, and raising kitchen sink.

Three additional windows have been placed in the rear wall, to give light to the sorting office, general delivery office, hall, and stairway where previously gas was constantly required to be burning, in order to carry on the public business.—A new money order office has been partitioned off; a winter porch provided to side door; also the stopping and pointing up of the masonry; re-hanging window sashes—repairs of the plastered walls and ceilings, whitewashing and coloring the same, painting and general renovation.

The sum of \$2173 covers the total outlay, all of which, from having been so recently undertaken, will fall in next year's accounts.

 QUEBEC POST OFFICE.

No outlay has been called for on the old Building, in present use as the City Post Office, up to the date of this Report, but on the 1st of June last, Plans and Specifications prepared by an Officer of the Department, and approved by the Committee of the Honorable the Executive Council, were laid before contractors in the Cities of Quebec and Toronto, for the erection of a new Post Office Building on the Grand Battery, the site being that of the former Parliament House, and held under lease by the Province from a late Roman Catholic Bishop of Quebec.

The intentions of the Government in constructing the Building were to adapt it for the accommodation of the Legislature in the City of Quebec, during the interim between the removal from Toronto, and the completion of the contemplated Public Edifices, to be erected in the City of Ottawa. The lowest tender received and accepted, was that of Messrs. Elliott & Melville, of Brantford and Hamilton, for \$32,730. The outside walls were to be built of red brick, &c., the particulars of which expenditure are, however, more fully detailed under the head of Parliamentary Buildings, Quebec.

For the purposes and wants of the local Post Office hereafter, it is believed the ground flat of the central building, will furnish more than sufficient room to accommodate the

Quebec Post Office, at a very moderate outlay for all the future alterations which may be called for, when vacated by the Legislature; while the site is central and convenient for the residents, and business men, having so frequently to resort thither.

CUSTOM HOUSES.

HAMILTON CUSTOM HOUSE.

In accordance with the requisition from the Minister of Finance, certain alterations in the interior arrangements of the new Custom House have been carried out, by changing the Long Room from the first to the second floor, and appropriating the first floor to the purposes of an Examining Warehouse, Appraisers, and Landing Waiters' Rooms.

The alterations above determined on, together with the death of the superintending architect, will have the effect of delaying the completion of the building, in all its requirements, until about the 5th of March next; the works remaining to be finished, being the pointing up the joints of masonry, grading and gravelling the yard, and some proposed improvement and extension of the drainage. The building will, however, be fully ready for the transaction of business by the opening of the navigation.

KINGSTON CUSTOM HOUSE.

The expenditure this year, in amount \$1,429.70, has been for the dwarf wall of cut stone, surmounted by an ornamental iron railing; also for a dividing fence of wood, the levelling and drainage of lot, together with sundry repairs to the office furniture, gas fittings, &c., consequent upon the late Collector, Mr. Hopkirk, taking possession of the new building.

Several urgent wants and improvements have been suggested recently by the officer of the Port, in order to remedy the imperfect draught of the Hot air-furnaces, to obviate damp over the Portico, the defective ventilation in roof, and other parts of the edifice, and to provide a Wood Shed, and an entrance door, or means of access to the yard from the basement; these demands, some of which had been previously recommended, are, upon examination, found necessary, and are estimated to cost \$1000.00.

TORONTO AND MONTREAL CUSTOM HOUSES.

No outlay has been incurred on either the Toronto, or Montreal Custom Houses.

CUSTOM HOUSE, QUEBEC.

This handsome edifice stands firm and secure upon its artificial foundations and is now far advanced towards completion. It will be handed over to the Collector on the 1st May next, for the future transaction of the business of the Port of Quebec; and the proprietor of the building leased for the present Custom House, has been notified that the premises will be given up on that date. Nothing remains to be done upon the exterior of the new building, beyond finishing and cleaning up the fluted columns, laying the entrance steps towards the river and land fronts, the materials for which are now being prepared for laying, during favourable building weather in March and April. Some earth filling for the rear approach, and the formation of a macadamized road around the building, as called for in the specification, likewise remain to be completed.

The plaster work of the interior, together with the joinery, are being rapidly pushed forward by the Contractor, who is also putting in the hot air furnaces, pipes, &c.

The total amount by the last January Estimate returned for all contract and extra works was \$194,160, of which the amount paid thereon, was \$189,796.

COURT HOUSES AND GAOLS.

NEW JAILS AND COURT HOUSES IN CANADA EAST.

Under the Act of 20 Victoria, Cap. 44.

During the month of July last, the contractors for these Public Buildings, in thirteen several districts, received instructions to proceed with the erection of seven of their number, the sites for which had been approved of by His Excellency; and as the difficulties growing out of a choice among competing lots at the *chef lieux* of other localities were removed, the remaining Buildings were commenced from time to time, and have advanced to a greater or less state of forwardness up to the present. The two sites most recently decided on, are those of Sorel and Industrie, where the contractors are now engaged in providing and laying down materials preparatory to Spring operations.

The only unsettled selection of a building lot applies to the Town of St. Hyacinthe, where two or more sites come into competition, and, owing to the recent destruction by fire of the former Court House at this place, a prompt decision of the question at issue is now more than ever necessary.

The basis upon which these buildings were to be erected, required that in all the localities they were to be constructed of stone, and covered with slate, at the following rates, completed according to plans and specifications.

St. Scholastique - \$17,500	Rimouski - - - \$17,800	Nelsonville - - - \$17,900
Industrie - - - 17,800	Montmagny - - - 18,000	St. Hyacinthe - - - 17,000
Sorel - - - - - 17,600	Beauce - - - - - 18,000	St. John - - - - - 17,000
Malbaie - - - - 17,500	Arthabaska - - - 17,600	Beauharnois - - - 17,000
		Chicoutimi - - - - 17,600

ST. JOHNS.—Of this building, which is the most advanced of all those contracted for, the masonry and brick work are found to be unexceptionable in character, and are completed, excepting some outside pointing to the stone work, which is properly deferred until mild weather. The slates for the roof are about to be laid over a covering of felt; the metal eave troughs are fixed in place. The clay pipe drain which was reported indispensable to free the foundations from water, has been laid down to the River Richelieu, a distance of about 1000 feet. A large quantity of prepared flooring and other materials is on the ground, the window sashes and iron work are being delivered, and the whole progress of the works gives evidence of an early completion in the spring. The amount expended is \$10,514.52.

ST. SCHOLASTIQUE.—This site is very favorable for drainage, requiring no extra outlay for this object. The foundations are all in to a height of one course of the base above ground level, and the lower beams are fixed in position; a quantity of rubble stone is also on the ground, and most of the cut stone, now being prepared at quarries in the vicinity, will shortly be delivered. The contractor has likewise made arrangements for manufacturing bricks in the neighbourhood.

BEAUHARNOIS.—This building, seated on elevated ground east of the village, has the masonry of the Court house carried up all round to the height of 13 feet, and the Jail wall to the sills of the first windows; about 70 toises of building stone, and 450 feet of cut stone are delivered; all the timber for joists, roofing &c., is at hand, as also some portion of the iron work; there are also furnished 200,000 bricks, and stone cutters are busily engaged at quarries, in providing more material, to ensure an early resumption of work in spring.

SWEETSBURG OR NELSONVILLE.—The exterior walls are all up to top of base course, and the floor beams laid; a lot of 1800 feet of cut stone for sills, jambs, quoins, &c., is now being transported to the site, and about 12,000 feet of timber are on the spot; also 73,000 bricks delivered.

The supervision of the four above described Court Houses has been put under the charge of Mr. Larose, who has hitherto made periodical visits of inspection to each, twice every month.

St. HYACINTHE.—Pending any decision on the site to be acquired for the new Jail and Court House in this place, it became necessary, for carrying on the judicial business of the District, to do certain indispensable repairs to the old delapidated building known as the Court House of St. Hyacinthe; and authority was obtained to make an expenditure thereon to the extent of \$605.

On the night of Tuesday the 23rd of August last, the repairs of the building being at that time nearly completed, and an outlay of \$400 having been made, a fire occurred in the wood shed of the Grand Trunk Railway Station immediately in rear of the Court House, the flames shortly communicated with the Court House contiguous, and ultimately destroyed that building, leaving only a quantity of rubble stone, brick, and other material fit for building purposes, valued at about \$400, and which may probably be transferred to the contractors, for the new edifice.

BEAUFORT.—When the season for laying masonry terminated, the superintendent of the works was relieved from his duties until the ensuing spring, after first seeing the walls covered up and well protected against frost. The progress then reported, shews that the exterior walls have been carried up to the height of the belting course of the first story in a satisfactory manner; and that the cedar sleepers are all delivered, and preparations made to collect materials during the winter months, for an active resumption of work when the weather will permit. The lot is reported to be susceptible of good drainage.

ARTHABASKA.—The works in this locality are reported by the superintendent last alluded to, who has also this second building under his charge, to have advanced favorably; the masonry shewing two courses over the belt course of first story, and one course higher around the jail portion of the building. The cedar beams are all in position, and much material was at that time on the ground, including 50,000 bricks, a quantity of cut stone, floor joisting, iron doors, &c.; and the supply was being increased by the contractors for the spring operations.

MONTMAGNY.—The walls are up to the height of four feet above the ground story beams; the foundations, for which great fears were entertained, and artificial support requisite, being but little above the high water of the Rivière St. Thomas, have, up to the present, stood well,—the best means which the ground would admit of, having been taken to drain the lot.

The whole of the bricks required are stored under cover in the vicinity, and two excellent quarries are at present supplying all the stone to be used in the main walls. The ashlar having to be furnished from the vicinity of Quebec, for which, as well as for the timber, it is understood contracts have been entered into.

RIAMOESKI.—The foundations of this building, only commenced in the autumn, are up to the ground level all round, and are protected from frost until building operations can be resumed. To get rid of the water from the basement of the building, will require the laying down a pipe drain of 9 inches diameter, with a discharge into the River St. Lawrence, 750 feet distant, the estimated cost of which increased outlay is \$750; and, as it is found that in this neighbourhood, a covering of slate cannot long resist the violence of the prevailing winds; and one of tin is speedily corroded by the action of the sea air, it is proposed to effect a considerable saving by using shingles as a covering, well painting the same, and applying the difference in cost in diminishing the extra outlay rendered indispensable by want of drainage.

As the building will be isolated, the danger from fire to the roof will be confined to the Court-house itself.

Of building materials, there are upon the ground, all the cedar beams, 340 lineal feet of dressed stone plinth, and a few toises of rubble stone; but contracts have been made by Messrs. Sinclair and Skelsey for all the remainder of the timber, stone, and brick required.

MALBAIE.—This Court-house has all the foundation walls and masonry laid up to the belting course of first story : the jail has been carried up to the height of one half the second story windows, with the iron gratings fixed in position.

The cedar beams of the ground floor are all laid ; 140,000 bricks are either in the work or on the ground ; the greater part of the floor joisting, about 40 toises of building stone, and much of the cut stone, have been delivered ; The roofing-boards, lathing, and sand are on the spot ; As also iron doors for safes, all the iron gratings, columns and girders for the jail and prothonotary's offices, together with clay pipes for drainage.

Difficulties having occurred between the sub-contractor and the foremen superintending the works, whereby unnecessary expenditure had been incurred, the Commissioner was under the necessity of dismissing two parties who had successively the charge of this building.

CINCOURTMI.—The foundations are all in, with the exception of the jailer's basement ; the stone being at hand, and ready for laying.

A portion of the Court-house walls is two courses above the ground level. The masonry is well covered up for the winter, and much building material is in readiness for resuming operations in April next. The walls are based upon the solid rock, and facilities are afforded for proper drainage.

On the 14th January last, the materials returned on the spot, were, 2711 feet of cedar beams, 310 cubic feet of white pine for joisting, 700 feet of stone base or plinth course, 10 toises of rubble stone, 336 bushels of lime under shed, and 432 bushels of sand, and since the above date, a large quantity of materials in cut stone, rubble, timber, &c., have been hauled upon the ground.

NEW CARLISLE JAIL AND COURT HOUSE.

In the County of Bonaventure, the present Jail and Court House are inconveniently confined to a building of the dimensions of an ordinary dwelling house ; and upon an application from the Sheriff of New Carlisle, to the Executive Government, referred to this Department, a detached Jail of stone-masonry, the outside dimensions of which would measure thirty-six feet by thirty-five feet, has been recommended to be built to afford prison accommodation on a safer and more healthful arrangement ; and by which improvement the existing building could be converted solely to the use and occupation of the Court and its officers.

The estimated outlay for the new building, and alterations in the old one, amounts to \$4,508.

MAGDALEN ISLANDS—GULF OF ST. LAWRENCE.

The population of these Islands, judicially attached to the County of Gaspé, from their position in the open sea, require a separate local Court House and Jail, the nearest being at Percé, on the main land, distant about one hundred and forty miles. A plan and specification have accordingly been prepared for putting up a building of limited dimensions and cost, suited to the present wants of these Islands. By the estimate, it would appear that a stone building of the most moderate pretensions, consistent with any degree of security as a place of confinement, could not be erected for a less sum than \$2400. From well informed parties, it is understood a favorable site offers itself on Amherst Island, the most important of the Magdalen group, and possessing one of the best harbors.

Building stone and sand, it is ascertained, can be procured in the vicinity, but it will be advisable that all the timber, joinery, and iron work should be prepared, fitted, and framed, at any convenient port in Prince Edward Island, New Brunswick, or Gaspé, ready for putting together at the site selected ; and it has been suggested, as a means of economizing the expenditure, that the transport of these materials might be made in the Government schooner "*La Canadienne*."

MONTREAL COURT HOUSE.

The outlay upon this building, has been confined principally to Insurance, but includes, also, a sum of \$150 for additional steam pipes, to heat the Judge's Chambers, and other portions of the interior.

Upon a representation from the Prothonotaries, calling for certain precautionary measures against fire, and the better securing the valuable records contained in the vaulted basement, authority was obtained to provide iron frames and window shutters, and two iron doors to complete the fire-proofing in the basement, and also three other iron doors and frames in the party walls of attic, to cut off communication with other parts of the building.

Other requirements of the Prothonotary, since authorized, are, an iron railing in the record office, shelving in notarial vaults; closet and record case in judges' room estimated at \$460, the accounts for which, have not yet come in.

Very recently, an examination has been made, under this Department, into the dangerous state of much of the plaster work, heavy mouldings, and ceiling ornaments in the court rooms, vestibule, and other apartments. The Report of two professional gentlemen thereon, urges the necessity of strengthening the roof timbers, upon which the weighty ceilings are made to depend, bolting the massive trusses securely to the walls, securing the girders in the Criminal and Police Courts, and of generally repairing the plastered walls, surfaces, and ceilings, where required. These indispensable wants, not admitting of delay, are about to be proceeded with, to quiet the public apprehension on the subject. With reference to the contemplated improvements in the vicinity of the Montreal Court House, for which the sanction of the Executive was obtained at the close of the year 1858, under which, the Corporation of the City of Montreal were to remove the old Jail, in order to throw open the Jacques Cartier Square to the Champ de Mars, and to erect a *jet d'eau* in front of the building, it is expected they will shortly be commenced by the City Authorities.

As a preparatory step to the foregoing, the armory of the Montreal Active Volunteer Force, has been removed from the old stone Jail, (about to be taken down), and wooden racks for the small arms and accoutrements, have been provided in the drill-room, known as Victoria Hall, fronting on the Montreal Haymarket, and rented for the use and occupation of the Volunteer Corps. The outlay under this Department, to render the latter building more secure, and for the safe custody of so much valuable property, has been \$950.

Consent has also been given to the City Council, to erect a cut-stone Engine-house, near the south-east angle of the Court House, and within a defined limit; so that while contributing to the safety, it will offer no unsightly obstruction to the view of the neighbouring edifice. This Department reserves the right to have the Engine-house removed, without compensation, whenever so required.

The offices of the Registrar for the City and Island of Montreal, are now conveniently situated in the vaulted basement of the South-East wing set apart for this purpose: they are spacious and sufficiently lighted, and the records are here perfectly safe from fire.

SHERBROOKE COURT HOUSE.

The contract for general repairs and improvements, with some additional wants, embracing a total of \$3,225, was completed by the first of June last.

The outlay comprised the taking up and renewing the decayed sleepers and joisting of the ground story; raising and relaying the sunken floors with new material; rebuilding and altering the flight of stone steps at principal entrance; re-covering the roof with tin; taking down damaged plaster work, and restoring in perfect condition ceilings, walls, cornices, &c.; renewing the moulded skirting, flooring, window architraves, and other joiner-work wheresoever requisite, together with general cleansing and painting the interior. Also, putting up the front inclosing fence, entrance gates, &c. Nothing has been done towards remedying the bad state of the jail so frequently complained of, beyond a trifling

outlay in securing the roof from leaking, for the reason previously assigned in the annual Reports of former Commissioners of the Department.

THREE RIVERS COURT HOUSE AND JAIL.

The expenditure for the past year has been confined to newly covering the roof with tin, under a contract for the same; painting and sanding the projecting cornices and eaves; and amounts to \$1,112.38.

AYLMER COURT HOUSE AND JAIL.

The only payments on this building have been for some few reparations to roof, plumbing work, and pointing walls, &c. done in 1858—in amount \$18 65.

COURT HOUSE, QUEBEC.

This building continues in a fair condition, a small expenditure of \$50 only, has been incurred for securing better privacy for the Judge's Chambers, by shutting off the public from intrusion, and by a new door in the corridor, and window to light the passage.

MONTREAL JAIL.

The only outlay, under this Department, during the past year, has been a provision in the north wing for separating the female convicts from the crowded wards in other parts of the building, by flooring over the open corridors between the upper and lower tiers of cells: a small sum only was requisite for this essential improvement.

Proposals have been made to the City Corporation with the object of reducing the large annual tax for water supply to the Jail, by the future payment for the quantity made use of, to be estimated by metre, in lieu of a fixed annual rate.

Objections and difficulties, as to the size of metre necessary, (on the part of the Water Committee,) have hitherto delayed any satisfactory arrangement.

The labor of the prisoners has been usefully employed, during the summer, in constructing a new chimney, and other repairs, under the supervision of Mr. McGinn, the Jailer.

QUEBEC JAIL.

Plans, specifications, and estimates were prepared by the officers of the Department at the urgent solicitation of the authorities, for placing this delapidated building in a state of security and repair. The stone work, especially of the projecting portions forming the water closets in rear of the building, had to be propped and shored up to prevent their falling into the yard. All the wooden window frames were more or less rotten, the roof requiring to be staunched, the metal gutters and rain spouts renewed, and the drains having become choaked up and offensive.

The estimated outlay, covering many other wants, was nevertheless, reduced to the sum of \$4653, by dispensing with works, not affecting the safe keeping or health of the prisoners, such as new fencing, cementing outside face-walls, painting, &c. Advertisements for Tenders were recently inserted in the public prints of the city, and authority obtained to commence the work.

Meanwhile the Board of Prison Inspectors for the Province having come into operation, and these gentlemen having had the competition Plans for a new jail in Quebec submitted to them by this Department, for their opinions, intimation was received that an early decision would be certainly arrived at, with the view to the erection of the desired new jail. Under these circumstances the expenditure of so large a sum as \$4653 on the old building was recommended to be deferred, if not altogether dispensed with.

The Board of Prison Inspectors have, however, suggested a small outlay to take place in the spring for improving the sanitary state of the Jail, by opening and cleaning drains and closets, which may require about \$200 to be spent for these desirable objects.

In the event of the new jail being shortly built, it will be imperative that the long pending question between the Provincial Government and the military authorities, respecting the proposed exchange of land known as the Bonner property, for other land, as the site of the new jail, in order not to interfere with the defences of Quebec, should be brought to an early issue—and communications on the subject have been resumed with the Ordnance Department.

KAMOURASKA JAIL.

A contract was entered into with Charles Touchette, for the construction of a new jail, to be attached to the present Court-house, originally an ordinary dwelling house; This jail was imperatively called for, owing to numerous public complaints respecting the smallness, insecurity, and unhealthiness of the cells in the basement of the old building. The cost of a new wing of substantial stone masonry, upon the lowest tender, with some extra expenditure upon the foundations, amounted to \$8,100.

The stone walls, from a recent examination, are reported to be of good workmanship, and are completed; the roof timbers and boarded covering, are also ready for shingling, but the brick work has suffered materially from exposure to frost, and the arches of the cells must be rebuilt.

To carry off the water from the basement, which has given rise to the injury above complained of, the construction of a drain, partly in rock, is indispensable.

The preparations of materials of all kinds to complete the building by the first of June, are being proceeded with.

The jailer's dwelling adjoining the present court house, being inconveniently small and insecure against the weather, this officer has been allowed to rent a house for his family during the winter, until this want can be remedied.

The expenditure to the present time amounts to \$5,074.04.

BONNER PROPERTY.

Upon this property there are two tenements of wood, from which the Government have drawn a rental, respectively of \$60 and \$240: the latter includes the farming land of about 38 acres. A portion of this rental has not been received during the past year, from the inability of the party to pay arrears: it is therefore intended to take legal steps to eject the present tenant, and to lease the property to others offering sufficient security for future payments.

TORONTO BARRACKS.—NEW FORT.

Under the Act 18 Vic. cap. 91, the Governor in Council is empowered to place in class B, such portions of the Ordnance estates enumerated in the second schedule, as his Excellency may deem fit for the purposes of the Government, and for keeping in repair the lands and property retained for the defence of the Province. The Toronto Barracks, occupied with the latter object, and having been placed in Class B, authority was obtained to expend \$108.00 in improving the sewerage, and other necessary repairs to outbuildings. These works have therefore been carried into effect.

QUEBEC ARMORY AND GUN SHED.

In consequence of the Store keeper in charge of the Armory having to vacate the apartments occupied by him in the building on the Esplanade fitted up recently for the Department of the Honorable the Post Master General, application was made by the Colonel commanding the active Militia force at Quebec, for accommodation being provided over the gun shed in rear of the General Post Office, as a residence for the Serjeant in charge. This Expenditure, covering \$117.80, consisted in partitioning off a portion from one end of the Armory, plastering and securing it against the winter; all of which have been completed.

Upon the gun sheds at Toronto and Hamilton the only payment has been for outstanding claims against the latter building, amounting to \$55.85.

MARINE HOSPITAL.

The wharves and landings surrounding the Property have been either completed or put in a thorough state of Repair.

The extensive wooden building in rear, intended as a Fever Hospital, has been furnished in its outside requirements, such as clapboarding, painting, putting in windows and hanging entrance doors; but the interior wants, as flooring, plastering, joiners' work, remain to be done.

This building is required for the isolation of infectious cases that are now lodged in the Main Hospital.

By a recent examination of the Furnaces and hot air pipes for heating the new wing, the necessity of securing them against accident by fire in a more satisfactory manner, to meet the views of Inspectors and Insurance agents, became apparent. The cost of these precautionary measures will be \$200.

It is found also that the timbers and flooring supporting the water tanks in the attics, have, owing to leakage, become decayed and dangerous, and an expenditure of \$60 has been authorized to restore whatever may be defective.

The expenditure for the past year amounts to \$1638.80

GROSSE ISLE QUARANTINE STATION.

Nothing has been done in new works, or repairs of existing buildings, during the past year; the outlay called for being postponed for the present.

LANDING PIERS, NORTH AND SOUTH SHORES OF THE RIVER ST. LAWRENCE.

All the Landing Piers were in good condition when last examined, with the exception of that at Malbaie on the North Shore, upon which an Expenditure of \$314 has taken place, in repairing and sheeting with hardwood plank the outer angles of the Pier head, and in bolting on new fenders in place of those carried away by the running ice; as well as re-filling the piers, from which the stones had been washed by the force of the sea.

This Pier, not having been originally raised sufficiently above high water, the waves have recently displaced a portion of the filling above described, and it will be requisite to plank over the full width of the Pier in place of the present covering of Macadamized stone, the cost of which would not exceed \$400.

NORMAL SCHOOL, MONTREAL.

Various reparations and improvements have been effected upon the buildings occupied by the Normal and Model Schools in Nôtre Dame Street, comprising the raising the

ceilings of the Lecture Halls, Schools and Class Rooms, &c., which were performed by contract; and the disbursements for the year, including a previously unsettled claim of a former Clerk of the Works for supervision, amount to \$935.75.

NORMAL AND MODEL SCHOOL, QUEBEC.

Prior to the removal of these educational establishments from the old Castle of St. Lewis, to make room for the Crown Lands Department, an expenditure of \$110.02 had been incurred for ordinary carpenters' repairs, painting, &c., and, upon the Government leasing the new stone building from the Pères Jesuits, in St. Ursule Street, for the Normal School, it became necessary to make numerous alterations and fittings, and to lay on water and gas, upon requisitions submitted by the Superintendent of Education for Canada East, in order to adapt this building to the wants and accommodation of the Laval Normal School. These works have accordingly been carried to completion, and their cost is included and embraced in the yearly sum for rents and repairs of public buildings.

SPENCER WOOD.

Considerable repairs were required, owing to the perishable character of the wooden buildings which constitute the larger portion of these premises, as well as from the Residence itself having been untenanted during an interval of four years.

Instructions were, nevertheless, given to confine the prospective wants and reparations within the most economical limits. To prepare the buildings for the reception of his Excellency the Governor General, a memorandum of sundry alterations and improvements had been furnished, by which the interior convenience of Spencer Wood as a Family Residence was increased, and access greatly facilitated from one portion of the Building to the other, in providing new sleeping apartments, additional passages, bath rooms, &c., freshly papering halls and chambers, and painting the suite of State Apartments.

These necessary Repairs have entailed an expenditure of \$1,299.35.

PARLIAMENTARY BUILDINGS AND NEW POST OFFICE, QUEBEC.

In compliance with instructions, the proper officer of the Department proceeded to Quebec in the month of April last, with the view of reporting upon the accommodation offered in that City for the ensuing meeting of Parliament; this duty obliging him to inspect the large buildings known as the Laval University, the Jesuit Barracks, the Music Hall, in St. Louis Street, with adjoining properties; and the New Market Hall, built by the City Corporation, at the Cul de Sac, Champlain Street. Upon the facilities afforded by each of which, a Report was received, dated April 4th, 1859.

On the twentieth of the same month, an estimate was also submitted by that officer, in pursuance of instructions, for erecting plainly constructed buildings, faced with English fire-brick, but with temporarily constructed wings of framed wood-work (which might, if required, be removed hereafter), to occupy the site of the former Houses of Parliament, in possession of the Government, on the Grand Battery, Quebec. The estimated expenditure, including the approximate cost of all "necessary fittings-up, for the meeting of the Legislature," amounted to Sixteen Thousand Pounds. The central portion of the buildings was thereafter intended to become the City Post-Office, as had been recommended.

In accordance with the authority of Council, plans and specifications were prepared with the utmost dispatch, and placed before the public for competition tenders, upon the 10th of June last. The outlay upon the block of buildings, including the proposed wings, was, however (exclusive of furnishing and fitting up), restricted, by order of the Government, to £12,500, and the entire building was to be constructed of Canadian red brick.

Twenty-five tenders were received, ranging from £8,192 10s.,—the lowest,—to £14,375, the highest amount; and a contract was forthwith entered into with Messrs. Elliott and Melville, of Canada West, offering the lowest tender, to erect the buildings complete for the former sum. From the low rate at which the contract had been taken, (owing to the dearth of employment, and a reduction in prices of materials,) it was afterwards decided to substitute English fire-bricks, for Canadian red bricks, as a more durable facing for the exterior walls, in addition to which, and in order to comply with a Corporation Bye-law, interdicting the use of clap-boarding on the outside of buildings, the rear and flank elevations were coated with cement, and painted with oil paint in lieu of weather-boarding, as specified; and where not affected by frost, owing to the lateness of having been put on, this surface coating is found impervious to the weather, in this very exposed position.

The heating with Mills' Patent furnaces; the requisite plumbing and water-closets; the brass-fitting and gas-work; the upholstery, renovation, and fitting up of the old furniture, hanging bells, laying on water, &c., together with a plain inclosing wooden fence, and planked walks, collectively, have been confined nearly within the limits of the sum first contemplated, namely, £12,500.

The buildings are sufficiently substantial for the objects called for in their erection, affording, it is believed, the best accommodation in all their interior arrangements, that the limited foundation walls and site would admit of. The superficial area or ground covered by the Parliamentary Buildings in Toronto, as compared with the extent of space occupied for the same purposes on the Grand Battery, being as 34,800 feet, in the first locality, to 17,250 feet in the last named place, or double the space. Increased accommodation can at any future time be obtained at the pleasure of the Legislature, by adding another story in height to the present wings, but the intentions of the Government have been fulfilled by the Department, in restricting the cost to the lowest possible sum.

All such fittings, cloth doors, desks, carpets, gaseliers, bells, and furniture generally, removed hither from Toronto, which could in any way be adapted to their new position here, have been made use of; but with the greatest desire and efforts to ensure economy, many new articles in the simplest style of decoration have been found indispensable for the Chambers of the two Houses. The whole construction and preparations having been energetically pushed on to completion, are ready for the opening of Parliament on the 28th instant, within a period of about seven months from the time of laying the first brick upon the walls.

The payments to the close of the year expired, appear in the Appendix to this Report.

DEPARTMENTAL BUILDINGS, QUEBEC.

Preparatory to the removal of the seat of Government from Toronto to Quebec, the buildings sought to be rented from private individuals in the latter city, for public offices, were after long negotiation, secured in the most central and desirable localities. They may be enumerated as follows:—

The Department of the Finance Minister, the Customs and Audit Branches, located in the dwelling house of Mrs. Leaycraft, on Ste. Geneviève Street, at an annual rental of £225.

The Department of Public Works, occupying a house rented from Henry Chapman, Esquire, on the corner of Ste. Geneviève and Des Carrières Streets, annual rental of £150.

The Receiver General's Department, and the Bureau of Agriculture, being accommodated in two houses rented from the heirs Jones, and forming the corner of Haldimand and St. Louis Streets, annual rental, £300.

The Honorable the Executive Council, the Provincial Secretary, the Honorable Attorneys General, East and West, and the Superintendent of Indian Lands, have all their offices in St. George's or Union Buildings, fronting the Place d'Armes, leased from the heirs Sewell, at a yearly rental of £450.

The office of the Adjutant General of Militia, held at the house No. 33 St. Louis St., at an annual rental of £70. Until the officers and clerks had taken possession of the Parliament Buildings, a portion of the Music Hall in St. Lewis St., and a private dwelling on the Cape, rented from Mr. Stayner, were taken for the use of the Assembly and Council branches of the Legislature.

The remaining Departments were accommodated in buildings belonging to the Provincial Government, as follows. The Post Master General's Department, in what was formerly the residence of the late Chief Justice Sewell, on the Esplanade.

The Crown Lands Department, and the office of the Provincial Registrar, occupy the Old Château or Castle of St. Louis, vacated by the Normal and Model Schools of Québec.

In fitting up what were heretofore mere private abodes, affording, in frequent instances, too limited an extent of office room for the large number of *employes*, and the annually increasing documents and records of the Province, every effort was made to keep down the expenditure.

Upon the building tenanted by the Executive Council, and the Receiver General's Department, but little outlay was called for. The first mentioned premises being put into a fair state of repair by the proprietors, as one of the conditions upon which the Commissioner consented to rent the same. The notarial leases for these buildings, as well as the others alluded to, are made to cover one or more years' tenancy, at the option of the Government. The expenditure up to the 1st January last, from the books of the Department, shew, on St. George's buildings, \$176.50; on Jones' Buildings \$454.25.

Upon the office of the Department of Minister of Finance, the expenditure refers chiefly to the partitioning off and sub-dividing rooms into the required number of offices, and providing a dwelling for the office keeper,—outlay \$969.81. Upon the premises occupied by the Department of Public Works, it was found necessary to raise the ceilings of the attic chambers, and newly partition off the apartments for the clerks, also to convert the stabling in rear into additional offices, and lodgings for the guardian and messenger; the two brick stories raised thereon being severally in use as the map-room and Engineering branch, and also forming the private office of the Honorable the Minister of Finance, and communicating with his department adjoining. The outlay has been \$2,047.07.

The Department of Crown Lands, and office of Provincial Registrar, from the numerous wants, arrangements, and alterations for their staff, have incurred an outlay of \$1,043.36. These, together with the private offices of His Excellency the Governor General and Aides de Camp, occupy the same building.

The General Post Office, on the Esplanade, has been thoroughly repaired by providing new floors, window sashes, and frames, newly plastering walls and ceilings, and coloring and whitewashing the plastering; painting and repairing all wood-work, &c. New chimnies and repairs to roof, eave-troughs and ruin water pipes; and, further, erecting a brick wing in rear, to give extra offices, and building up brick fire-proof safes attached to the side. The works being wholly performed by contract at an outlay of \$2,623.72.

All of which is respectfully submitted.

F. P. RUBIDGE.

A. E. P. W.

C.

FROM THE SUPERINTENDENT OF THE WELLAND CANAL, FOR
1859.

WELLAND CANAL OFFICE,
St. Catharines, 20th December, 1859.

SIR,

I have the honor to submit herewith my Report of the works upon this Canal, as required by your letter, No. 29,896, of the 3rd instant. These works are designated as follows, viz:—the first being that of Construction, and paid from the appropriations made by the Legislature; and the second, works of Maintenance and Repairs, which are paid from Canal Revenue.

 WORKS OF CONSTRUCTION.

The works authorized and in progress, comprise the enlargement of the portion of the Canal between Allanburgh, and the rock cut at Ranney's Bend, a distance of 12½ miles. Being that, which requires widening and deepening, to admit of Lake Erie being adopted as its summit level.

Throughout the past season, there have been four Steam Dredges, or Excavators, employed upon this work, and the necessary excavations, above the water surface, have been completed, through the means of laborers and teams.

The operations of these dredges have been principally confined to completing the Canal south of the junction, for a distance of about 5 miles, as also operating north of the aqueduct for a distance of about one mile, thereby enlarging the dimensions of the Canal to 50 feet width of bottom, at the level of the mitre sill of the old lock at Port Colborne, and increasing its depth one foot below this level, being that of the rock cut bottom.

 WORKS OF MAINTENANCE AND REPAIRS.

Previous to the Canal being opened, a sudden freshet from the Twelve Mile Creek caused an overflow of water, by which the Canal Banks were materially injured, and the stuff washed therefrom deposited in its channel. The disastrous characters of the floods, brought down by this Creek annually, have been already reported on repeatedly, and on this, as well as on former occasions, every precaution was taken to guard against them as far as practicable. Otherwise the consequences would have been far more disastrous. Before the navigation could be opened, it was necessary to repair these damages, and remove the obstructions.

The Canal was opened, and vessels were passing on the 1st April. It was closed by frost on the 8th December, making 252 days of navigation, (inclusive of its interruption) from its opening to its being closed.

The navigation was twice interrupted, viz:—first by a vessel breaking the gates of lock No. 7, on the 30th of April, which caused a detention of 3 days. Again on the 16th June, the gates of lock No. 25 were carried away by the "Quebec" of Kingston. In consequence of which the navigation was suspended 8 days, as the great rush of water, from the long level above that lock, produced several large breaches in the Canal embankments, as well as occasioning considerable other damages. In making the repairs for resuming the navigation, a large amount of labor and expense was necessarily incurred, and consequent delay caused.

It has been suggested, to prevent a like recurrence, that a guard lock be constructed above lock No. 25. Its probable cost will be \$19,000; an additional expenditure of \$1,500 will be necessary, in widening the channel above it, to afford lay by room for vessels.

By a severe storm (in March last) upon Lake Erie, the Piers at Port Colborne and Maitland, were considerably damaged;—the necessary repairs were effected in due course. The amount expended upon these repairs, is shown in the Schedule. Again on the 26th of November, as was at the time specially reported, they were materially injured through the same cause,—the repairs are not yet made.

But sums are included in the estimate for making them, as well as providing materials, &c., for an increased height, to prevent the possibility of a similar result.

The Schedule of Expenditures, made upon the Repairs,—shews the amount expended in providing spare Lock Gates, to meet casualties, as well as protecting and raising the Canal embankments, &c., to admit the passage of vessels, drawing 10 feet of water.

Schedules Nos. 1 and 2—shew the several appropriations made by the Legislature, with the expenditure to 1st December, 1859.

An appropriation of \$60,000 will be required to prosecute the necessary Dredging operations, in widening and deepening the Canal—above Allanburgh—during the year 1860.

Schedule No. 3—gives the cost of maintenance and repairs of the Canal for this year

These expenditures have been paid from the tolls :—

The cost of management is - - - - -	\$34,442 22
Do. of repairs - - - - -	35,336 36

Total management and repairs - - - - - \$69,778 58

The Expenditure for Management and Repairs shewn in the Detailed Schedule—Or this \$17,791 24 has been expended upon repairs of breaches done by vessels, damages done to the piers by storms, and making repairs of damages occasioned by flood water.

Schedule No. 4—gives the water power, and other property leased to this Canal, with the erections, &c. :

The annual rent is - - - - -	\$ 8,621 08
The amount paid in 1859 is - - - - -	10,545 91
The balance remaining due to 1st instant - - - - -	7,633 99

All necessary and due exertion has been made in endeavoring to collect the rents, and towards the collecting of the arrears proper action is being taken.

Schedule No. 5—shews the land disposed of not required for Canal purposes.

Schedule No. 6—gives the vessels and other property upon which penalties have been imposed in consequence of the infringements of Canal Regulations.

Schedule No. 7—gives an approximate estimate of the probable cost of making the repairs for 1860, amounting to \$20,000, including the construction of 8 gates for the Mountain Locks, and that for repairs, and raising of piers at ports Colborn and Maitland, and construction of 6 gates for the Allanburg and Port Robinson Locks, \$17,000.

Appended is a Statement shewing the Revenue of this Canal for the last 3 years.

Being from the Tolls last year \$124,145 78, less by \$83,625 74 than its Revenue for 1858 ; 1,137 more vessels passed through the Canal in 1858, than during 1859.

The foregoing, with the accompanying Schedules, affords, I trust, all the information required.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,)

S. D. WOODRUFF.

To the Secretary of Public Works Quebec.

WELLAND CANAL.

Table of its Revenue for the last three years

	1857.	1858.	1859.
	\$ cts.	\$ cts.	\$ cts.
Collected at Celborne.....	161,319 91	153,219 20	\$1,305 63
Do. Robinson.....	4,514 13	3,521 27	2,804 20
Do. Maitland.....	3,465 62	1,426 33	1,152 29
Do. Dunnville.....	3,536 62	2,461 88	3,687 33
Do. St. Catharines.....	2,896 66	1,668 47	1,251 78
Do. Dalhousie.....	57,204 44	45,414 37	33,964 55
	232,437 38	207,771 52	124,145 78
Collected on Rents.....	9,021 07	13,068 19	10,545 91
Do. Land Rates.....	539 00	804 56	200 00
Do. Fines and Damages.....	595 00	947 29	4,176 82
	242,592 45	222,591 56	139,068 51

WELLAND CANAL.

—
SCHEDULES 1 TO 7.
—

Expenditure and Works of Maintenance and Repairs—Annual
Rents of Water Power—Lands sold and Leased—Fines
and Damages—and probable Cost of future Repairs.

WELLAND

SCHEDULE No. 1.—Shewing the several appropriations with the Expenditures (Estimate for work done in month of November included,) together with forth, with the amount of £76,715 voted thereon.—The balance required

WHAT WORKS.	Amount of Estimate voted.	
	£ s. d.	
For the several Works enumerated in previous Report, now completed, and the amounts corresponding with last year's Report.....	126338 4 5	
SCHEDULE No. 2		
<i>Shewing the Estimates to complete the several Works set forth with the Amounts appropriated for the same and the Balance required to be appropriated to complete them.</i>		
Basin below Lock at Colborne.....£18200		
Collectors' offices and residences, Ports Robinson, Maitland and Dunville	2500	
Raising Locks	4000	
Finishing deep cut to 50 feet bottom, sections Nos. 15 and 16... 39420	Appropriated in 1854, 18 V. c. 4, \$58340	
Sections 17 to 26, widening to 50 feet bottom..... 64554		76715 0 0
Extension of south end east pier at Dalhousie..... 3000		
Superintendence and contingencies..... 14021	in 1858, 22 V. c. 22, 12500	
For second towing path on east side of Canal from Hunt's Bridge to Marlatts..... 4525		
For Culvert at Brown's ditch..... 2750		
For ditching on the feeder..... 1000		
For bottoming Canal above Thorold..... 500		
For lands and other damages..... 7400	in 1859, 22 V. c. 13, \$5875	
For enlargement of harbour at Dalhousie and pier work, clearing out basin..... 12500		
Do. at Colborne and do. on south-east side..... 16000	\$76715	
Do. do. and do. on south-west side..... 6250		
Guard gates at Thorold..... 5125		
Raising banks for increased accommodation and for raising piers at Ports Colborne and Maitland..... 3763		
Total value of the foregoing proposed works.....£204568		76715 0 0
Amount of the same voted		204053 5 5
in 1854.....£58340		
1858..... 12500	\$76715	
1859..... 5875		
Amount required to be appropriated to complete the several works enumerated in Schedule No. 2.....\$127853		

Welland Canal Office,
St. Catharines, 20th December, 1859.

CANAL.

made on the Welland Canal for works in progress ending 30th November, 1859, SCHEDULE No. 2, shewing the several Estimates to complete the works set to be appropriated to complete the works set forth is £127853.

Amount of Estimate voted.	Amount expended to 1st Jan., 1859.	Expended from 1st Jan., 1859, to 1st Jan., 1860.	Total Amount expended to 1st Dec., 1859.	REMARKS ON WORK.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	
	503133 36		503133 36	
	65697 40		65697 40	Completed. Balance of this Estimate applied upon payment of Lands acquired.
	16000 00		16000 00	Completed.
306860 00	141166 90	42650 00	183816 90	In progress.
	10025 26		10025 26	do.
	34818 25	4497 50	39315 75	Completed.
		1581 75	1581 75	
306860 00	267707 81	316437 06	48729 26	
\$12212 89	770841 17	\$19570 42	48729 82	\$7357 53 excess of Expenditure over Appropriation.

(Signed,) S. D. WOODRUFF,
Superintendent Welland Canal.

WELLAND CANAL.

SCHEDULE No. 4.—Statement showing the Annual Rents of Water Power leased, and the Rents of other property situated on the line of the WELLAND CANAL, with yearly Rent, together with arrears of Rent, the Amount of Payments made in 1859, with the Balance due the 1st December, 1859.

Where situated.	OWNERS.	Description of Machinery.	Yearly Rents.	Amount of Rent with Arrears to 1st July, 1859.	Amount of Payments to 1st Dec., 1859.	Balance due on Rent to 1st Dec., 1859.	REMARKS.
Port Dalhousie	Robert Laurie & Co	Grist Mill	\$ 197 30	\$ cts. 295 95	cts. 295 95		
do	Robert & J. Laurie	Grist Mill	240 00	360 00	360 00		
do	Reuben Morrison, now Sampson, Smiley estate	Lot 4 acre land	20 00	30 00	30 00		
do	Alex. Muir	Saw Mill	137 00	137 00	137 00	Water shut off. In hands of Solicitor for collection.	
do	Donaldson, Andrews and Ross	Floating Dock	76 00	76 00	76 00		
do	Jas. Mavor, now John Johnson	Dry Docks	100 00	100 00	100 00		
do	George A. Clarke	Lot	20 00	30 00	30 00		
do	John L. Ranney, Now Bank of Upper Canada	Wharf	80 00	80 00	80 00		
Lock No. 2	Water Power Company	Grist Mill	260 00	260 00	260 00	130 00	Mill burnt. No water used.
St. Catharines		Surplus Water from Lock 11 to 2	500 00	500 00	500 00		
do	Calvin Phelps, now Bank of Upper Canada	Grist Mill	150 00	450 00	375 00	75 00	
Lock No. 4	Calvin Phelps, now Bank of Upper Canada	Wharf Lot	40 00	100 00	80 00	20 00	
Lock No. 5	Richard Collier	Saw Mill	167 66	335 33	335 33		
Lock No. 10	Thomas Towers, now Brownlee and Stinson	Grist Mill	140 00	280 00	280 00		
Lock No. 12	Orson Phelps, now assigned to Welland Canal Loan Company	Saw Mill	124 00	186 00	186 00		Welland Canal Loan Co.
Lock No. 22 to 111	Welland Canal Loan Co.	For surplus water passing through Welland Canal, with stipulations.	360 00	360 00	360 00		
Lock No. 15	John Brown	Grist Mill	160 00	160 00	160 00		
Lock No. 20	W. B. Hendershot	Saw Mill	181 00	181 00	181 00		
Lock No. 21	William Beatty	Saw Mill	216 00	216 00	216 00		
Lock No. 23	William Beatty	Wheel grinding Bark	63 60	63 60	63 60		
do	W. H. Ward, now Commercial Bank	Saw and Planing	50 00	125 00	125 00		Insolvent, and water shut off.
do	W. H. Ward, now Commercial Bank	Saw Mill	146 00	365 00	365 00		Insolvent. Water shut off.

do	W. H. Ward, assigned to John Brown	Wharf					(This lease cancelled by letter No. 30,047, 13th Decy., 1859, in consequence of wharf being destroyed through breakage of gates, lock No. 25, by brig "Quebec."
Lock No. 24	John Brown	Wharf	40 00	40 00	20 00	20 00	
do	John Brown	Grist Mill	130 00	845 00	780 00	65 00	Mill burnt. No water used.
do	Thompson's estate, Band and Hutchinson	Grist Mill	160 00	240 00	160 00	80 00	Mill burnt. No Water used.
Lock No. 25	A. Christy, now Woodward's estate.	Grist Mill	160 00	400 00	280 00	120 00	
do	John Brown	Grist Mill	80 00	80 00	80 00		
Lock No. 24	Jacob Keefer, in hands of Assignees.	Grist Mill	222 00	333 00	222 00	111 00	Lessees insolvent, present occupant arranged to pay Rent by instalments.
Allanburgh	Wright & Duncan, Jos. Upper	Grist and Carding Mill	320 66	2084 32	2084 32	2084 32	Water shut off.
do	W. H. Merritt, Jr.	Saw Mill	87 10	87 10	87 10	87 10	
do	J. & A. Bowman's estate	Grist Mill	66 00	231 00	231 00	231 00	
do	William Pennock, occupant D. Williams	Grist Mill	66 00	99 00	99 00	99 00	
do	Tucker & Rennie	Saw Mill	600 00	1100 00	900 00	300 00	
Port Robinson	McFarland & Lemon, now J. & J. Abbey	Saw Mill site	150 00	300 00	225 00	75 00	
do	McFarland & Abbey	Dry Dock	79 20	158 40	158 40	158 40	In hands of Solicitor for collection.
do	Donaldson & McFarland, occupant R. Band	Grist Mill	86 00	479 00	479 00		
op	Robert Band & Co., occupant D. E. McFarland	Grist Mill	206 00	412 00	412 00		
Aquetud	Dunlop and Seely, occupant W. Thompson	Grist Mill	216 00	216 00	216 00	216 00	Water shut off. In hands of Solicitor for collection.
do	Dunlop & Seely, occupant W. Hoimer	Saw Mill	156 00	312 00	312 00		Lessees left country.
do	Dunlop & Seely	Saw Mill	214 00	1177 00	30 00	30 00	
do	E. Seely, occupant M. Betts	Storehouse, &c.	20 00	30 00	288 00	288 00	
do	M. Cook, occupant M. Betts	Grist Mill	192 00	288 00	288 00		
Merrittville	Alpheus Sherwood, occupant J. Griffith	Wharf Lot	25 00	25 00	25 00	25 00	
do	Alp. Eli Mead	Wharf Lot	25 00	62 50	62 50	62 50	
Junction	John A. Helleus	Wharf Lot	25 00	62 50	62 50	62 50	
Yorksville	John Graybiel	Saw and Grist Mill	180 00	390 00	320 00	25 00	In hands of Solicitor for collection.
Broad Creek	L. McCallum	Saw Mill	143 00	286 00	214 50	71 50	do do do
Port Maitland	Imlack & Hicks, assignees of H. Imlack & Hicks	Grist Mill	188 00	621 00	270 00	621 00	Insolvent. Water shut off. In hands of Solicitor for collection.
Dunville	Jacob Turner, occupant R. Chambers	Saw and Grist Mill	180 00	270 00	270 00		
do	Samuel Darling	Grist Mill	86 67	130 00	130 00	130 00	
do	Lewis J. Weatherly	Carding Machine	53 34	106 68	106 68	106 68	
do	M. Mittobeberger, occupant McIndoo & Co	Saw Mill	77 33	386 67	386 67	386 67	

WELLAND CANAL.

SCHEDULE No. 4.—Statement shewing the Annual Rents of Water Power leased, &c.—(Continued.)

Where situated.	OWNERS.	Description of Machinery.	Yearly Rents.	Amount of Rent with Arrears to 1st July, 1859.	Amount of Payments to 1st Dec., 1859.	Balance duo on Rents to 1st Dec., 1859.	R E M A R K S.
Dunville.....	Chisholm & Minor, now Bank of Upper Canada	Saw Mill.....	\$ cts. 138 67	\$ cts. 138 67	\$ cts. 138 67	\$ cts. 138 67	
do	A. S. St. John, now T. C. Street	Grist Mill.....	120 00	900 00	900 00	900 00	Water shut off.
do	John Brown & W. H. Merritt	Grist Mill.....	113 00	113 00	113 00		Mill burnt. No water used.
Haldimand.....	John Oldfield & A. Nixon.....	Saw Mill.....	237 34	474 67	474 67		
do	J. Clarke & Brothers, now T. C. Street.....	Saw Mill.....	66 67	66 67	66 67		
do	J. C. Kirkpatrick, formerly Levi Brocklebanks.....	Grist Mill.....	153 34	153 34	153 34		
do	John Bely & R. Bands.....	Grist Mill.....	149 20	373 00	373 00		
Port Colborne.....	John Gordon.....	Wood Yard.....	25 00	37 50	37 50		
do	A. & K. Schofield, Great Western Railway.....	Wharf Lot.....	25 00	50 00	50 00		
			\$621 08	18179 90	10545 91	7633 99	

(Signed,)

S. D. WOODRUFF,

Superintendent,

Welland Canal.

WELLAND CANAL OFFICE.

St. Catharines, 20th December, 1859.

(Signed,)

THOMAS ADAMS,
Paymaster & Clerk.

WELLAND CANAL.

No. 5.—Schedule of Lands on the WELLAND CANAL sold to sundry persons, with the Amount of Sales and Interest to 1st December, 1859, Amount paid in 1859, to 1st December, and the Balance remaining due on the 1st December, 1859.

NAME OF PURCHASER.	NUMBER OF LOT.	WHERE SITUATED	QUANTITY.	Amount of Sale.	Amount of Interest to 1st Decr. 1859.	Amount of Sale and Interest to 1st Decr. 1859.	Amount Paid to 1st Decr. 1859.	Balance due, 1st Decr. 1859.	REMARKS.
				\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
James R. Benson, on behalf of Hydraulic Company.....		Lots below Thorold.....	211 A. 1 R. 17 perches.....	8454 25	3341 95	11796 20	2010 85	9785 35	
Municipality of the County of Welland.....		Lands in Wainfleet.....	10786 Acres, } Do. Humberstone, 2048 " } Do. do. 68 " }	12912 00	4183 36	17095 36	3309 56	13785 80	
Edward Henderson.....		North parts of Lots Nos. 26, 27 and 28. 3rd Con. Wainfleet.....	416 Acres.....	832 00	173 90	1005 90	575 06	430 84	
John Hanley.....		Lot marked (F.).....		200 00		200 00		200 00	
Peter Gibbons.....		Lot.....		200 00		200 00	200 00		In full.
				22598 25	7699 21	30297 46	6095 47	24201 99	

(Signed,) THOMAS ADAMS,
Paymaster and Clerk.

(Signed,) S. D. WOODRUFF,
Superintendent,
Welland Canal.

WELLAND CANAL.—SCHEDULE No. 6.—Statement shewing the Amount of Fines, and Damages levied, the Amount paid to 1st December, 1859, and the Balance remaining due to the 1st December, 1859.

Year.	Date.	Description of Vessels, &c.	Names of Vessels.	Amount of Fines Levied,		Amount of Damages Levied,		Amount paid to 1st Decr. 1859.		Amount remaining unpaid, 1st Decr. 1859.		REMARKS.
				\$	cts.	\$	cts.	\$	cts.	\$	cts.	
1857	April 22nd	Schooner	S. H. Lathrop	50	00	2500	00	2500	00	4880	00	In hands of Solicitors for collection.
	do 30th	Propeller	St. Nicholas			4800	00			5	00	do.
	do 27th	Schooner	Wilson	20	00	5	00	20	00			
	do November 2nd	Steamer	Quincy			4	00	4	00			
1858	April 30th	Schooner	E. M. Peck			1953	00			1953	00	In hands of Solicitor for collection.
	do do	do	Mohegan			1246	00			1246	00	do.
	do May 3rd	do	Amelia			1435	00			6	68	Deposited with Hon. Receiver General.
	do 20th	Propeller	Laerousse	4	00			4	00			
	do June 12th	Schooner	Cyathage	40	00			40	00			
	do July 20th	Brig	New York			10	00	10	00			
	do October 6th	Schooner	E. T. S. Bernis			4	00	4	00			
	do do 19th	do	Helle Watbridge			30	00	30	00			
	do do 25th	do	New London			10	00	10	00			
	do November 2nd	do	Olivic			5	00	5	00			
	do do 24th	Barque	W. F. Allen			6	00	6	00			
1859	May 5th	Schooner	Joel Robinson			20	00	20	00			
	do do 5th	do	Monticello			40	00	40	00			
	do do 28th	do	A Bradley									
	do June 9th	Scow	Star			5	00	5	00			
	do do 16th	Brig	Quebec			2000	00	2000	00			Paid into the Office of Public Works, Quebec.
	do do 25th	Scow	Cinderella			10	00	10	00			
	do do 30th	Schooner	Petrel			6	80	16	80			
	do do do	do	Persian			30	00	30	00			
	do do do	do	W. B. Hibbert			100	00	100	00			
	do July 1st	do	Native			4	20	4	20			
	do do do	Scow	Stevensons			136	00	136	00			
	do do do	Raft & spars	North Star			60	00	60	00			
	do do 22nd	Schooner	Lyphoon			100	00	100	00			
	do August 27th	do	Morris			3	50	3	50			
1859	September 7th	Raft	R. Campbell			14	00			14	00	
	do do 9th	Schooner	Banshee			10	00	10	00			
	do do 10th	Propeller	Amelia			5	00			5	00	
	do October 22nd	Schooner	Prairie State			10	00			10	00	
	do do 31st	Propeller	Jessie Ann Hope			10	00					
	do November 4th	Schooner	Tornado			35	00					
	do do 5th	Schooner	Dane			20	00			20	00	
	do do do	do	Dispatch			15	00					
	do do 14th	do	Kentucky			10	00					
	do do 26th	Propeller										
				TOTAL.....	\$	14691	50	4168	82	10689	08	

(Signed,) THOMAS ADAMS,
Paymaster and Clerk.

(Signed,) S. D. WOODRUFF,
Superintendent, Welland Canal.

WELLAND CANAL.

SCHEDULE No. 7.—Approximate Estimate of the probable cost of making the following repairs in maintaining the Works of the WELLAND CANAL, during the season of navigation, for the year 1859, viz. :

	Repairs.	Construction.	TOTALS.
<i>From Port Dulwich to Thorold, 9½ miles, 25 Locks, 25 Waste Weirs, 10 Swing Bridges, Floating Towing Paths, and Bent Bridges.</i>	\$	\$	\$
3 Spare Gates, Repairs of other Gates and materials, Canal and Bridge repairs, removing bars from bottom.....	8,020		
Raising and protecting Canal Banks, Culvert through Towing Path below Lock No. 2.....		1,150	9,170
<i>From Thorold to Allanburgh, 3¼ miles, 2 Locks, 1 Waste Weir, 3 Swing Bridges, Culverts, &c.</i>			
Removing Bars in Canal, repairing Mitre Sill and Gates, Allanburgh Lock.....	1,599		
Raising and strengthening Banks.....		1,100	2,699
<i>From Allanburgh to Junction, 7½ miles, 2 Locks, Aqueduct, 6 Swing Bridges, Bent do., Floating Tow Paths, &c.</i>			
Repairing and Protecting Bridges, repairing Float Bridges, &c.	2,450		
Raising, facing and strengthening Banks.....		1,440	3,890
<i>From Junction to Colborne, 7¼ miles, 1 Lock, 2 Swing Bridges, Boom Timbers in Rock Cut, &c.</i>			
Repairing Booms in Rock Cut, Lock Gates and Bridges, Setting Snubbing Posts.....	1,085		1,085
<i>From Junction to Marshville, 16½ miles, 1 Lock, 2 Swing Bridges, 3 Culverts.</i>			
Opening Brown's Ditch Culvert, &c., Marshville Bridge.....	300		
Raising, facing and strengthening Banks.....		400	700
<i>From Broad Creek to Port Maitland and Dunnville, 6½ miles, 2 Locks, 3 Swing Bridges, 3 Waste Weirs, Dam, Bent Bridge, &c.</i>			
Repairs to Port Maitland Lock and Sulphur Creek Bridge.....	774		
Raising, facing and strengthening Banks, Clearing Culverts.....		1,200	1,794
Probable cost of Repairs of small damages done to Lock Gates and Bridges, &c.	452		452
Raising Piers at Port Colborne, damaged by storm, 26th November, 1859.....	4,500	5,200	9,700
Repairs and raising Port Maitland East Pier.....	1,000	1,800	2,800
Providing a pair of Lock Gates for Allanburgh Lock.....	1,500		1,500
Do. do. set of Gates to suit either the Port Robinson or Aqueduct Locks.....	3,000		3,000
	24,710	12,200	
Total for Repairs, Gates, Bridges, raising Canal Banks, &c., and constructing Eight Mountain Lock Gates.....			\$37,000

S. D. WOODRUFF,

Superintendent,

Welland Canal.

Welland Canal Office,
St. Catherines, 20th December, 1860.

D.

SPECIAL REPORT OF THE SUPERINTENDENT OF THE WELLAND CANAL
ON THE TRAFFIC OF 1859.

WELLAND CANAL OFFICE,

ST. CATHERINES, January 16th, 1860.

SIR,—I have the honor to submit the following remarks, in answer to a series of questions, contained in your letter No. 30223 of the 30th ultimo.

1stly, and 2ndly. The number of vessels cleared at Port Colborne and Dalhousie, during each month, with the amount of toll collected at these Ports for the last two years, as shown in the following tables. In this statement the way tolls are included, but not the collections made at the way Ports, which is furnished in the Appendix to my annual report.

COLLECTED AT PORT COLBORNE, Passing towards Ontario.			COLLECTED AT PORT DALHOUSIE, Passing towards Erie.			
1858.	No. of vessels.	Amount of tolls.		1858. No. of vessels.	Amount of tolls.	
		\$	cts.		\$	cts.
March.....	2	3	69	.....	.....	.....
April.....	207	22,087	83	221	3,834	71
May.....	312	26,792	70	314	6,991	32
June.....	273	19,179	85	295	5,114	39
July.....	306	23,107	19	295	5,283	32
August.....	230	14,759	40	241	5,754	38
September.....	252	17,859	04	262	7,698	39
October.....	246	18,958	68	215	6,609	49
November.....	134	9,909	06	121	3,724	98
December.....	7	561	76	5	42	89
Totals.....	1,969	153,219	20	1,972	45,144	37
1859.		\$	cts.	1859.	\$	cts.
March.....	.....	.....	.....	.....	.....	.....
April.....	97	6,068	02	123	1,903	81
May.....	223	12,935	18	187	4,717	86
June.....	199	10,480	38	175	3,813	55
July.....	150	6,511	48	148	3,249	76
August.....	160	7,212	08	158	4,254	78
September.....	178	10,251	50	194	6,297	35
October.....	206	15,644	17	160	5,188	29
November.....	189	13,492	03	161	4,321	73
December.....	10	701	79	16	217	52
Totals.....	1,412	\$1,505	63	1,322	33,964	65

3rdly. In the foregoing Tables it is shown, that the deficiency in the tolls, collected last year at Port Colborne, is 47 per cent. and at Port Dalhousie 25 per cent. less, than was collected at these Ports during the year 1858.

This falling off in the tolls is attributable to two causes, viz:—the absence of freight movements during the early part of last year, and the reduction of 25 to 50 per cent. made in the rate of tolls levied.

The articles paying the principal tolls were reduced 50 per cent., viz: wheat and flour.

4thly. The traffic of the Welland Railway comprised 14,713 tons, carried in 32 vessels, with full cargoes, and 5 vessels with parts of cargoes; 5 of them, containing full cargoes, and 4 with parts of cargoes, could not be passed thro' the canal in consequence of their dimensions.

The tolls on this tonnage would have yielded to the Canal \$2,896, and the vessels \$480—had the same been passed through the Canal. Of this, 1,907 tons were shipped to British ports, and 1,983 tons to the mills at St. Catherines. The balance, 10,823 tons, was sent to American ports.

The monthly traffic on the Railway was as follows, viz :

April,	1 vessel	318 tons,
August,	2 "	928 "
September,	5 "	1,841 "
October,	16 "	6,712 "
November,	13 "	4,914 "

37 vessels 14,713 tons.

Of the foregoing, it appears to me that 4,208 tons have been diverted from the trade of the Canal, which would have added to its tolls \$841 60.

Banking accommodation has been afforded to the shippers of produce over the Welland Railway, and it is believed that its principal traffic has been created through the facilities thus afforded—which traffic, under other circumstances, would most likely have been transported through the American routes.

5thly. On the New York State Canals, the amount of tolls collected last year was \$1,812,280 80, or \$235,110 50 less than in 1858. Its tonnage is less by about 320,000. Of the freight carried on these Canals, there is only one ton of *through*, to two tons of *way freight*, consequently the reduction in *through freight*, is about 106,000 tons.

On the New York Central Railway, there was carried last year 834,319 tons. Of this, 348,079 tons were *through freight*. There is a decrease in its earnings of \$327,653 83 as compared with 1858.

6thly. The tolls on the New York State Canals were reduced in 1858, 33½ per cent on agricultural produce, and 50 per cent. on merchandize. Again in 1859 there was a further reduction of 50 per cent. on merchandize and non-enumerated articles, and 33½ per cent. on most agricultural products.

The theory advanced by those persons who favor the reduction, is that transit on the canals must be cheapened, to retain the traffic against railroad competition within the State.

In consequence of the great reduction in the tolls upon the New York State Canals, a corresponding reduction in the tolls was made upon the provincial canals during the years 1858 and 1859, to retain the traffic through them.

A protection policy is now being agitated, to impose a toll upon the freight carried on the New York Railways, and also to raise the tolls on most articles passing on the canals.

The adoption of this policy by the New York State Legislature, will enable the tolls on the provincial canals, to be raised sufficiently, to yield a large increase in their revenue, without interfering with the traffic through them.

And, as to the relative advantages of the "American *versus* the Canadian route," I beg leave to submit that were the same facilities afforded to the shippers to Lake Ontario, as are rendered to them at Buffalo for conducting their business, there is not the least doubt but that the trade, by the Canadian route, would be considerably increased.

The advantages possessed by the American routes on Lake Erie, are the ready access of market and cash advances, which are sooner obtained there, than they can be where the property is supplied to Lake Ontario by canal.

This fact has been clearly illustrated during the past season, by the shipment of produce to the Welland Railway, by a forwarding merchant residing and transacting business in Buffalo, who found it to his decided advantage to adopt that route, from the increased facilities afforded thereby.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,) S. D. WOODRUFF.

T. TRUDEAU, Esq.,

Secretary of Public Works,

Quebec.

E.

REPORT OF THE SUPERINTENDENT OF OTTAWA WORKS, FOR 1859.

OTTAWA WORKS, SUPT'S. OFFICE,
OTTAWA, 23rd December, 1859.

SIR,—I have the honor to acknowledge receipt of your letter, requesting me to report on the state of the Public Works on the Ottawa and other rivers, under my charge.

On the 15th day of September last, I transmitted to the Department, a report on the outlay required during the Fall months, for the maintainance of the Works at the Joachim, Calumet, Mountain and Chats Stations, on the Ottawa, and having since been authorised by the Commissioners to proceed with the repairs, I would state for their information, that they are now in progress, and will be completed in due time.

In my September report, I mentioned that there were certain repairs required on the Madawaska and Gatineau Works, which could be best carried out during the Winter months. The raising of the main dam at the High Falls on the Madawaska river, has been a decided improvement, as it has had the effect of flooding out the most dangerous portion of Ragged Chute, where timber in former years was so much damaged, besides creating a large space for boomage.

HIGH FALLS SLIDE.—(Madawaska.)

About 150 feet by 6 feet of the bottom of this slide will have to be re-planked, and being 5 inches thick of hardwood, will require

4500 feet, B.M. @ \$30 per M measured in the work.....\$135.00

DAM AT FLAT RAPIDS, (Madawaska.)

One of the wings of this Dam must be repaired. I have carefully estimated the cost of the work as follows, viz :—

1200 cubic feet white pine timber, @ 10 cents.....\$120.00

133 do yds. stone filling, @ 50 cents..... 66.50

80 lb iron spikes, @ 10 cents..... 80.00

\$226.50

ARNPRIOR SLIDE.

The foundation of the Slide requires to be partially renewed at a cost of about \$100.00

GATINEAU BOOM.

Two of the support piers for this boom were undermined last season of high water and have upset. The bottom of the river at the booming ground is of fine sand, and is so soft that an iron rod can be sunk about twenty feet into it. When the Gatineau river is higher than the Ottawa, (which is often the case,) the strong current shifts the sand from the foundation of the piers, and causes them to turn over. The water at the lowest pitch is from 12 to 18 feet deep, and as the piers have to be built from 24 to 28 feet in height, they are necessarily very expensive, the cost of one being about \$800. I would strongly recommend that box piers be substituted for the old ones; they are made 12 feet by 12 feet, by 12 feet, in the shape of a box, and filled with stones; the cost of each will be about \$120. I caused a pier of this description to be sunk at the mouth of the Madawaska river, where the water is nearly 50 feet deep, and fastened the remaining boom to it, and I find that it answers the purpose well. When the bottom is sandy, (as it is at the Gatineau boom,) these box piers should always be used for mooring purposes, for, although they are displaced, the stones are held by timbers firmly bolted together, and can be made available in any position.

The cost of three such piers at \$120 each, would be.....\$360.00

Three mooring chains, each 75 feet in length, of inch iron, say

\$20.00 lb, @ \$6 per cent..... 120.00

\$480.00

The work at the Gatineau should be done in the month of February.

THE HULL SLIDE

Was built many years ago by Mr. Wright, and is now much decayed; by next September, the foundation of a new Slide should be laid, for, although the old one may be patched this winter, and used next running season, it would not be safe to risk it longer. I would therefore respectfully recommend that the sum of \$4,000 be included in next year's estimate, to be applied in the re-construction of the Hull Slide.

UNION SUSPENSION BRIDGE, (*Ottawa*.)

Should be repaired as soon as possible.

The following Works are in good order, viz :—

On the river	Ottawa.	{ Portage du Fort Slide. Little Chaudiere do Remoux Boom and Chaudière booms, north and south, Boom at the mouth of the Madawaska, and the line of wooden bridges at the City of Ottawa.
Petewawa	River.	{ Slides at the 1st and 3rd Chutes, do at Bois Dure and Crooked Chutes, Dam at half mile rapid and Boom at mouth of river.
On the	Madawaska	River.
		{ Long dam at Flat Rapids, Works at Balmer's Island, Calabogie retaining booms, Dams on both sides of Barrett's Chute, Guide Boom at the High Falls, Dams at Ragged Chute, do at the Ducks, do at Boniface Rapid, do on both sides of Bailey's Rapids, Slide at Chain Rapids, and Long retaining Boom at do.

THE CARILLON DAMS

Have been completed, and a new crib channel has been formed, through which the heaviest timber may be passed at low water, with fewer hands than in former years.

THE IMPROVEMENTS ON THE PETEWAWA, (*South Branch*.)

The Contractor is about to commence operations, and being a practical man, all will be ready for business the coming Spring.

THE IMPROVEMENTS ON THE SAGUENAY

Are well advanced, and I am assured by the Inspector, that they will be finished before the next "driving" season. More than a mile of the long slide has been completed, and the foundation of the remaining portion has been laid. The workmanship of this slide is very good, and the materials of which it is constructed have been well selected. The Dams already built have resisted the Spring floods very satisfactorily.

In submitting the above,

I have the honor to be,

Sir,

Your most obedient servant,

(Signed,)

HORACE MERRILL,

Supt. of Ottawa Works.

T. TRUDEAU, Esquire,
Secretary of Public Works,

Quebec.

F.

REPORT OF THE SUPERINTENDENT OF THE ST. MAURICE WORKS
FOR 1859.SUPERINTENDENT'S OFFICE, St. MAURICE WORKS,
Three Rivers, December, 1859.

Sir,—In compliance with the instructions of the Honorable Commissioner of Public Works, I have the honor to transmit the following Report, for 1859.

In consequence of the numerous changes in the Department, during the past year, I have deemed it not out of place, to give a brief description of the St. Maurice Works, their extent, management, &c., trusting, that it may afford some useful information, that could not otherwise be so readily obtained.

The St. Maurice Works consist of improvements upon the River, at five Stations, viz:—At the "*Mouth of the River*," at "*Grès Falls*," 18 miles up, at the "*Grande Mère*," 34 miles up, and at "*La Tuque*," 110 miles from the "*mouth*."

Mouth of the River.

The improvements at this Station, consist of a large store-house, 30 by 60 feet, forty-six Piers, and 12,181 lineal feet of Booms, with the necessary chains, plank, &c. This Station is managed, by a Deputy Boom-Master, who has a permanent salary of \$432 per-year, and, like all others employed on the works, permanently, or otherwise, boards himself. His duty in the winter, is to take care of the stores, to see that the works receive no damage from the ice, frequently caused by the raising and falling of the water, and to do any other necessary work that may be required of him, by the Department. To save repetition, it may here be remarked, that all the permanent officers—slides and boom-masters—perform these duties at their respective stations. About fourteen men are here employed for 8 or 10 days, stretching the booms in the spring,—5 or 6 until the middle of July, or thereabouts, and 3—two gate-keepers and a watchman—until the first of November. Cost of works at this station, \$45,255 20.

Grès Falls.

The improvements here, consist of six Anchor Piers, and 6,000 lineal feet of conducting Booms. There is no permanent officer at this place.

Two men, under the control of the slide-master of Shawuegan, attend to these booms, for about two months, or until the timber is past. There is also an unfinished crib-slide at this station. Cost of works here, \$20,077 03.

Shawuegan Falls.

This is the most extensive and important station upon the river. It is managed by two permanent officers, one at \$2 per day, and his deputy at \$432 per year. The improvements here consist of a slide 600 feet in length, 4 dams 400 feet in length 17 large, and 21 anchor piers, and 17,500 lineal feet of retaining and conducting booms. It employs 18 men for about a month in the spring, and 12 men from that time until the timber is past. Cost of works here, \$60,185. 93.

Grande Mère Falls.

At this station, there is a slide 400 feet in length, 8 anchor piers, and 4,500 lineal feet of conducting booms, and is managed by a permanent slide-master at \$2 per day. From 8 to 12 men are here employed during the passing of the timber. Cost of works, \$27,071. 86.

La Tuque Falls.

The improvements here consist of a long dam, 5 anchor piers and 3,500 feet of retaining booms. In consequence of the limited quantity of timber manufactured above La Tuque during the past two years, this station has not been operated; but as extensive works are now going on in this vicinity, it will be necessary to extend the booms again next spring, and to this end two new anchor-piers are required which will cost, with chairs, complete—about \$300. Cost of work here, \$44,958 15.

Office Three Rivers.

At this place there is the Superintendent and Messenger. The Superintendent performs the duties heretofore performed by the Superintendent, the boom-master, the pay-master and the Clerk; their united salaries being over \$4,400 per year. The Messenger takes care of stores, office, cuts wood, &c. His wages are \$15 per month.

Construction.

No new works have been made upon the St. Maurice during the past year. The total cost of the improvements hereinbefore mentioned, including certain other charges contained in the account for construction, is \$218,101 90.

Repairs.

Repairs during the year 1859 have cost the sum of \$543,21. It is impossible to say what the repairs may cost for the coming year, but so far as I am now capable of judging, they will not much exceed the amount paid in 1859.

Maintenance.

The following statement shows the cost of maintenance for the past three years:

Maintenance 1857	- - - - -	\$11,870 00
do. 1858	- - - - -	7,648 07
do. 1859	- - - - -	7,234 54

It may here be remarked that the salary of pay-master having heretofore been charged to maintenance, and his office being now abolished, or rather united to that of the Superintendent, a further reduction may be looked for in 1860. I may also add that these considerable reductions, are taking place at a time when the greatest activity prevails in the lumber trade, it having just emerged from a long period of very great depression. A large increase of the business upon the river does not, however, necessarily cause a corresponding increase in the expenditure for maintenance. Since my appointment, now nearly two years, although as few men as possible—compatible with the safety and efficiency of the works—have been employed, yet, I believe that five times the quantity of lumber might have been passed without any considerable addition to the establishment.

Revenues.

The *direct* revenue from the slides and booms for the past four years, has been as follows:

Revenue 1856	- - - - -	\$2,163 25
do. 1857	- - - - -	3,397 00
do. 1858	- - - - -	2,395 40
do. 1859	- - - - -	2,121 81

What the indirect revenue in the form of ground-rent and duties has been, I have no means of ascertaining.

During the past year, only *five* parties have operated upon the River, producing 61,168 saw logs, and 1,784 pieces of square timber. This year, no less than *fourteen* establishments are at work, and will, likely, make about 100,000 saw logs and 20,000 pieces of square timber, thereby increasing the direct revenue to about \$5,400, and the indirect revenue *in duties alone* to about \$29,999 79, to which must be added, the amount realized at the sale of eight limits in September last, \$3,026 60, and the ground-rent upon all the old limits, the amount of which I cannot learn at present.

Total revenue four 1860 will probably be very nearly \$40,000.

The deficiency in the revenue from the St. Maurice for several years past, may be attributed to several causes. 1st. to the general stagnation of trade; 2nd to the unsatisfactory tenure by which limits have hitherto been held, and lastly to the want of improvements upon the tributaries of this River, without which, the large sum of \$218,101 already expended, will, I fear, prove an unprofitable investment, although the importance of the Territory in an agricultural point of view—which the St. Maurice works have contributed largely towards opening up—should not be overlooked. At the public sale in September last, all the available limits sold quickly and at high prices; and frequent were the enquiries for timber-berths upon the Vermillion, Mattawan and other tributaries which now remain sealed up and perfectly valueless for the want of improvements;—improvements

that have frequently been petitioned for and recommended, and the plans or estimates of which—in the most urgent cases—are already before the Department.

In conclusion, I would remark, that during the past year, although the water rose to the unprecedented height of 23½ feet in the river, the works, generally speaking, operated well and answered the purposes for which they were constructed. I may also add, that all those employed under my Superintendence, have performed their duties with promptitude and ability, giving general satisfaction.

I have the honor, to remain, Sir,

Your most obedient servant,

(Signed,)

HENRY R. SYMMES,

Superintendent.

To the Secretary

Department of Public Works,

Quebec.

G.

REPORT OF THE CHIEF ENGINEER ON THE IMPROVEMENTS OF THE RIVER SENGOG, AND THE "INLAND NAVIGATION OF THE NEWCASTLE DISTRICT."

QUEBEC, 30th November 1859.

TO THE HONORABLE THE COMMISSIONER
OF PUBLIC WORKS.

SIR.—In compliance with instructions relative to the Works, constructed and proposed for the improvement of the River Sengog and "Inland Navigation of the Newcastle District," I recently visited the respective localities, and now have the honor to report in order following:—

Commencing at the village of Lindsay, where, by means of a Lock and Dam, the River Sengog is rendered to some extent navigable, and a line of water communication opened in a south-westerly direction to Port Perry, or within 19 miles of Port Whitby, on Lake Ontario.

The Lock is situated on the north side of the River, and the Dam (240 feet long) starts from a point about 60 feet below the upper gates, and runs obliquely upwards, to the opposite bank, where there are several mills kept in effective operation, by the head maintained on the reach above.

The present line of road on both sides leads towards the Lock, and crosses it by means of a swing bridge placed over the chamber—the river and raceway from the mills, being crossed by two bridges of an inferior class, and now all but worn out.

The exterior works of both Lock and Dam are formed of timber—the latter is in a passable state of repair, but the Lock throughout is in a very dilapidated condition, especially the south wall, which from its position could not be protected by backing. The exposed parts of the timber are completely rotten, and at some places on the south side for several courses in depth, it has fallen to pieces. As a whole, the Lock is so thoroughly worn out and decayed, that, in my opinion to attempt filling it, may at any moment, if the upper gates are opened, lead to its complete destruction, the result of which, would not only be the drawing down of Lake Sengog, and flooding the adjoining country below, but very likely cause serious damage to other works on the line of navigation.

It therefore appears to me that all attempts to use it, either by way of experiment or otherwise, should in future be strictly prohibited. An order to that effect will be the more readily complied with, as it takes from ten to twelve men to swing one of the gates.

Immediately below the Lock, the river turns so suddenly to the northward, that the line of chamber walls, prolonged downwards, would cut across the channel-way within a distance of 150 feet, and the whole river in 200 feet, and, at a distance of 400 feet, a vessel approaching or leaving, is nearly at right angles to the line of the walls.

Access to the Lock is however rendered still more difficult, by a shoal that extends so far out from the line of the north wall, that within 30 or 40 feet of the gates, a vessel has to change its position fully 30 degrees before it can enter.

These objections may be slightly remedied in locating a new structure; but they cannot be wholly done away with, except by forming a new cut, which it is believed would require a greater outlay, than the extent of trade likely to be benefitted would warrant.

At the time of my visit there was from 4 feet 6 inches to 4 feet 8 inches water on the lower mitre sill of the Lock, and in sounding through the channel-way downwards, for a distance of fully one half of a mile, or near a wharf used by the Port Hope and Lindsay Railway Company, at several places the depth was found barely 4 feet, and for the greater part of the distance water of this depth was exceedingly narrow, winding and intricate. At some places the shoals are of rock; but where less depth than 4 feet was found, in a cross section of 60 feet, the obstructions for the most part consisted of silt, saw dust, slabs, sunken timber and loose stones, overlying a thinly stratified rock, at some places of a like height, but generally a little lower than the mitre sill. At this time the water was said to be at its proper height, although on visiting Bobcaygeon the following day, it was found to be fully 5 inches over the apex of the Dam there, which, without "slash boards," is intended, I believe, to regulate the level. Such being the case, the water may at any time be expected to fall, at least 5 inches below what it was when the soundings were taken, thus leaving barely 3 feet 8 inches on some parts of the rock shoal, and considerably less on the sides of a channel of very limited width.

Thus it will be seen that however necessary the construction of a new lock may be, the improvement of the channel-way below it, is no less essential to the continuance of the navigation, through and between the Lakes, both of which are works that will be unavoidably attended with considerable difficulty, and expense in their execution.

The position of the Lock is such, that the space to be occupied by it, must be enclosed on three sides, by coffer dams of sufficient height to guard against freshets, during the time the works are in progress, while the nature of the foundation as regards leakage is quite uncertain, and the improvement of the channel is confined to the bed of the river, from which there is no means of turning off the water, except by coffer dams—a mode of proceeding that, under the circumstances, is not recommended, as the rock may be loosened by the ordinary process of blasting under water, and both it and other obstructions advantageously removed, by the dredging machine which the Government has in that vicinity.

It is much to be regretted that the situation of the mills and dam, renders it necessary to locate the proposed new lock at the head, instead of the lower end of this shoal, where a more accessible position for it might have been easily selected, and the expense of deepening and widening the channel altogether avoided. Still, however desirable such might be, circumstances prevent the selection of any other site than either that occupied by the present structure, or one in its immediate vicinity.

If the former be adopted it will be necessary to cut through the present "river dam," and construct a longitudinal coffer dam outside of the old structure, the whole length of the Lock pit. This would of course contract the water way, whilst the works were in progress, and on its removal leave the south wall of the new Lock exposed in like manner as the old one has always been.

Both these objections, it is believed, would be met, and the "river dam" left undisturbed, by placing the new Lock, say 10 feet further to the north than the old one, thus allowing the present south wall to remain, first to serve as part of the necessary coffer dam, and afterwards for the protection of the new work, thereby obviating the necessity of forming the rear side of the south wall of dress stone, as originally contemplated. This, although causing considerable additional excavation on the north side, at both the upper and lower entrance, would very little, if any, increase the ultimate cost of the work.

I am therefore of opinion, in the absence of details, that it would be the most judicious course, to place the new structure in the position above indicated.

The unserviceable condition of the old Lock having been from time to time represented, and its reconstruction urged upon the Government, by the inhabitants and other interested parties, a contract was entered into in 1857, for the furnishing of a portion of the necessary materials for that purpose.

On this Contract there has been provided and paid for at assumed rates :—

324 ⁴ / ₂	Cubic Yards of Dressed Stone,
575	do do rough do
7865	do Feet Pine Timber,
1688	do do Oak, do
18	Knees for Lock Gates, &c.,
50,000	Feet B M Pine Plank,

Amounting in all to the sum of \$5842.97.

The stones are still at Bobcaygeon, the place where they were quarried. The planks are piled near the Lock, and the timber lies on the sides of the roads and streets, in the same neighbourhood.

These materials are of course fast deteriorating, and will continue to do so while they remain in their present position.

I may further state that, instead of having the Swing Bridge over the chamber of the Lock as at present, the inhabitants are desirous of having it placed on the line of Lindsay Street, which is from 25 to 30 feet below the lower wing walls of the Lock.

This arrangement would decidedly improve the appearance of the place, and obviate such delays as might otherwise be experienced, when a vessel was locking through; still, as independent abutments must either be built, or the lower wings extended for that purpose, it would considerably increase the cost of the work.

The advantages that the village and locality would derive from it, might however, be a sufficient inducement for the inhabitants to defray a portion of the additional expense.

The probable cost of completing the works referred to, and for the improvement of the Channel up to Lake Scugog, is estimated as follows :—

Constructing Coffer Dams and unwatering work.....	\$ 3600.00
Removal of old Lock, excavation and embankment.....	5000.00
Timber and plank in foundation, mitre sills, iron stop-waters, &c.,.....	6000.00
Masonry of Lock.....	19200.00
Gates, sluices, &c., complete.....	2900.00
Swing Bridge.....	6000.00
Contingencies.....	2300.00

Probable Cost.....	\$40,000.00
Deduct for materials provided.....	5,842.97

\$34157.03

Amount still to be expended, if the Swing Bridge is placed before the Lock, a further outlay will be necessary of.....	\$ 2400.00
Deepening and improving Channel below Lock.....	14000.00
Improvement of route at several places between Lindsay and Lake Scugog.....	10000.00

Total..... \$60557.03

The above Estimate contemplates that the Municipality of Lindsay, or of the Township, will construct the necessary bridges over the river, and race-way from the mills.

In closing this part of the subject, it is deemed proper to state, that the only portions of the works referred to, which may for a time be dispensed with, when the improvements are undertaken, are those from the Lock upwards to Lake Scugog, and that before the others can be placed under contract, in anything like a satisfactory manner, it will be necessary to have a careful survey made, and correct cross sections taken of all that portion of the river passing through the town plot of Lindsay.

Following the course of the river downwards, to Sturgeon Lake, a distance of about 7 miles, the Channel is generally of sufficient depth, with the exception before stated. This section of the route has been much improved within the last few years, by cutting off several of the most prominent points, and forming new cuts at a few of the worst bends, so that vessels can now pass through with comparative ease, to what they did formerly.

Through Sturgeon Lake, a distance of 12 miles, there is an abundance of water for vessels of a much larger class than any at present, or at all likely to be on this route.

This Lake is supplied principally by the Fenelon River, which enters at its north west end, and forms the outlet of numerous small lakes in the interior, on the shores of which lumbering operations are carried on to a large extent, and the surrounding country at many places is said to be rapidly filling up and improving, by an industrious class of settlers.

When the question of opening a line of communication between Lakes Huron and Ontario, by the route of the Trent and Lake Simcoe, was under consideration (about 30 years ago,) and I believe partly decided on, it was proposed to connect Sturgeon and Cameron Lakes by means of three Locks, placed in the line of a ravine in the vicinity of Fenelon Falls, thence to ascend to Balsam Lake by another Lock.

The scheme as a whole, although generally abandoned, is in part still viewed favorably by a few, who urge that a large extent of rich and fertile country, would be opened up by continuing a line of navigation past the Falls, and that the Government would be more than compensated for the expense of constructing the works, by the increased value of land, &c. Although by no means convinced of the correctness of this view, it is submitted from the pressing manner it has been from time to time urged upon me within the past year.

The neighbourhood of the Falls however, offers great facilities for the erection and efficient working of machinery, especially such as require the power which an abundance of water, with a high head and fall can supply, and its advantages otherwise, for large Lumbering manufactories, are second to only a few places in the Province.

Some years ago large saw mills were erected there, but they had only been a short time in operation, when the whole were accidentally destroyed by fire; since that casualty no use has been made of the water power.

BOBCAYGEON WORKS, &c.

The Works here are of an extensive and somewhat varied character, consisting of three dams, a slide, a short reach of canal, a swing bridge, a lock, a saw mill basin, and mill race, all of which, have either been constructed or thoroughly repaired since 1855, except the slide, for the re-building of which materials have been provided.

There having been, originally, three natural outlets at the lower end of Sturgeon Lake, the centre one being the smallest and most direct, was selected and improved so as to form what is now the navigable channel.

The others were closed by dams of a sufficient height, to maintain the water at 3 feet 9 inches, on the shoal below Lindsay Lock.

These Dams, so far as could be seen, appeared to be of a good class of work, and from the information furnished on the spot, I am led to believe, that when the repairs were in progress, all the defective timbers observed were taken out, and others put in their places, and that the upper side of all of them was covered with new plank, of sufficient length, to reach from top to bottom, and, further, that these covering plank were properly puddled at the top, and the whole afterwards well backed up and loaded to a good depth with gravel.

At all events they stand well, and are as staunch as could be expected, or the circumstances require.

The Canal is 33 feet wide, and about 900 feet long, including the Lock, 500 feet of it is lined with timber and plank, to prevent the water escaping by the numerous and large fissures in the rock through which it is formed.

At a distance of 100 feet above the Lock, a roadway is continued across the Canal, by means of a swing bridge, supported on abutments of dressed stone, starting from the surface of the rock. The bridge is constructed in a manner similar to those on the other Provincial Canals.

The Lock is 33 feet wide, and 133 feet long between the gates, and has a lift of 6 feet; both the upper and lower mitre sills are placed on the same level, and so as to be 5 feet under the assumed low water mark.

The wings, recesses, and piers of both ends are of cut stone, and the face of the chamber walls consists of what is termed "hammer dressed work."

The whole of the masonry is of a good class, well-dressed, and laid, I believe, in hydraulic mortar.

The upper and lower gates are of the same length, and constructed "on the solid principle" of pine timber, and are opened and closed by means of balance beams.

On the south side of the Lock, and at a distance of about 70 feet below it, is a small grist mill, to which a raceway of masonry has been built, from a point 10 feet above the upper recess, the rear part of the Lock wall forming one side, and a separate wall the other. The bottom is well secured with concrete timber and plank, and the top closely covered. The whole forming a conduit for the water, that will compare favorably with the greater number of works of its kind.

On the north side of the Lock is a saw mill, for the convenience of which, a "saw log basin" has been formed of a like class of masonry as the chamber walls of the Lock. This basin is also the head race to the mill, and has its entrance from the Canal about 10 feet above the upper recess.

From the above brief description of the works, it will be evident they are generally of a good class. There are, however, some serious drawbacks to the usefulness of those directly connected with the navigation, arising from,

1st. The all but inaccessibility of the Lock at its lower entrance.

2nd. The frequent obstructions experienced in approaching it from above, &c., each of which will claim attention in its order.

1st. The Lock being situated immediately above a sudden bend of the channel-way, the sides of which consist of large blocks of stone, angular and pointed, and the space between them so extremely narrow, that a vessel in passing, is liable to be injured under any circumstances, while the danger is greatly increased, and the difficulty rendered all but, and frequently altogether insurmountable, by the strong current that sweeps directly across the channel, from the tail-race of the saw mill above referred to, at a point within 75 feet of the lower end of the Lock, and near the narrowest, most crooked, and intricate part of the outlet; and moreover, slabs, edgings and saw dust from the mill, very often complete the entire blocking up of the passage.

At the time of my visit there, in the fall of 1858, a steamer of very light draught was delayed for a considerable time, but on the saw mill having been stopped, the vessel succeeded, by a good pressure of steam, in ploughing through the slabs, &c.

Last fall, while I was there, the steamer Ogema, succeeded with great difficulty in passing downwards through this channel, but was quite unable to return.

This was alleged by some, to be caused wholly by the waste of water at Buckhorn, lowering the lakes above; but an examination of the various matters connected therewith, fully convinced me that, it was only one of the many causes.

The channel can of course, be much improved by increasing its width and depth, but, unless some stringent regulation is enforced for its future protection, it would again, in a short time, be in an equally unserviceable state as at present.

The proprietor of the mills, however, assured me that, in future, no slabs or edgings would be allowed to get into the channel, still, with all due respect to such promises, it must be admitted, that what has been done, may, under similar circumstances be done again, while the propriety of allowing the efficiency of any Public Work, to be wholly dependent on the forbearance of any private individual, seems exceedingly questionable.

In order therefore to prevent such occurrences in future, and remedy some of the evils complained of, it is proposed to place a strong RACK across the tail race of the mill, at a short distance above where it enters the channel, and, at a few feet beyond the outlet, to moor a strong boom made of two depths or more of heavy timber,—the latter it is believed would give the current a more down ward direction, while the rack would effectually keep the channel clear of everything except sawdust, which although found to be a great nuisance as it enters the lock, and settling there prevents the gates from working freely, cannot be well got rid of, without incurring the expense of collecting it and carting it away, or turning the tail race to the other side of the island, which would really be the better course, were it not that a few inches of back water would at times be likely to diminish the head.

The works above proposed together with widening the channel at two points, (one on the north and the other on the south side), removing loose stone from the sides and bottom, clearing out sunken timber, slabs &c. could be done for about \$1,000 00; still with a larger sum judiciously expended, the entrance could be still further improved.

2ndly. The width of the cut above the lock as already stated being 33 feet, does not admit of two vessels passing each other in it, which, in the absence of any regulations as to where one or other shall tie up, has on several occasions led to unnecessary squabbles, among those in charge of them.

But the greatest cause of annoyance and delay arises from the channel being obstructed by sawlogs, which, I was informed, are often brought down in rafts, and separated above the gates, and some times in the lock, the "traverses" and "withes" that connected them, being allowed to sink or float according to circumstances, the latter being the exception, this was found to be the case on the two occasions that I visited the place. Both times the canal was obstructed by saw logs, and sunken traverses of heavy green timber had to be grappled up from the bottom of the lock, before the gates could be opened or closed, while the "withes," it is said, frequently get so twisted round the valves, as to render them unserviceable.

I was further informed that the sawlogs used during winter, are hauled across the swing bridge, and there dumped into the canal, causing large quantities of bark to accumulate at and in the lock.

These liberties taken with the navigation, clearly show that it is looked upon as secondary to the milling interest of the place, a conclusion most likely to have been brought about, by the circumstances of the original works having been allowed to remain so long in an unserviceable condition, together with the fact of the whole adjoining property, being owned by private individuals.

The improvements in the first instance having been carried on under the management of local commissioners, who, from all I have been able to learn, acquired no other title to the land through which the canal passes, than verbal permission to that effect from the proprietor, it has led to great dissatisfaction and interference with the works, as well as much additional expense in their construction, as the parties now owning the lands, claim up to the water's edge. Mr. Boyd, the proprietor of the mills, is understood to own the whole on both sides of the lock and canal, up to the swing bridge, and to have a lease for twenty one years of all on the north side above that point; the land on the south side is also said to be private property.

The whole is however occupied on both sides up to the brink of the cut, with lumber piled to a considerable height, which when removed is placed directly into a vessel moored in the canal, thus affording no opportunity whatever for another to pass.

Thence, there being no room or place, in the vicinity of the village, for vessels landing or receiving freight, other than those in the employment of the mill owner, parties insist on doing it at the lock, where contrary to all known regulations elsewhere, merchandize, hay, wood, gravel and building materials have been landed. In vindication of this it is said, that the works being public property, the public ought to have some accommodation from them. It is further stated that emigrants for the back townships (which are fast settling up) on arriving at that point, are, for similar reasons, put to great inconvenience and expense, with their baggage. It is therefore urged by the inhabitants that a public wharf and store house, are not only required, but that they should be provided by the government.

From what has been said, it will be evident that, in order to keep this route open for navigable purposes, it should be placed under a similar class of regulations, as those in force on the other provincial canals, especially that the 11h section of them relating to obstructing Public Works should be strictly enforced, with such additions as the following:—

1st. That no scow, barge, or other vessel should be allowed to take on or deliver freight, while in either the Lock or the Canal, except that passenger steamers may have the privilege of taking in fuel, landing or taking on freight, when in the Canal, provided that no longer time is occupied in so doing, than one half hour, and no detention is caused thereby to any other vessel.

2nd. That, in cases of two vessels approaching the Lock from opposite directions, about the same time, one of them should stop or tie up opposite a fixed point, outside of the entrance, until the other has passed through.

3rd. That in cases where logs are taken down to the saw mill in operation on the north side of the Lock, the rafts of which they form a part, must be separated in the Bay above

the entrance, and no more than two logs abreast of each other shall be sent down, or allowed to accumulate in any part of the Canal at one time, neither shall there be in the whole Canal, at any one time, more logs than the basin built for their reception can accommodate;—but especially that no floats, “traverses” or “withes” shall be allowed to enter the Canal, whether separate or connected with the logs intended for the saw mill, and further that any bark, slabs, edgings, or other obstructions found in the Lock or approaches to it, known to have emanated from the mill or handling of the logs for it, shall be removed at the mill owners expense, who shall in addition be fined the sum of _____ for each time such an occurrence takes place.—

The Lock Keeper is the only person in any way connected with the management of the works at this place. He appeared active and intelligent, but his health was scarcely equal to the efficient performance of such duties as devolve upon a person acting in that capacity.

He stated that he had repeatedly, within the past two years, applied by letter to the department, for instructions relative to his duties, stating the difficulties he had to contend with, &c., but had received no answer.

These troubles were then enumerated in detail, but as they relate principally to matters already referred to, it is unnecessary to repeat them here.

It however appears to me that a Lock Keeper at a station so remote, being allowed to act without instructions either gives him too much power, or, as interested parties say, leaves him none whatever. I therefore consider his duties should be sufficiently defined, to enable him to act promptly and in such a way that his authority will be respected.

Having thus pointed out the principal matters requiring attention at this place, it is proper to state that the following mentioned works of maintenance are also necessary, namely:—

Clearing out the chamber of the Lock, adjusting the lower gates, which are at present difficult to open, or close, and raising the Swing Bridge so as to rest more on the pivot, furnishing and attaching to it a travelling crab, for the purpose of moving it, all of which would cost about \$350.

The slide of the upper dams should be also reconstructed;—for this purpose the greater portion of the necessary materials have been provided, delivered and paid for. The probable cost of what is still required, together with the workmanship, will amount to \$600 00.

It may further be said, that the great difficulty experienced in unwatering the Lock pit when the works were in progress of construction, at this place, had rendered necessary a large outfit, consisting of a portable engine (8 horse power) 4-12 inch pumps, suction hose and other articles, which were used for part of the first season, but found insufficient for the purpose. Consequently for the second years operations additional power was provided, consisting of an engine of 18 horse power, and more efficient pumping apparatus, which when worked at a high speed, effectually accomplished the object.

The whole of this machinery still remains at Bobcaygeon, principally under cover of a temporary shed erected for the purpose.

In the event of its being allowed to remain there much longer, I consider more care should be taken of the engines, both of which are of a good class, well got up and finished.

The Dredging machine used in improving the Channel of the Scugog River, is also at Bobcaygeon, where it lies partially sunk. The engine and machinery is the property of the Department, but the scow or vessel on which it is fitted up, is claimed by the Contractor.

It is however very desirable to have the question of ownership of the hull decided, before the machinery is further injured by being in the water.

BUCKHORN RAPIDS.

The principal works at this place are a Dam, a road bridge, two flumes, a slide for the passing of lumber, with guide piers and booms leading thereto.

The Bridge is a new structure about 642 feet long, built over and framed into the dam, of which it may be considered part; it is well and substantially executed, of good materials, and as a whole will compare favourably with most erections of its kind.

It forms the only means of a land communication with the northern Townships, for a distance of at least 15 miles on either side of it, where lumbering operations are at severa-

places carried on to a large extent, and by it the slide, flumes and piers, are at all times rendered accessible.

Within the past few years the greater portion of the dam has been rebuilt, and the remainder of it is said to have been thoroughly repaired, and care taken in both cases to render it staunch; still the precautions adopted appear not to have been quite successful, there being a considerable body of water passing through under it.

This may however be attributed more to the foundation than to any defect in the work—the bed of the River at the place consisting partly of loose granite boulders and rock, in which there are many large deep fissures running in every possible direction, some of which no doubt extend a long way above the dam and others below it.

These the Contractor informed me he had endeavoured to staunch, where they appeared within the line of his temporary dam, and that he had succeeded in doing so with many. Still it is quite possible that some of them might not be visible there, although open higher up stream.

Having carefully examined this work on two different occasions, I am favourably impressed with the principal part of all that could be seen of it, and judging from circumstances together with the representations made to me on the spot, there appears no reason to doubt, but that the portion of it under water was made equally substantial. Still the appearance of the water surface having induced me to make a close examination of the apron, I am led to believe that it might be made tighter, by an additional covering of gravel and brush, at a few places where the greatest quantity of water seemed to escape, and therefore recommend the sum of \$500 be applied to that purpose.

This dam being intended to maintain Buckhorn, Mud and Pigeon Lakes, and the river connecting them, at a navigable height, when any deficiency of water is experienced by vessels, the cause is at once attributed to the insufficiency of the dams, and the leakage at it, is pointed to as a proof of this being the case.

It should however be borne in mind, that the leakage complained of is not equal to one third or at the outside one half of the volume of water, that is constantly passing at Bobcaygeon, shewing clearly that there must be other ways of it escaping than directly under the Dam.

A fact that no one can fail to be convinced of, who in passing along the Bridge, has observed a rickety old flume connected with a small saw-mill, situated a short distance below on the north side of the river, that there is there more leakage and water wasted, than escapes in the whole length of the Dam.

There is no objection whatever to the mill, or even one triple its capacity being supplied with an abundance of water through the opening left for that purpose; but there are certainly many decided objections to the unnecessary waste of water, that takes place through the works leading to it; so much so, that in my opinion it is quite useless to attempt keeping the line of navigation, above, in anything like a passable state, during the early part of the fall, if the owner of this mill cannot be compelled to put his flume into a proper condition.

I am not aware of the nature of his claim or right to the privilege, but whatever that may be, no private interest should be permitted to interfere so much with the utility of an extensive Public Work.

It therefore seems proper that the owner should be notified to the effect, that, unless the works leading to his mill are, within a reasonable time, placed in such a state of repair as not to consume more water than is required for his milling operations, the water will be shut off at the entrance to his flume.

On these matters having been attended to, there is every reason to believe that no deficiency of water will be experienced at any season, provided that such arrangements are made, as will prevent in future the careless or designing from interfering with the works.

The necessity of this will be evident from the fact, that on several occasions the stop logs have been cut out of the flume, at one time for the purpose of lowering the water in the Lakes above, and at another time with a view of sending down a volume, sufficient to carry rafts over some of the shoals below,—while on another occasion a large quantity of sawlogs, were sent down towards the Dam, without any one feeling interest enough in the matter to remove the stop logs from the slide, so as to allow the rafts to pass,—the result of which

was the destruction of a large portion of the guide boom, and imminent danger to other parts of the works.

It thus shews that at certain seasons without some one on the spot having control, no dependance can be placed on either the maintenance of the water or the security of the works themselves.

Whilst in that neighbourhood my attention was repeatedly drawn by interested parties, to the difficulty and danger that exists in timber passing immediately below the slide there, arising from the extent of shoal water, and set of the current below the dam, at what is called the "running season." Although I have not seen the water at the pitch referred to, still the appearance of the place seems to bear out the representations made. It therefore appears to me that the only way of remedying the evils complained of, is to extend the pier from 150 feet to 200 feet further down stream. This would cost about \$2500.

Having thus drawn attention to the position and condition of these isolated works, undertaken with a view of creating the means of communication between some of the Island Townships in their vicinity;—it is deemed unnecessary to say more than that if these improvements possess, even a moderate share of the importance which has been claimed for them, they should undoubtedly be placed under such regulations, and management, as will have a tendency to render them more serviceable and efficient, and with that object in view I beg respectfully to submit the foregoing suggestions.

I have the honor to be,

Sir,

Your obedient servant,

(Signed)

JOHN PAGE,

E. C. Public Works.

H.

REPORT OF THE CHIEF ENGINEER ON THE DEEPENING OF THE ST LAWRENCE CANALS.

QUEBEC, January 23rd, 1860.

TO THE SECRETARY OF PUBLIC WORKS,

SIR,—Agreeably to instructions, I have the honor to submit the accompanying estimate, of the probable expense of increasing the draught of water, in the St. Lawrence Canals, to ten feet six inches on the mitre sills of the Locks, &c., as called for by an Address from the *Legislative Assembly*, dated 16th March, 1859, to His *Excellency* the *Governor General*.

The address, although referring to the Cornwall, Beauharnois and Lachine Canals, only, is understood comprehensively to mean the adaptation of the present navigable route, of the upper St. Lawrence, to a larger or more deeply loaded class of vessels, than have hitherto been able to pass.

It is therefore deemed pertinent to remark, that although many large vessels, in descending the River, pass outside of the Williamsburg sections of the Canals, still all loaded freight vessels, must pass through them in ascending; hence, unless similar improvements are carried out there, the navigation will still be limited to its present capacity.

For this reason, it has been considered proper to submit an estimate of the probable outlay required to increase the draught of water throughout, so that the whole may at once be within reach of the Department.

It may further be said, that the Welland Canal has a draught of "ten" feet water only, instead of "ten feet six inches" as intimated; the estimates are, however, based on obtaining the latter depth on the mitre sills of the Locks, and 11½ feet in the reaches between them.

With a view of placing all available information in as convenient and condensed a form as possible, copious notes have been appended to the respective Estimates; explanatory of

the circumstances, nature, and extent of the works proposed to be done, instead of submitting a long, and otherwise unavoidably monotonous Report.

Attention having been drawn, both to details, and general principles in the manner above stated, I may add that the Estimates have been prepared, solely with a view to increase the draught of water, avoiding the introduction of all items of expenditure unconnected with that object,—except in a few cases, where it is indispensable that works should be proceeded with, at the same time when those directly connected with the deepening are in progress.

It may further be stated, that there is good reason to believe, that the re-building and alterations of all the structures referred to in the Estimates, can be effected in the winter and spring, with little or no interruption to the navigation, provided they are placed in the hands of energetic contractors, in sufficient time to admit of materials being provided, and arrangements made for that purpose, during the summer previous; and at places where the works consist of dredging, or of forming embankments, they can, of course, be proceeded with in summer, with little or no inconvenience.

The following abstract of the Estimates, shows the approximate cost of effecting the object, viz:—

Cornwall Canal,.....	Total	\$250,000 00
Beauharnois do,	do	150,000 00
Lachine do,	do	446,000 00
Williamsburg Canals,	do	182,000 00
Amount.....		<u>\$1,028,000 00</u>

Respectfully submitted,

(Signed,) by your obedient servant,
JOHN PAGE,

C. E. P. Works

CORNWALL CANAL.

ESTIMATE of the probable cost of deepening the Cornwall Canal, to a depth of 10½ feet on the Mitre-sills of the Locks, and 11½ feet in the levels between them.

Situation of Work.	Amounts.	Totals.	REMARKS.
	\$ cts.	\$ cts.	
A.—Deepening upper entrance and part of canal above Grand lock, distance 4,750 feet, width 100 feet, mean cutting 1.75=30,787 cubic yds., at 55 cts.		16,932 85	A.—At low stages of the river, there is barely 9½ feet water in this portion of the Canal, while the entrance, being in comparatively still water, admits of no means of increasing the draught, except by lowering the bottom, both above, and in the level below the Lock. The material is of a nature difficult to remove.
B.—Taking down and re-building Grand Lock, construction and removal of coffer-dams, and unwatering work.....	3,000 00		B.—There is frequently not more, and occasionally less than 9 feet water, on the upper mitre sill, and there being no other way of increasing it, than by taking up and relaying the recess platform and sills, to suit the required depth, and the Lock, consisting of masonry, opposite the gates, and at the wings only, it is proposed to take down, and rebuild the whole, in a permanent manner.
Taking down and re-building 1,900 c. yds. of masonry, at \$4 50.....	8,550 00		
C.—Removing present chamber walls and foundation.....	3,500 00		C.—The present chamber walls, being of crib-work, and much decayed, when rebuilt, should be constructed of masonry, as provided for in the Estimate.
D.—Furnishing materials, laying new foundations, mitre-sills, &c.....	10,500 00		D.—It is believed that new materials will have to be furnished for the greater portion of the foundation.
Chamber walls and additional masonry, at both ends of Lock, 2,150 cubic yds., at \$8 50.....	18,275 00		
Excavation and embankment and puddle in rear of walls, foundation, &c.....	3,230 00		
Removing, altering and replacing Lock-gates, and contingencies.....	3,745 00	50,800 00	
Securing, and alterations, to head race. (in addition to other appropriations).....		1,500 00	
E.—Deepening level between guard lock and Lock No. 20, distance 5 3-5 miles, width 100 feet, depth 1.75=191,664, at 33 cts.....		63,242 52	E.—Parts of this level, although below bottom, at other places is much silted up, so that it is believed, an average cutting of 1 foot, 9 inches, will be necessary, to give it the requisite depth, a large part of which is hard materials.
F.—Mitre-sill and Moulinette cut-verts. Removing puddling over arches and part of the sides, and substituting concrete, each \$950.....		1,900 00	F.—It is proposed to remove the present puddling, from the crown of the arches, and for a distance of, from 10 to 12 feet, on both sides, and afterwards, form a new covering of concrete.
LOCK NO. 20.			
G.—Lowering upper mitre-sill segments, recess platform and, securing walls, &c.....	1,850 00		G.—The Estimate contemplates raising the water level, between Locks No. 20 and 19, six inches, sinking the mitre sill and platform, at the tail of Lock No. 20, one foot, which is all the chamber floor will admit of. The prism of the Canal to be sunk, to suit that depth. To rebuild the Lock, would cost, at least, \$40,000.
Do. lower recess platform, apron, and underpinning walls.....	4,600 00		
Unwatering work during its progress.....	600 00		
Removing and replacing Lock Gates.....	700 00	7,750 00	
Carried over.....		142,125 37	

CORNWALL CANAL.—Estimate for deepening.—Continued.

Situation of Work.	Amounts.	Totals.	REMARKS.
	\$ cts.	\$ cts.	
<i>Carried forward</i>		142,125 37	
Deepening prism of canal, between Locks No. 20 and 19, distance 8316 feet, width 100 feet, depth 1.25=38,500 c. yds., at 26 cts.....	10,010 50		
Raising banks, additional walling, &c.....	1,350 00		
II.—Damages for raising water on mill property.....	3,000 00		
Alterations to culvert.....	840 00		
Land damages and contingencies....	1,800 00	17,000 00	II.—By increasing the height of the level, six inches, will, to a like extent, diminish the head and fall, at the mills, thus rendering the power less effective; should it be found possible to avoid this, without rebuilding the Lock, the sum set down for damages, and raising the banks, will meet the expense of deepening the prism of the Canal.
LOCK No. 19.			
I.—Raising Lock Walls with masonry.....	3,000 00		
Lowering upper mitre sill, recess platform, &c.....	1,850 00		
Raising banks on both sides of lock.	350 00		
Removing, altering and replacing lock gates.....	700 00		
Altering waste weir and raceway leading to it.....	850 00	6,750 00	I.—If it is found indispensable to raise the level above this Lock, as well as lower the bottom, it will be necessary to raise the Lock walls, as well as lower the upper mitre sill.
Raising Banks between Locks Nos. 19 and 18, distance 7656 feet=18500 c. yds. at 24 cts.....	4,400 00		
Additional slope wall, &c.....	2,600 00		
Land damages and contingencies....	1,200 00	8,200 00	
LOCK No. 18.			
K.—Taking up and relaying lower mitre sills, recess platform, and apron, securing walls, &c.....	4,600 00		
Unwatering work while in progress.....	600 00		
Raising lock walls with masonry....	3,000 00		
Removing, altering and repairing lock Gates.....	700 00		
Raising banks on both sides of lock.	350 00		
Alterations to water weir and raceway.....	850 00		
Securing culvert and foundations of swing bridge.....	1,200 00		
Contingencies.....	1,300 00	12,600 00	
Raising and strengthening banks, additional slope, walling, &c.....	2,500 00		
Deepening prism of canal, distance 6675 feet, width 100 feet, depth 1.25=30,903, c. yds., at 28 cts.....	8,652 84		
L.—Towards alterations to head gates to mill property.....	5,000 00	16,152 00	L.—Should it be considered proper to maintain the level at its present height, this sum can be applied, towards taking up and relaying the chamber floors, &c.
LOCK No. 17.			
M.—Covering upper mitre sill, platform, Legments, &c. and securing walls	1,850 00		
Taking out, altering and repairing gates.....	700 00		
Raising lock walls with masonry....	3,000 00		
<i>Carried over</i>	5,550 00	202,828 21	M.—The level above this Lock being subject to frequent variations, caused by the sudden stoppage, or starting of the mills, renders it necessary to raise the Lock walls, as well as lower the upper mitre sill, farther,

CORNWALL CANAL.—Estimate for deepening.—Continued.

Situation of Work.	Amounts.	Totals.	REMARKS.
	\$ cts.	\$ cts.	
<i>Carried forward</i>	5,550 00	202,828 22	
Raising Banks on both sides of Lock and between Locks Nos. 17 and 16	650 00		When all the water power leased is brought into use, a regulating weir, will be indispensable.
Additional walling, &c.....	400 00		
LOCK No. 17.			
N.—Raising Lock walls with masonry	3,000 00		N.—The level above and below this Lock, being raised, it will only be necessary to raise the walls, banks, and gates.
Raising Banks on both sides of Lock	350 00		
Removing, altering and replacing Gates.....	700 00		
Raising between Lock No. 16 and 15.....	300 00		
Additional slope walling.....	400 00	4,750 00	
LOCK No. 15.			
O.—Construction and removal of Cofferdams and unwatering work....	3,600 00		O.—In the month of October, 1859, the water on the lower mitre sill, of this, the outlet Lock, varied from 9 feet, 1 inch, to 9 feet, 6 inches, and during other months, in that, and subsequent years of low water, it varied from 9 feet 8 inches, to 9 feet, 10 inches; it is therefore proposed to take up the lower recess platform apron, and mitre sill, and relay them one foot lower, or as much more, as circumstances will admit of, and thus obtain the requisite draught of water, without rebuilding the Lock.
Taking up and relaying lower mitre sill, recess, platform and apron, and securing foundation of walls	5,000 00		
Raising Lock Wall with masonry...	3,000 00		
Removing, altering and replacing Lock Gates.....	700 00		
Raising Banks on both sides of Lock	1,400 00	13,700 00	
Total		227,878 21	
Add for Contingencies and Superintendence		22,121 79	
Total		250,000 00	

(Signed,) JOHN PAGE,
C. E. P. Works

Quebec, 23rd January, 1860.

BEAUHARNOIS CANAL.

ESTIMATE of the probable cost of deepening the Beauharnois Canal to 10½ feet on the Mitre-sills of the Locks, and to 11½ feet in the levels between them.

Situation of Work.	Amounts.	Totals.	REMARKS.	
	\$ 5ts.	\$ cts.		
A.—Raising banks on both sides of canal, from Lock No. 14 to 13, distance 31,000 feet = 93,628 c. yds., at 25 cts...	23,407 00		A.—Since the dam at the head of this Canal was constructed, there has been, at all seasons, a sufficient head of water on the upper Gates of the Guard Lock, (No. 14,) to admit of the level below being raised, so as to give a depth of 10½ feet on the lower mitre sill; it is therefore proposed to raise the water in this, as well as all other levels of the Canal. About one-half of the material required for raising the banks, can be obtained from Government land, for the balance, will have to be purchased.	
Additional slope walling, 21,066 lin. yards.....	8,426 40			
Forming a drain through the church property, 2640 feet long, average cutting, 6 feet, 29,000, at 18 cts.....	5,220 00			
Alterations to waste weirs and ferry recesses.....	1,600 00			
Do to regulating weir and Bridge at St. Timothy.....	2,000 00			
Purchase of land and damages.....	2,746 60			
		43,400 00		
LOCK No. 13.				
B.—Raising lock walls with masonry, swing bridge, &c.....	4,200 00			B.—The Swing Bridge over the Lock, and approaches to it, must be raised, and also the embankment and walls of the waste weir.
Removing, altering and replacing gates.....	700 00			
Raising banks on both sides of lock. Alterations to waste weir and race-way leading to and from the same.....	350 00 1,400 00			
		6,650 00		
C.—Raising Banks on both sides, between Locks Nos. 13 and 12, distance 10,000 feet = 29,628 cubic yards, at 25 cents.....	7,407 00		C.—Land for the purpose of supplying embankment, must be purchased.	
Additional slope walling, 6,666 lin. yards.....	2,666 40			
Purchase of land and damages.....	1,926 60			
		12,000 00		
LOCK No. 12.				
Raising Lock walls, Bridge, &c.....	4,200 00		6,850 00	
Raising Banks on both sides of lock	350 00			
Removing, altering and replacing gates.....	700 00			
Alterations to waste weir and race-way.....	1,600 00			
		6,850 00		
Raising Banks on both sides of canal, between Locks No. 12 and 11, distance 5,220 = feet, 15,464 cubic yards, at 25 cents.....	3,866 00		6,500 00	
Additional slope walling, 3,460 lin. yards.....	1,384 00			
Purchase of land and damages.....	1,250 00			
		6,500 00		
LOCK No. 11.				
Raising walls of lock bridge, altering lock gates, waste weir, &c., same as at No. 12.....		6,850 00	6,110 00	
Raising banks on both sides of canal, between locks Nos. 11 and 10, distance 5,100 feet = 14,000 cub. yds., at 25 cts.	3,500 00			
Additional slope walling, 3,400 lin yds.....	1,360 00			
Purchase of land and damages.....	1,250 00			
		6,110 00		
LOCK No. 10.				
Raising walls of lock bridge, altering lock gates, waste weir, &c., &c., same as at No. 12.....		6,850 00		
Carried over.....		95,210 00		

BEAUHARNOIS CANAL.—Estimate of deepening.—Continued.

Situation of Work.	Amounts.	Totals.	REMARKS.
	S cts.	cts.	
<i>Carried forward</i>		95,210 00	
Raising banks between locks 10 and 9, 1100 feet=3,850 cubic yds., at 25 cts. Additional walling, 733 lin. yds., &c. Purchase of land and damage.....	\$14 75 350 00 301 10	1,465 85	
LOCKS Nos. 9, 8 & 7.			
Raising walls of locks, bridges, altering gates, waste weir, &c., &c., each same as No. 12.....		20,550 00	
Raising Banks on both sides of Canal, between Locks Nos. 9 and 8, 1,225 feet, 8 and 7, 785 feet, and between Nos. 7 and 6, 700 feet,=10,000 cubic yards, at 25 cents Additional walling, &c Purchase of land and damages.....	2,500 00 1,000 00 750 00	4,250 00	
LOCK No. 6.			
D.—Construction and removal of coffer dams, and unwatering work.....	4,000 00		D.—During the fall months, at low stages of the river, there is frequently not more than 10 feet water on the lower mitre sill of this Lock, and in October, 1854, there was only 9 feet, 10 inches, for the first half, and 9 feet, 6 inches, for the last half of the month. It is, however, believed that this can be remedied, by taking up the recess platform and apron, and relaying them one foot below their present level.
Taking up and relaying lower mitre sill, recess platform and apron, and securing foundation of walls.....	5,000 00		
Raising lock walls with masonry.	3,400 00		
Removing, altering and replacing gates.....	700 00		
Raising and protecting banks on both sides of lock, &c., &c.....	1,400 00	14,500 00	
		135,975 85	
Add for Contingencies, Superintendence, &c.....		14,024 15	
Total.....		150,000 00	

(Signed.) JOHN PAGE,

C. E. P. Works.

Quebec, 23rd January, 1860.

LACHINE CANAL.

ESTIMATE of the probable cost of deepening the Lachine Canal, so as to have 10½ feet water on the Mitre-sills of the Locks, and 11½ feet in the levels between them.

Situation of Work.	Amounts.	Totals.	REMARKS.
	\$ cts.	\$ cts.	
A.—Deepening channel way through basin at Lachine, at different places, to 11½ at lowest known stages of the river 11,500 cubic yards, at \$3,25.....	.....	37,375 00	A.—It is believed that this could be done without any interruption to the navigation, by the ordinary process of blasting and loosening the rock under water, at less expense than to attempt laying the basin dry, means of coffer dams, and pumping.
GUARD LOCK No. 5.			
Construction of coffer dams at head of lock at waste weir and old canal, their removal, and unwatering works...	3,500 00		B.—Although the depth of water in the Basin, at Lachine, has been increased several inches, by the extension of the south pier, there is occasionally not more than 10 feet on the upper mitre sill of the guard lock; it is therefore proposed to lower the sill, at least, one foot, and, with a view to maintaining the level below the lock at its present height, it is contemplated to deepen the chamber floor of the lock, which consists of a flat stratum of rock, and to take up and relay the lower recess platform, apron and mitre sills, at a height suited to the proposed depth. From the large extent of water power leased at Montreal and the intermediate Locks, and the volume of water that must necessarily enter the Canal at Lachine, for its supply, it is believed indispensable, that a head of not less than one foot, should be made in the height of the level below the lock.
Taking up mitre sills, recess platforms, &c., and relaying them, lowering chamber floor, securing lock mills, &c.	9,500 00	13,000 00	
ROCK CUT.			
C.—Increasing width of cut to 100 feet, as low as present bottom, 48,500 cubic yards, at \$1 25.....	60,625 00		C.—The widening of this cut, although not strictly coming under the head of increasing the draught of water in the canal, is of very little less importance to the interests of the navigation. The "cut" is about three-fourths of a mile long, and with the exception of two passing places, is not more than 55 feet in width, or of a sectional area of about one-half what the Canal is at other places. This limited width causes a strong current in the "cut," which greatly impedes the upward passage of large, deep laden vessels, that occupy fully one-third of its cross section; had no other demand been made on the water, than for ordinary purposes of the navigation, this "cut" even at its present width, with fenders on each side, might have accommodated the trade for several years to come; but the quantity of water that must necessarily pass to supply the extent of the mill power leased, renders its enlargement indispensable. The Estimate provides for its being made 100 feet in width, as recommended and approved of about 5 years ago, when part of the work above water surface was done.
D.—Deepening cut to 11½ feet below present water surface, 33,377 cubic yards, at \$2 25.....	75,098 25		
Removing Quarry refuse and earth from the top of ditto, 10,000 cubic yards, at 30 cents.....	3,000 00	138,723 25	C.—The bottom of the "cut," at many places, is barely as low as the present mitre sill of the Guard Lock: it will, therefore, be necessary to deepen it, at least, 2 feet, 3 inches, to obtain 11½ feet of water, in the level.
Carried over.....		139,098 25	

LACHINE CANAL.—Estimate for deepening.—Continued.

Situation of Work.	Amounts.	Totals.	REMARKS.
	\$ cts.	\$ cts.	
<i>Carried forward</i>		189,098 25	
E.—Deepening prism of Canal from lower end of "Rock Cut," to head of Lock No. 4, distance 19,104 feet, width 80 feet, depth 1.75 = 100,613 cubic yards, at 32 cents	32,196 16		E.—In this portion of the Canal, there are several places where the rock crops out in the bottom, and the material to be removed is generally of a hard nature.
F.—Reconstruction of Culvert..... Securing Bridge abutments at Cote St. Paul	6,900 00 600 00		F.—As this culvert must be lowered, it is proposed to substitute two cast iron pipes for the present structure.
LOCK No. 4.		38,796 16	
G.—Taking up masonry of Lock, furnishing additional materials, and rebuilding 4,500 cubic yards, at \$5.....	22,500 00		G.—This Lock is in a condition so unsafe, that under any circumstances, it must ere long be rebuilt, the greater part of the mortar having been washed or forced out from between the beds and joints of the masonry, and when the Lock is full, the water finds its way through the wing walls below the lower gates in large quantities. About 3 years ago, it forced out several of the stones. The following spring, part of the wing walls were taken down, when large holes were found in the interior, branching out towards both the rear and face of the wall.
Removing present foundation and deepening.....	3,500 00		
Providing materials, laying foundation, mitre sills, &c.....	8,000 00		
Excavation, embankment puddling.	3,750 00		
Unwatering work, alteration to gates and contingencies	3,750 00		
		41,500 00	
H.—Constructing new waste weir at Lock No. 4.....		10,000 00	H.—Although this work does not properly belong to deepening the Canal, still, it is absolutely necessary, and should be done at the same time that the water is out for the purpose of rebuilding the Lock, &c., &c.
I.—Deepening prism of Canal between Lock No. 4 and 3, distance 9,355 feet, width 80 feet, depth 1.75 = 48,507 cubic yards, at 30 cents.....		14,552 10	I.—It would have been very desirable, had circumstances permitted of raising this level so as to avoid any interference with the culverts passing through it, but the extensive water power leased at Lock No. 4 would be very much diminished in value, by adopting this course: while none of the head gates or works, at Lock No. 3, are suited to any other than the present level. It has therefore been considered proper, to base the approximate estimate on the principle of deepening the Canal.
K.—Alterations to River St. Pierre Culvert.....		7,000 00	K.—The sum set down in the Estimate, is intended to cover the expense of rebuilding this culvert, or of substituting cast iron pipes for the present wooden trunk, as may be deemed most judicious, on ascertaining the actual condition of the work.
L.—Alterations to culvert constructed for passing pipes of Montreal Water Works.....	11,000 00		L.—In order to obtain the necessary depth over the top of this culvert, at the same time leaving the pipes undisturbed, and retaining a like height as at present inside, it is proposed to remove the covering and top, leaving all other parts in the same state as at present, and forming a new top of heavy boiler plate iron, with sides of a lighter description of plate: in short, forming three sides of a tube well rivetted together, and strengthened with angle iron, this to be continued across the Canal and well into the banks on both sides.
Securing foundation of Brewster's Bridge, bye wash and walling of Railway Bridge, &c.....	2,500 00		
		13,500 00	
<i>Carried over</i>		314,446 51	

LACHINE CANAL.—Estimate of deepening.—Continued.

Situation of Work.	Amounts.	Totals.	REMARKS.
	\$ cts.	\$ cts.	
<i>Carried forward</i>		314,446 51	
LOCK No. 3.			
M.—Taking down and rebuilding Lock same as No. 4.....		41,500 00	M.—This lock is in a like condition as No. 4, and will require to be taken down and rebuilt.
N.—Constructing new waste weir at Lock No. 3.....		10,000 00	N.—The old lock used as a waste weir is in a very dilapidated condition, no dependance can be placed in its stability:—a new waste weir is therefore indispensable.
Deepening prism of Canal, from Lock No. 3, to Wellington Street Bridge, distance length 2,900, width 80, depth 1,75 = 15,037 cubic yards, at 30 cents.....	4,511 10		
Alterations to culverts same as one below Côte St. Paul.....	7,000 00		
Securing foundation of Bridge abutments, &c.....	500 00		
O.—Deepening present basin between Wellington Street Bridge and Lock No. 2—57,000 cubic yards, at 30 cents.....	17,100 00	29,111 10	O.—The estimate provides for carrying out the principle laid down in the address,—that is to say, making all the basins already constructed 11½ feet in depth; which, it is believed can be done by excavating within 3 or 3½ feet of the dock walls, or as close as will not interfere with vessels. But to make the basins 17 feet in depth, as originally intended, when placing the mitre sills of the two tower locks, so as to have a draught of 16 feet water on them, although not provided for in the construction of the dock walls, would increase the amount of the estimate as follows, 130,000 cubic yards excavation at 30 cents..... \$39,000 Tiling in front of dock walls and contingencies..... 27,000
Add for Contingencies and Superintendence.....		405,057 51	
		40,542 49	
Total		446,600 00	
			Amount additional..... 66,000

(Signed,) JOHN PAGE,
C E. P. Works.

Quebec, 23rd January, 1860.

WILLIAMSBURG CANALS.

ESTIMATE of the probable cost of deepening the Williamsburg sections of the St. Lawrence Canals to 10½ feet water on Mitre-sills of the Locks, and 11½ feet in the levels between them.

Situation of Work.	Amounts.	Totals.	REMARKS.
	\$ cts.	\$ cts.	
GALOP'S CANAL.			
A.—Deepening upper entrance above Guard Lock, distance 1200 feet by 60 wide, by 2 deep = 5333 cubic yards... In this quantity, there is rock 300 cubic yards, at \$3 50.....	1,050 00		A.—The bottom in the distance stated, varie from 8 to 16 inches below the present mitre sill of the Lock, on which, in the summer of 1849, there was room 7½ to 8 feet water, and for a short time it stood at 7 feet, but the extension of the south, or river pier, since that time, has raised the water permanently, one foot. It is therefore believed, that lowering the bottom an overage of two feet, will affect the object contemplated. The rock which is adjoining the Lock, it is proposed to remove by blasting and otherwise, under water, and to dredge out the other material.
In this quantity, hard clay and boulders, 5,033 cubic yards, at \$1 25..	6,291 25	7,341 25	
GUARD LOCK, OR NO. 27.			
B.—Construction and removal of coffer dams and unwatering work.....	3,000 00		B.—The sill, platform, and chamber floor, must be lowered fully two feet, to give the required draught at low stages of the river. The foundation is on rock irregularly stratified.
Taking up mitre sills, recess platform, &c., and relaying them, lowering chamber floor, and securing walls, &c., &c.....	9,500 00		
Removing, altering and re-placing lock gates.....	1,000 00	13,500 00	
C.—Deepening between Guard Lock and head of Lock No. 23, distance 10,000 feet, width 50 by 2.25 = 41,666 yards, mean rate 30 cents.....		12,499 80	C.—At a few places the water is sufficiently deep, but the greater part of the material to be removed is extremely hard.
Widening slopes &c. 20,000 cubic yards, at 25 cents.....		5,000 00	
LOCK NO. 26.			
D.—Construction and removal of coffer dams, and unwatering work.....	2,500 00		D.—The water could be raised so as to leave the lower mitre sill of this Lock undisturbed, but the water power, owned and leased there by the parties who have erected an extensive starch factory, a grist and saw-mill, would be very much lessened in value—by so doing, the head and fall being only 6½ feet. It would further be injudicious to attempt drawing the water wholly out of the level below the Lock, (or Junction Canal), the banks of which, having been made through the river, the seat of them was in some cases partially covered with stone. It is therefore proposed to construct a coffer dam, as provided for in the Estimate.
Taking up mitre sills, recess platforms, and underpinning walls, &c.....	6,450 00		
Removing, altering and replacing gates.....	700 00	9,650 00	
Deepening prism of Canal, between Lock No. 26 and head of Iroquois Canal, (Junction Canal.) distance 12,910 feet, width 50 by 1.50 = 35,862 cubic yards, at 30 cents.....	10,758 60		E.—Since the construction of the Junction Canals, the water has been raised 1.75 feet in Iroquois section: there are, however, several places where dredging will be necessary.
Securing waste weir.....	441 40	11,200 00	
E.—Deepening Iroquois Canal at different places, 12,000 cubic yards, at 26 cents.....	3,120 00		F.—In October, 1856, there was only 8 feet 3 inches water on the lower sill of this Lock.
Reconstructing booms through rock cut.....	1,500 00	4,620 00	
LOCK NO. 25.			
F.—Construction and removal of coffer dams and unwatering work.....	2,500 00		
Carried over.....	2,500 00	63,811 09	

WILLIAMSBURG CANALS.—Estimate for deepening.—Continued.

Situation of Work.	Amounts.	Totals.	REMARKS.
	\$ cts.	\$ cts.	
<i>Carried forward</i>	2,500 00	63,811 05	
Taking up lower mitre sills, recess platforms, &c., and relaying them, lowering chamber floor, securing walls, &c.....	7000 00		and in September and October, 1858, there was 15 ft. 7 in., and 14 ft. 9 in. respectively; the foundation is of rock, which, in the chamber, is about the same height as the lower mitre sill—the whole of which, except at the immediate toe of the walls, it is proposed to remove to the necessary depth.
Removing, altering and replacing gates.....	700 00	10,200 00	
RAPIDE PLAT.			
Deepening upper entrance 600x600x2.50=3,333 cubic yards, at 80 cents..		2,666 40	
LOCK NO. 24.			
G.—Construction and removal of coffer dams and unwatering work.....	3,000 00		G.—The sills of this Lock must be sunk about 3 feet, which will necessitate the taking up and relaying of the chamber floor throughout.
Taking up and relaying mitre sills, recess platform, chamber floor, underpinning walls, &c., &c.....	9,500 00		
Removing, altering and replacing Lock Gates, &c.....	700 00	13,200 00	
II.—Deepening between Locks Nos. 24 and 23, distance 18,120x50x2.75=92,277 cubic yards, at 35 cents		32,296 95	II.—The bottom of this level must be sunk, at many places, fully 3½ feet—but there being a few bays and places where less excavation will be required, the average has been assumed at 2.75; the material to be removed is of a hard nature generally.
Widening curves, slopes, &c., 30,000 cubic yards, at 25 cents		7,500 00	
LOCK No. 23.			
Taking up and relaying mitre sills, recess platforms, chamber floor, &c., cost same as No. 24.....		13,200 00	
FARRAR'S POINT SECTION.			
Deepening Canal from upper entrance to head Lock, 3,800x50x2.75=19,350 cubic yards, at 50 cents.....	9,675 00		
LOCK No. 22.			
Taking up and relaying mitre sills, platforms, &c., cost same as Locks above.....	13,200 00	22,875 00	
		165,749 00	
Add Contingencies and Superintendence		16,250 60	
Total		182,000 00	

(Signed,) JOHN PAGE,

C. E. P. Works.

Quebec, 23rd January, 1860

I.

INSTRUCTIONS TO, AND REPORT OF THE CHIEF ENGINEER ON PROPOSED NEW LIGHT HOUSES FOR THE RIVER AND GULF ST. LAWRENCE.

DEPARTMENT OF PUBLIC WORKS

Quebec, 10th February, 1860.

SIR,—The Government having under consideration the erection of additional Light Houses in the River and Gulf of St. Lawrence, and as you have visited and examined a great part of the Coast, I have to request that you will prepare a Report on the subject and give your views on the comparative advantages of the various positions. You will also state the order in which you may consider the requirements of the navigation demand their construction, what materials shall be used, and you will prepare an estimate of the probable cost of those, the construction of which you may recommend, assuming that the Government would furnish means for conveying the workmen and materials to and from the sites.

In connection with this you will receive communications that have taken place between this Department and the Quebec Trinity House, the owners and the masters of the Ocean Steamers, and Captain Orlebar R. N. and Mr. Fortin, on the subject of locating the Lights, and you will also receive the correspondence that has taken place with the Light House Boards of Scotland, and the United States.

The places to which your attention is specially called are the following.

Battle Island.	-	-	-	-	Coast of Labrador.
N. E. end of Belle Isle.	-	-	-	-	"
Cape Bauld	-	-	-	-	Newfoundland.
Cape Norman	-	-	-	-	"
Point Ferolle	-	-	-	-	"
Cape St. George	-	-	-	-	"
Cape Anguille	-	-	-	-	"
Cape Ray	-	-	-	-	"
Point Enragée	-	-	-	-	
Bird Rocks	-	-	-	-	Gulf of St. of Lawrence.
Bryon Island	-	-	-	-	"
Greenly and Wood Island,	-	-	-	-	W. end of St. Belle Isle.
Murr Rocks and Island	-	-	-	-	Labrador.
Cape Whittle	-	-	-	-	"
Natashquin Point	-	-	-	-	"
Cape Observation	-	-	-	-	Anticosti.
North Point-	-	-	-	-	"
Cape Chatte	-	-	-	-	"
Manicouagan Shoal	-	-	-	-	"

Metis, and such other points as you have visited,

You will also receive a communication from the Government of Prince Edward Island in reference to two Lights proposed to be erected on the East and North Capes of that Island, and you will be good enough after communicating with the Trinity House, to Report on the expediency, or otherwise, of joining in the erection of these Lights.

I have the honor to be, Sir,

Your obedient servant.

(Signed,) JOHN ROSE

Commissioner.

JOHN PAGE ESQ.

Chief Engineer

Public Works.

Quebec, 28th February, 1860.

THE HONORABLE THE COMMISSIONER
OF PUBLIC WORKS.

SIR,—In compliance with instructions conveyed in your letter of the 10th instant relative to the erection of Light Houses on the River and Gulf of St. Lawrence, and Strait of Belle Isle, I have the honor to report in order following :

1stly. The places visited and their comparative advantages for Light Stations.

2ndly. Order of construction recommended.

3rdly. Class of materials, &c., &c., with approximate estimate of the cost of the erection proposed to be first undertaken.

In carrying out this arrangement, the most distant place examined will be proceeded with first, following with the others in their order.

It is, however, considered proper to acknowledge at the outset, the obligations I was under throughout to the Charts and descriptive sailing directions, prepared by Admiral Bayfield, and others, as well as to information verbally supplied by other naval gentlemen, and lastly, though not least, to several gentlemen connected with the Trinity Board, Quebec, who accompanied me.

1stly. Description of places visited, &c., &c.

S. E. BATTLE ISLAND.

The Battle Islands, on the coast of Labrador, form the South point of St. Lewis Sound, and the South East Island of the group, shews, at the extremity both from the S. W. and N. E., and is said to be the first land generally made out by transatlantic vessels bound for Canada, by way of the Strait of Belle Isle. When seen from a distance of a few miles, it has an extremely dark, ill-defined appearance, which forms a striking contrast with the icebergs, not unfrequently seen within a short distance of it, as was the case on two occasions that I visited the locality.

Although named as if one, it consists of two islands lying close together, between which is a comparatively narrow passage, still sufficiently wide at its north end, to admit and afford shelter to fishing and other small vessels. The two, including the intervening space, are about one-half of a mile wide, by three-fourths of a mile long. The East Island is the largest, and may be known, irrespective of position, when viewed from a seaward direction, by a rugged sort of mound at each end, and another near the middle, in a N. E. and S. W. course. The latter stands further to the eastward, than either of the others, and was therefore considered as the most eligible position for a light house, of any place on the Island. The point thus chosen stands about 350 feet N. W. from ordinary water mark, and 190 feet over the level of the sea. Immediately S. E. of it, the surface has a slight declivity for a distance of 50 feet, then suddenly becomes rough and precipitous to the water's edge, towards the N. E. the surface has an inclination of from 10 to 40 feet in distances, varying from a tenth to a fifth of a mile, and at about 300 feet from it, in a northerly direction, there is a fresh water lake of considerable depth, and of fully five acres area. Other small lakes and ponds were observed on the Island, the appearance of which indicated an abundant supply of fresh water at all seasons, for every necessary purpose.

The Island is chiefly a Granitic formation, the lower part consisting of various colored granites, from dark red to light grey,—higher up, the rock has a dark appearance, intersected with large veins of quartz, and along the sides and bottom of a ravine on the N. W. part of the Island, near a fishing station, are some large masses of pholonite or elink stone apparently stratified, some of which are in detached blocks, of dimensions and shape well adapted for building purposes. The higher points, and that forming the site of the proposed buildings, are of a nature that the action of the weather seems to decompose, leaving irregularly shaped protuberances, standing over the general surface, not unlike pebbles in a bank of indurated clay, still it is durable enough for a foundation to any structure.

There is no suitable building stone on the Island, that could be easier prepared than the granite and clink stone above referred to. The one would, however, answer well for interior work, and the other for any purpose. The granite although expensive to quarry and dress, is well known to possess all the characteristics of good building stone, and its use in such a situation is believed, would be more appropriate and cheaper, than to transport any other class of building materials from a distance, the landing and handling of which, would unavoidably be attended with much uncertainty, great difficulty and expense.

This being common to several other places about to be brought under notice, to avoid repetition, it will be more fully treated of under the head, "Class of materials."

Sand, I was credibly informed, could be obtained in St. Charles River, about 15 miles to the westward, where there is also an abundance of low stunted timber, used for fuel by the fishermen, but so far as I could learn, none of it would be suitable for Building purposes.

A Tower 50 feet in height at the place above stated, would overtop every point in a direction serviceable to vessels, and command a visible horizon of at least 21 nautical miles. It would be 22½ miles distant from the Light established on the S. W. point of Belle-Isle, and 18 miles from the N. E. end of that island. A light, if placed here, from the important position it would occupy, should be of the "First order," and so as to be readily distinguished from the present one on Belle-Isle, it should be on the revolving principle.

It however appears to me barely possible, that the mariner could derive an equal degree of benefit from a light on this island, as from one on the N. E. end of Belle-Isle, for the reasons hereafter stated.

NORTH EAST END OF BELLE-ISLE.

During high winds from any direction, no safe landing can be made at or near the N. E. end of this island, and the heavy rolling sea that continues long after a gale has abated, is equally dangerous; but after a continuance of moderately calm weather, no difficulty is experienced by small vessels in making Black Lakes Cove, which is formed by two low converging points, at the end of the island, where it is said fishing vessels, frequently ride for the greater part of the summer months. In the event of this point being selected as a light station, some difference of opinion may exist regarding the best position for the light, that is to say, whether it should be placed principally for the benefit of the North passage, which is the route preferred by vessels entering the strait, as the current, sets in through it and out on the south side of the island, or be placed so as to command the greatest range in an easterly direction also, if the former was the sole object, the *North Point*, or *Point Misery* would be the proper site.

But in my opinion, if a Light House is built on this end of the island, it should be placed so as to be of the greatest possible benefit to vessels in every direction, as it would then, to a very great extent, do away with the necessity of a light on Battle Island, while as a leading sea light, it would be in a more advantageous position than the latter, being fully 10 miles further east, in a seaward direction. Acting under this impression, a point at the N. E. end of the island, about 360 feet over the level of the sea, was selected as the site for the necessary building. Point Misery is about the same height, and bears W. N. W. from it, and a continuation of the same line would pass near Lark Island.

A light on this point could be seen in the north passage, from an outward bound vessel, shortly after losingsight of the light on the south west point, and when from 5 to 6 miles off, opposite the centre of the island, both lights could be seen at one time.

Thus all the objects connected with the north channel, that could be gained by a light on the north point, would be obtained by one at the place selected, while it would be nearer, and mark out with a greater degree of certainty, a reef that extends out two miles in a N. E. direction from the island, and it may be added, although a matter of less importance, it would be more accessible for the transportation of materials, and the necessary stores from the landing place, than either of the other points referred to could possibly be made at any thing like a moderate outlay.

From the cove, a roadway can be formed at comparatively little expense, for a height of about 220 feet over the sea, by following a narrow ravine, which rises gradually at the rate of one in five or six, for the first 75 feet in height, when it increases to a width of about 45 feet at bottom, with an inclination of one in nine or ten to the elevation above stated.

The upper part, although at places steep and as a whole rugged, can be easily ascended by following a circuitous upward direction, along which a passable road might be made at a moderate expense.

Although little else is to be seen at the extreme end of the island, than huge masses of bare sterile rocks, cut here and there into deep and all but impassable gorges, the view towards the interior, is diversified by a group of small conical hills and flat valleys, where patches of short coarse grass and furze, may be seen in a few sheltered corners; these are however the only signs of vegetable life, except the moss on the rock, still as a whole, it presents a far more cheerful aspect than the south end.

The rock is of a granitic character, the lower part is of a light grey color, but gets darker towards the top. In several of the ravines masses of green stone were found, some of which occur in small well shaped blocks.

An abundance of fresh running water may be obtained from a ravine, at about 160 feet below, and within 900 feet of the proposed site, which with the stone above alluded to, are all the island can supply towards the necessary erections.

Salt water sand can be procured in Chateau Bay, on the Coast of Labrador about 24 miles distant.

A Tower 40 feet high, with suitable dwelling houses for the keepers, would answer every purpose.

A light at this place being assumed as an efficient substitute for one on Battle Island, it should be of the "first order," and made revolving to distinguish it from the present fixed white light, on the S. W. end of the Island.

CAPE BAULD.

The advantages proposed hitherto to be gained by the advocates of a Light on Cape Bauld, although for general purposes already fully met, by the selection of a more advantageous position on the South West end of Belle-Isle, still having visited the place, a short description of it is submitted, as called for by my instructions.

The Cape is a well known prominent headland on the North point of Quirpon Island, and in the N. E. extreme of the Coast of Newfoundland. It is 14 miles south of Belle-Isle and 18 miles east of Cape Norman.

The place considered the most suitable site for the necessary erections, in the event of its being decided to establish a Light there, is on the highest and most Northerly point of the Cape, 50 feet back from the edge of the cliff, N. E. 750, and S. 500 feet, from the water line, and about 240 feet over the level of the sea. 800 feet towards the interior it attains an elevation of 330 feet over the sea. The North and West sides are bold but exceedingly rough. On the East is a large Bay, bounded by Split Point; in this direction the inclination is less abrupt, but it is intersected by deep chasms, which render the ascent difficult, unless by following a zig zag course that more than triples the distance; still a passable road might be formed on that side, at one-tenth of the expense it could be done on either of the other sides.

It is a stratified lime stone formation of an extremely coarse texture, especially the upper 50 or 60 feet, which is much weather worn, and large masses of it lie along the face of the cliff partly decomposed, but a more compact and better class of stone, can be found lower down, which, when broken, has a fracture resembling some classes of dark grey granite, so that there is every reason to believe an abundance of good stone, could be found in the vicinity.

There are some small fresh water Lakes a short distance from, and about the same height as the place selected, and a spring which appeared to be continuous, was found in the immediate neighborhood. Salt water sand is said to be abundant in Noddy or Quirpon Harbor, from 4 to 5 miles distant.

CAPE NORMAN.

This Cape is, with the exception of Quirpon Island, the most Northern part of Newfoundland; seen from the Eastward, it appears to stand out prominently, but from the Westward it can scarcely be distinguished from other parts of the so called "Straight" Coast. It appears nearly level on top, and moderately high.

The Light House on the S. W. end of Belle-Isle, bears from it N. E. $\frac{3}{4}$, E. 24 miles. The light on Point Amour bears W. by $5\frac{1}{2}$, S. 36 miles, and the opposite coast of Labrador is distant $1\frac{1}{2}$ miles.

To promote the safe and facile navigation of the Strait, no point, in my opinion, could be more advantageously selected for the erection of a Light House than Cape Norman, and it is admitted, by all the seafaring gentlemen, with whom I have had an opportunity of conversing on the subject, that it would in point of importance be second only to those already established. A fact which will be evident to any one, on bearing in mind, that, in moderately clear water, a vessel, from the time she entered the Strait, at either end, would be constantly in range of one or other of the Lights, consequently at all times, her relative position could be correctly ascertained.

The site fixed upon, is on the most northerly and highest point of the Cape, 80 feet south from the edge of an all but perpendicular precipice, 60 feet high, (about 400 feet long in an East and West direction,) and 90 feet westerly of a very remarkable weather worn high rock, that at a short distance resembles the ruins of a large dilapidated building; immediately to the south of it, is a patch of sand 50 feet square, and from 8 to 12 inches deep, overlying the rock. This sand is, however, of too fine a grain for building purposes.

About one-fourth of a mile to the South East, is a plot of ground several acres area, apparently of good soil, and well sheltered, which might be of great service to the keepers as a garden. This is the only spot fit for such a purpose, observed at either of the places so far brought under notice.

There are a few ponds of fresh water in the vicinity, which appear as if they might supply sufficient water for ordinary use.

Salt water sand, it is said, can be obtained in Pistolet Bay, a few miles to the Eastward.

The whole of this part of the coast consists of lime stone, the upper or exposed parts of which, especially the Cape, presents an extremely rough, weather and water worn appearance, except about 400 feet in length of the face of the cliff, which is as sound as if only recently exposed to the weather. The lower part lies in regular and uniform strata, of from 8 to 30 inches in depth. It is of a dark blue color, sound, and of as good a quality for building purposes, as most classes of lime stone; it can be easily quarried, dressed and delivered on the spot required.

A Tower 65 feet in height, with a "third order" flashing light might be placed here to distinguish it from the lights at Point Amour and Belle-Isle, both of which are fixed.

The erection of a Light House on *Greenly* or *Wood* Island at the Western entrance of the Strait of Belle-Isle, having been previously urged on the Government, by parties claiming a knowledge of the locality and wants of the navigation, both these islands were visited, and their relative positions ascertained with care, although in my opinion, no necessity whatever exists for a light on either, except it may be for the benefit of the Fisheries, and very limited coasting trade, connected with them and Bradore Bay, especially if Point Ferolle on the opposite side of the strait, is selected for a light station. A short description of both islands is however submitted.

GREENLY ISLAND.

Is on the Labrador side of the entrance of the Gulf through the strait, about 13 miles W. S. W. from Point Amour, the present light station, and lies fully one-half mile to the North of a line between the latter and Wood Island. It is low and unproductive, and about $\frac{3}{4}$ of a mile across, in either direction.

The point fixed upon in the event of a light being established there, is near the S. E. end of the island, on a plateau 50 feet over the level of the sea, where the rock is covered with sand to the depth of 3 feet,—it is about 650 feet west, and 500 feet north of high water lines, and 300 feet from it, in a northerly direction, the surface is fully 30 feet higher, but a light placed so much to the north, as to be on this high ground, would be obscured in an easterly direction by Wood Island.

The island consists wholly of red sand stone, of a close grained texture, lying in blocks of every size and shape, suited for building purposes. Salt water sand of a sharp angular grain is abundant on the spot, and there are numerous large springs of fresh water, on different parts of the island.

WOOD ISLAND.

This island lies further to the South, and is fully a mile to the Eastward of Greenly Island; it is about one mile wide in an East and West direction, and nearly two miles long; moss and coarse grass are its principal vegetable productions.

The S. W. point of the island, stands about 50 feet over the sea, and has a gradual inclination towards the North of 80 feet, in a distance of about 800 yards; thence in a North-easterly direction the surface is fully 200 feet higher.

It is a sand stone formation, similar to Greenly Island. Sand, in like manner, is abundant, but fresh water appears to be less plentiful.

POINT FEROLLE.

This headland is on the Newfoundland side of the Gulf, near the western entrance, through the strait lying S.S.W. 28½ miles from Point Amour, 21½ miles from Greenly Island, and N. E. by E. 22 miles from Point Rich; it is flat and of moderate height, but stands out prominently, and appears like an island when seen from a distance: it is, however, connected with the main land by a very narrow neck, which separates the Bay of St. John from New Ferolle Bay.

A short distance back from the shore, it is wooded with spruce and other trees, some of which are of good size, but they are generally small and stunted; fresh water ponds are abundant in the interior.

The place marked out as the most advantageous site for a Light-house here, is 55 feet over the level of the sea, 200 feet south from high water mark, and about one-third of a mile from the extreme S W. point, which forms the N. E. side of the Bay of St. John, and within a short distance of three fresh water ponds, one of which is fully 2½ acres area. In a S. W. direction from it, the ground rises from 5 to 6 feet, and to the N. E. it diminishes in height, and the coast trends towards New Ferolle Bay.

The point consists principally of dark blue limestone, the surface of which, where exposed, is much weather-worn, but the rock being of good quality, there is every reason to believe, that sound and durable building stone, of any dimensions, can be found a few hundred feet back from the margin of the sea.

At a few isolated places along the shore, small patches of sand were observed, but not of a class suitable for building purposes. I was, however, informed by some fishermen, who reside on the east side of the point, that salt water sand was abundant, in both St. Margaret and St. John's Bay.

A tower 85 feet in height, fitted up with a "second order" light, would, in my opinion (in which many intelligent naval gentlemen concur), be of more importance and service in promoting the safety of the navigation, than one on any other place that could be selected at or near the west end of the strait of Belle Isle. Distinguishing characteristics will be referred to hereafter.

The erection of an efficient light near the S. W. extremity of Newfoundland, as a guide to vessels, passing by the south entrance to the Gulf of St. Lawrence, has always been re-

guarded by mariners and others, more or less conversant with the navigation by that route, as one of the most *important* that could be established. It was therefore considered proper to examine all the different places, along the coast, that have been from time to time recommended as eligible positions for it, each of which will claim attention in order following.

CAPE ANGUILE.

Forms the S. W. point of St. George's Bay, and lies 18 miles N. $\frac{1}{2}$ E. from Cape Ray. Its summit, not less than 550 above the level of the sea, is closely wooded with a variety of trees, principally of small growth, but not of that stunted appearance common to those along the northern part of the coast.

The side next the Bay is precipitous and bare, for a height of from 250 to 300 feet over the water—towards the west the acclivity at the extreme point is regular but steep, and recedes in a S. easterly direction, leaving a triangular flat of low ground along the shore, increasing in width towards Cod Ray harbor, which lies about 2 miles south of the Cape.

In case of it being decided to construct a light house on this part of the coast, two places were examined, either of which might be considered as presenting a favorable site.

One is on the S. W. point of the plateau above referred to, which, although 25 feet over the water surface only, stands more seaward, than any higher position that could be chosen.

The other is on the extremity of the cape, at an elevation of about 250 feet over the sea.

A light at the place first mentioned would possess the advantage of being more accessible, and less liable to be obscured by fogs, than one on the higher part of the Cape, but the latter would have a more extensive range, and in that respect may be fairly considered as the preferable site. Strictly, there would be little or no difference in the actual outlay required at either place, as the greater height of tower necessary on the less elevated ground, would, as regards expense, be fully counterbalanced by the cutting and formation of a road, as a means of access to, and around such buildings as might be erected on the higher ground.

This place as already stated, is on the extreme point of the Cape and may readily be known, from its being on a small flat, near the top of the unwooded patch, on the face of the mountain, remarkable at a short distance for its triangular shape, bright green color, and uniform appearance.

A Light Tower there, from 35 to 40 feet high, would answer every purpose, on which a good light, in the ordinary state of the atmosphere, could be seen from the deck of a vessel a distance of at least 25 miles.

A roadway, with an inclination of one in four or five, could be formed, (although at a considerable expense) by following a zig zag upward course, along the S. W. west side of the green patch above referred to.

Timber for fuel and ordinary purposes is abundant, and there are several running streams of fresh water, at distances of from one-half mile to a mile respectively, from the proposed site.

The lower part of the cape consists of a light gray close grained granite rock, well adapted for building purposes. There is an abundance of salt water sand in St. George's Bay, and it is said it could also be obtained in Cod Ray harbor.

Point Enragée and Duck Island.

This point is low, rocky and bare, and can scarcely be distinguished from other parts of the coast until close up with it. On the east, "Rocky bay" gives it the appearance of a greater degree of prominence. On the west, there is nothing remarkable, except that the same rugged coast trends slightly towards the N. W. for a distance of about three quarters of a mile, where the rock disappears; thence to Cape Ray the shore is of sand, alternating in low flat beaches and high banks, around a large deep bay, where it is said ships occasionally come to anchor.

The point lies S. S. E. about $4\frac{1}{2}$ miles from Cape Ray, and appears inland in a line between it and Duck Island, which lies in a south easterly direction, about $1\frac{1}{2}$ miles from Point Enragée, and is very apt to be mistaken for it, from the deck of a vessel a few miles off.

This may account for the Point having been recommended as a site for a light-house; but although it is the most salient point of the main land, it certainly appears, when on the spot, to be within range of Duck Island and the coast to the eastward, and as if a light on it, would have the disadvantage of being eclipsed near the shore, in an easterly direction, by the high islands south of Grand Bay.

It is about 25 feet above the level of the sea, and consists of granite through which large veins of trap run in every direction, the surface is very rough and irregular, except a space of about 40 feet square, within 150 feet of the extreme point. This level space is considered the best site for the Tower, in case a light is placed there. In the vicinity there are several fresh water ponds.

It however appears to me, that Duck Island is the most eligible position for a light house in that neighbourhood, as nothing could obscure it in any direction, serviceable to inward bound vessels, and it could not be shut out from view, except by Cape Ray, to those outward bound.

This island is also of a granitic character, the stone of a light grey color, close grained, and well adapted for building purposes.

It is from 10 to 12 acres area, covered with a thick growth of moss, with occasional patches of short coarse grass.

A few fresh water ponds were observed, but none of them were large enough for any useful purpose; their capacity might, however, be increased at a small expense, to hold water sufficient for ordinary use.

Salt water sand can be obtained in "Rocky Bay," of which the island forms part.

The place marked out as the site for the necessary buildings, if decided to make this a light station, is on a flat near the S. E. side of the island, 25 feet over the sea, 300 feet back from the water line, and 300 feet east of a small bay, about 150 feet wide, deep inside, but barred at the entrance by sharp pointed rocks.

CAPE RAY.

The extreme point of this cape, is about two-thirds of a mile wide in an east and west direction. It is flat and bare, with the exception of the S. W. side, and part of the middle, which are covered with dwarf spruce trees, closely matted together, seen from any point of view, the Cape in connection with the land lying to the northward, is very remarkable, near the shore, it is comparatively low, but about two miles inland, is a conical hill (*called the sugar loaf*) not less than 600 feet high, a little further to the north, is a mountain that rises still higher, which, on the N. E. side, appears to be almost perpendicular, and quite flat on top; between this mountain and the large "Sugar loaf," are two other separate conical hills, of less height, which in clear weather, can be seen at a great distance.

The place selected and marked out as the most advantageous position for the erection of a Light Tower, is about the centre and highest part of the Cape, 85 feet over the level of the sea, and 1,000 feet north of water mark, and at the place referred to above, as covered with dwarf spruce. The top of the "East Sugar Loaf" bears from N. E. by N.

The whole Cape is a granite formation; where the surface is flat, it is generally covered with from two to three feet of soil. The stone are of a close compact texture, well suited for structures that should be of a permanent nature. Fresh water for any purpose can be obtained, from running streams in the vicinity. Salt water sand may be had in the Bay on the N. E. side of the Cape.

Having thus referred to the different places, examined on this part of the coast, I submit that in the event of two Light houses being built, one of them should either be on Duck Island or Point Enragée, and the other on Cape Anguille. But if one is deemed sufficient to meet the wants of the navigation, in that case Cape Ray may be considered the preferable position.

Attention is drawn to this, from its having been urged that few shipwrecks or casualties of that nature were ever known to have taken place in the immediate vicinity

of Cape Ray, but that they had been of frequent occurrence on the coast, at and Eastward of Point Enragée, and in St. George's Bay, consequently that these are the places for light stations.

In reply, it may be said that a light on Cape Anguille, would be of no service whatever to an inward bound vessel, until fully up with Cape Ray, further, that the wrecks which have occurred at, and in the vicinity of St. George's Bay, may be attributed fully as much to masters of vessels, hesitating to make free with the "Bird Rocks," as to any other cause, and that in order to give these known dangers a wide berth, they stand well to the north, when it frequently occurs in case of dark heavy weather, together with the set of the tides, that for several days the position of a vessel cannot be correctly ascertained; hence St. George's Bay is sometimes taken for the passage South of Cape Ray.

It is however, generally believed by seamen that occurrences of this nature, would be less frequent if a light was established on the "Bird Rocks," as vessels bound to and from Canada, could then stand boldly on their course, which lies a considerable distance to the S. W. of St. George's Bay.

Relative to a light at or near Point Enragée, it may be said, that although it would be more serviceable there, in an easterly direction, it would be in a less advantageous position, to vessels outward bound, especially if to the north of their course, as the light would in that case be eclipsed by Cape Ray; it is therefore believed that if placed on the latter, it would be of more general utility.

ISLAND OF ST. PAUL.

It having been intimated that the light on the S. W. end of this island, might be removed to a more eligible position, the place was visited with a view of ascertaining the nature, and condition of the works, of which the following is a short description.

The Tower is a wooden structure, of an octagonal shape, covered with shingles all round, and painted white; it has stood fully 22 years. The light revolves, and the apparatus is constructed on the catadioptric principle; it is in good order, appears to be well kept up, and shows a good light.

There is a fog bell kept in motion by clock work, connected with the Tower, this the keeper set in operation in my presence, but the bell was not heard aboard of a vessel, lying from $1\frac{1}{2}$ to 2 miles off the island.

On fully considering this question, I am of opinion, that the expense of taking down, and again fitting up the lighting apparatus, which is all that could be of use, would amount to full as much as it is worth, apart from the propriety of removing a light so long established, and well known to mariners.

BIRD ROCKS.

These dangerous rocks are situated in the Gulf of St. Lawrence, all but in the direct track of vessels passing to and from Canada, through the channel S. W. of Newfoundland.

In passing them, it is generally recommended to stand well to the eastward, but occasionally vessels pass between them and Bryon Island, the east end of which is about $10\frac{1}{2}$ miles to the westward of the N. W. or little "Bird Rock," and from the latter the east point of the Magdalen Islands is distant $16\frac{1}{2}$ miles.

The weather having been moderately calm, for some time previous to our visiting this part of the Gulf, hopes were entertained that little or no difficulty would be experienced in landing on the largest of these islets, but shortly after passing the island of St. Paul, a light breeze sprung up, which continued to increase as we approached the place; it was therefore decided to proceed towards Bryon Island, and anchor there until the following day. The wind having abated during the night, we left next morning for the Bird Rocks, but the sea, comparatively smooth at a short distance off, was found to break on them with such force as rendered it unsafe to approach closer than to within from 80 to 100 feet of either side, this being the case, it was considered best to make such observations, as the circumstances then admitted of, without waiting longer for the purpose of landing,

especially as we had been credibly informed, that weeks might elapse before this could be effected.

Admiral Bayfield, in the sailing directions prepared by him, describes these islets as follows.

"The Bird Rocks are of coarse red sand stone or conglomerate, in strata dipping very slightly to the S. W., and are constantly diminishing in size from the action of the sea. They present perpendicular cliffs on every side; yet, it is possible to ascend with great difficulty in one or two places, but there is no landing upon them, except in the calmest sea. Every ledge and fissure of the cliffs is occupied by gannets, and the summits of both rocks are literally covered with them. The white plumage of these birds give these rocks the appearance of being capped with snow, and renders them visible through a night glass, in a clear moonlight night, from a distance of 7 or 8 miles

"The two Rocks bear from each other N. N. W. $\frac{1}{2}$ W. and S. S. E. $\frac{1}{2}$ E., and are about 700 fathoms apart. Sunken rocks leave only a boat passage between them. The South Easternmost is the largest and highest, though scarcely 200 fathoms long, and not more than 140 feet high above the sea."

To the above general description of the largest islet may be added,—the West and North sides, round to the N. E., are the highest parts of it (about 140 feet over the level of the sea,)—the S. W. angle is from 30 to 40 feet lower, and the top of that place has a gradual inclination upwards, and is covered with green moss or short grass.—At several places around the foot of the islet, are large masses of rock, of a similar character and appearance as the sides of the precipice, some of which are partly over the water.

The upper part of the sides generally falls back from 40 to 50 feet, the greatest inclination being immediately at the top: but on the N. E. side, in an indent, of from 30 to 35 feet in depth, and about 160 feet in width, the face of the rock seems to be all but perpendicular, and at the S. W. corner, apparently the only accessible place, the acclivity is less than elsewhere, and the strata of the rock is so stepped off, that ascending it there does not seem so formidable a matter, as to effect a safe landing on it.

The Rock, although a sand stone formation, appears to be of a hard nature; still the incessant washing of the sea must be gradually wearing it away, but the smooth solid appearance of the lower part of the sides, indicate the process to be slow.

The top is completely bare, and those who have been on it, say there is no fresh water, except what may lodge in the crevices of the rock during rain storms.

In short, it presents every difficulty that can well be imagined, to the landing of such materials as are necessary for the erection of a Light House, and notwithstanding anything that could be done, to facilitate that object, the place would be accessible only during a continuance of calm weather, which, in that vicinity, is generally of short duration, and always uncertain, as frequently heavy seas accompany a dead calm, either before or after a gale. Although these difficulties and unavoidable delays would be found extremely perplexing, still I am of opinion that, with proper arrangements and a suitable equipment of vessels, judiciously managed, the erection of a Light House on the S. E. islet, could be successfully accomplished.

All the captains and masters of vessels with whom I have had an opportunity of conversing upon the subject, have expressed it as their opinion, that the erection and maintenance of a good light at this place, would be of more benefit to the navigation, than any one that has been or could be built, on the ocean route of the St. Lawrence.

All further agree, that the dread of making too free with the Bird Rocks, has led to tenfold more shipwrecks and disasters elsewhere, than ever occurred directly on them, that is, the greater number of casualties of that nature, which take place on Bryon and Magdalen Islands, and along the Western coast of Newfoundland, may be attributed to a desire on the part of masters of vessels, to stand clear of these dangerous "rocks."

The following statement of shipwrecks &c., that took place between the years 1845 and 1857 was furnished by Mr. Wayght, a gentleman who at the time of our visit resided on Bryon Island, viz :

10	Vessels wrecked (gave their names)	}	Off Bryon Island.
1	do. driven ashore, but got off in 24 hours,		
2	do. abandoned at Sea,	}	Magdalen Islands.
6	do. wrecked,		
4	do. do.....		Bird Rocks.

It is not however to be expected that this list, made from memory, contains a full catalogue of the disasters, that have taken place within the dates stated, as no doubt shipwrecks have occurred within the same periods, on the western coast of Newfoundland, and some, it may be, of which not a single trace was left, whose fate may have been vaguely chronicled as "foundered at sea."

Without presuming to say to what extent such casualties would be avoided, by establishing a light and proper signals, in case of "Fog" or snow storms on the "Bird Rocks," it may fairly be inferred they would be greatly diminished, thereby creating not only such a degree of confidence in the St. Lawrence navigation, as would tend to lessen the rates of Insurance, of both vessels and cargoes,—but what is of far greater consequence, it would be a step in the right direction towards promoting the cause of humanity, by ameliorating the dangers to which shipping of all classes are exposed, and might be the means of saving many valuable lives from sudden accident, and the still more dreadful calamity of a lingering death, from starvation aboard of a foundered vessel.

But the great difficulties to be encountered, and outlay necessarily required in the first instance, together with the future maintenance of a light on the "Bird Rocks," are questions that naturally lead to the enquiry, whether a light would not serve nearly, if not altogether, as good a purpose on the east end of Bryon island.

This, there is good reason to believe, would not be the case, as a light station on any point that could be selected there, it is to be feared instead of being a "beacon of safety," would have a tendency to draw vessels on to the very danger that should be avoided; while the indispensable alarm signals during dark, hazy weather, would be of little or no service whatever, unless it be assumed that the narrow passage between that Island and the "Bird Rocks" is equally safe, as the one to the eastward of the latter. But this no nautical gentleman to my knowledge admits, neither does Admiral Bayfield or any other Hydrographer recommend it.

The question is therefore looked upon as disposed of, and the S. E. Bird Rock understood to be the proper place on which the light should be erected.

Acting under this impression, and considering fairly all the known circumstances connected with the prosecution of such a work, I am of opinion that in a situation so isolated and remote, where the landing of workmen, provisions for their use, and materials for the structure, would be exposed to so much risk and delay, the prudence if not the practicability of erecting buildings of the ordinary class, may fairly be questioned. At all events there can scarcely be a doubt, but that the object could be more expeditiously, and economically effected by an iron structure, such as could be fitted up and perfected before leaving the establishment at which it was made, taken apart and transported to its destination in pieces that could be easily handled, and when safely landed, would require only to be refitted, and secured to the rock.

A house for stores, and the keeper's accommodation must also be provided, built either of iron or wood,—the former, to guard against accidents, would be preferable. A tower of from 25 to 30 feet in height, would be sufficient to enable the light to be seen from the deck of a vessel, when within one-third of a mile of the rock.

The objections generally made to the use of iron as a principal material for *light towers*, can scarcely be said to bear on this case,—the structure itself being low, it would be subject to little or no vibration from the action of winds, and, being in a great measure beyond the reach of salt water, it would not be liable to oxidize, from any other cause than atmospheric influences. Iron buildings might therefore be classed as permanent structures, when used in such a position.

These remarks although properly coming under the head of "class of materials" are submitted in connection with this exceptional case.

Bryon Island.

This island as already stated is situated $10\frac{3}{4}$ miles South Westerly of N "Bird Rock." In that distance it lies three miles further to the south, and fully nine miles south of a line that touches the Birds, and passes midway between Cape Rosier, and the Island of Anticosti on the N W, and within $5\frac{1}{2}$ miles of the Island of St. Paul on the S E. Otherwise, that it lies a considerable distance, south of the track of the vessels, which leave "Birds" to the westwards, as recommended by Bayfield and others for large ships.

The Island is fully four miles long in an easterly and westerly direction, the breadth varying from a half to one and a quarter mile. It consists principally of red and grey sandstone, part of which is of an exceedingly brittle, and shaley nature, and principally covered to a depth of from 10 to 15 inches, with red ocherous clay. The rock forms perpendicular cliffs, with few exceptions, all around the Island.

The low undulating hills of the interior, are partly wooded with spruce and poplar, and when clear, the surface is closely covered with good quality of native grass, which affords good pasturage for cattle.

Mr. Wayht, the gentleman before referred to, has an extensive tract of land under cultivation, which produces excellent crops of oats, barley, peas, and spring wheat, besides a large dairy and nearly 100 sheep, &c., &c.

In the event of its being selected for a light station, I consider the facilities for its erection and maintenance, are better than at any other place along the whole line of coast visited, whether viewed in reference to materials, or the means of provisioning the workmen and subsequently the keepers.

Two places were examined as more or less advantageous sites. One of these is on the east point of the Island, about 60 feet over the level of the sea, which is the nearest to the Bird Rocks, of any place that could be selected short of being on one of them, but it would have the disadvantage of being eclipsed by higher ground in a Westerly course. This is however of less consequence, as it would be open in all serviceable directions.

The other is on the north side of the Island, about $1\frac{1}{2}$ miles from its eastern extremity, and immediately north one half mile of a small cove, opposite which vessels find good anchorage and shelter from north and west winds. This point is 200 feet over the level of the sea, and one quarter of a mile south of water mark.

A light there would possess the advantage of being visible in every part of the horizon, and command a greater range, than if placed on the less elevated ground at the east point, and in these respects might be considered the preferable site, but on the other hand it would be more liable to be enveloped and obscured by fog.

A good light at either of these places, would be useful on many occasions, but as before stated, it could not in any respect be considered as an efficient substitute for one on the Bird Rocks.

Attention is drawn to this Island principally as being the nearest, if not the only place, where those engaged in the construction of a light house on the "Birds" and subsequently the keepers can obtain the necessary supplies of fresh provisions, vegetables, &c.

GREAT MECATTINA ISLAND.

This island is on the coast of Labrador, $73\frac{1}{2}$ miles in a south-westerly direction from Greenly Island, at the Western entrance of the strait of Belle Isle, it stands out fully $2\frac{1}{2}$ miles from the main land, the intervening space being known as Mecattina Harbor.

The Island is large, completely bare, and not less than 500 feet high in the centre, it consists of granite traversed with deep chasms and trap dykes, which, together with its relative position to the main land, presents an appearance so remarkable, as to be readily distinguished from other parts of the coast.

On the east and south, it is surrounded with a number of small islands and rocks, the principal of which are Treble, Murr islets and rocks and Flat Island. These forming the chief dangers in this vicinity, their relative positions were carefully examined, and the place subsequently fixed upon as the most advantageous site for a light house was on

Flat Island, which lies about 3 miles seaward of the south point of great Mecattina Island. It is about three quarter of a mile diameter, including a deep indent on the east and west sides, which form well-sheltered coves easy of access to small vessels, especially the one which opens to the N. West.

The island, like all others on this part of the coast, is of a granitic character, the rock generally has a reddish tinge, except along the side of a gorge, that runs in an east and west direction through the island, where it is of a light grey color.

It is completely bare, with the exception of a few sheltered places, which are covered with short coarse grass. Several fresh water ponds were observed, generally of small area, but two of them were found to be of considerable depth, and appeared as if they contained water throughout the year.

Salt water sand is said to be abundant at "Sandy Cove" in Meccatina Harbor.

The place selected as the most suitable for the erection of the necessary buildings, is the highest level spot on the S. W. side of the island, 85 feet over the level of the sea, 140 feet south of the gorge above referred to, 240 feet north and 750 feet in a north easterly direction from water mark.

A Light on this island would possess the advantage of being nearly midway between the western entrance of the Strait of Belle Isle, and the light station proposed to be established in the vicinity of Cape Whittle, and would stand about 5 miles to the northward of a line between these points.

It is believed a Tower 50 feet in height, with a "second order" light, would be sufficient for every purpose.

CAPE WHITTLE.

This Cape is on the Labrador side of the Gulf of St. Lawrence, 61 miles in a South Westerly course from Great Meccattina island, it is the most salient point of the coast, and the shores on both sides of it are comparatively low, presenting an outline so little diversified, that at a few miles distance, it is barely possible to distinguish one part from another.

On the Southwest and south, round to the East, the Cape for several miles outwards is shut in by innumerable small islets and rocks, principally low, and scarcely perceptible until close up with them, which together with the course of the shore on each side, makes it one of the most dangerous places on that part of the coast.

In the sailing directions for the Gulf and River St Lawrence prepared by Admiral Bayfield, this place is referred to as follows: "There are many small rocks above and under water, off the southward and westward from Cape Whittle. The two outermost of these, which are half tide rocks, are distant from the Cape 2½ miles, and are called the Whittle rocks. All these rocks are steep, with from 20 to 40 fathoms water between them."

In reference to the so called "Southmakers Ledge" he also states: "This dangerous Ledge bears from Cape Whittle (the S. W. extreme of Lake Island) S. E. ¼, E. 6½ miles: but the Cormorant Rocks lie directly between them, leaving a channel between these rocks and the Ledge nearly 2½ miles wide, &c., &c. There is no channel between the Cormorant Rocks, or between them and Lake Island, excepting for small schooners, whose crews know the position every ledge."

The isolated and dangerous position of this Ledge is however much more obvious, on enlarged copies of "Naval Charts," than from any description that can be given, and it is still more convincing than either to be on the spot, and there observe its relative position to the Islands and coasts, from all of which it is distant fully 3 miles, lying considerably to the southward of either, and so low as scarcely to be seen until all but alongside of it, and at the same time observe that it is nearly opposite a point, where the coast suddenly changes from a S. W. course, to one almost directly West.

The Rock itself consists of compact *granite*, worn as smooth as glass by the incessant rolling of the waters. Its top surface is 130 feet long, 65 feet wide at one end, and 35 feet at the other, about 35 by 45 feet at the East end, it is within a few inches of being level on top, and at the time of our visit, was 5½ feet over the water; the West end is lower, and, between the high and low parts, there is a gully from 10 to 15 feet wide, the bottom of which was then about 18 inches below the water surface.

From this description of the Ledge, it will be seen it presents a surface sufficiently large, for the foundation of a Light Tower, and it will also be evident that if one was erected there, it would effectually point out the rocks and reefs that should be avoided, being itself on the most seaward, and consequently the most dangerous of all.

While it is equally certain that any structure, placed in a portion so exposed, must be of the most substantial character, to be capable of resisting the shock of the waves, (unbro-

ken by surrounding reefs,) and the impact of heavy bodies, such as timbers or spars, thrown against it by the sea.

The materials used must therefore be of a solid and compact nature, in large masses, well fitted, and secured to each other, and to the rock underneath, in short, a difficult and expensive class of work would be indispensable, with every draw-back that can well be thought of, to contend against in the way of its execution.

Although there is no reason to apprehend that obstacles would be encountered, which have not been successfully overcome in similar works elsewhere, still it is greatly to be feared, that the large outlay required, would affect the probability of the necessary appropriation being made to carry it out.

Under such circumstances, and keeping in view the fact of the great number of headlands, reefs and shoals calling for so many lights, both along the seaboard and inland navigation, proportionately increase the expense of an establishment, from which no direct revenue is derived. The propriety of such an expenditure, on one structure, might be fairly questioned, especially as it is not in all cases essential to the safety of vessels, that a light commanding a visible horizon of from 20 to 24 miles, should be placed on the extreme point of danger.

Considering the subject under this view, both on the spot and subsequently, it is believed that the object can be effected at much less expense, although, it must be admitted, in some respects in a less efficient manner, by placing a light on one of the "Cormorant Rocks," which lie about three miles to the North-west of the "South maker's ledge."

A number of these islets were examined, the first being the

S. E. Cormorant, which is 250 feet long by 70 feet average width, the highest part of it stands about 6 feet over the water, is 35 feet diameter, and nearly level. At other places the surface is very irregular.

The Nest Rock lies about a thousand feet N. W. from the *S. E. Cormorant*. It is about 150 feet long, by 100 feet wide, and stands 20 feet over the water, at the *S. E.* end; and 14 feet at the *N. W.* end.

It is believed a light tower could be erected on this islet, at less expense than on any other equally advantageous site, that could be selected, on this part of the coast. It is however, nearly 3 miles N. W. of the South-maker's ledge, and lies about $\frac{1}{4}$ of a mile to the north of it. Although a light there would not mark out the ledge, with an equal degree of certainty, as if directly over it, still it would point out, with greater precision, the no less dangerous "Whittle Rocks," lying fully five miles to the westward.

I am therefore of opinion that the "Nest Rock" should be selected as the site for a light house in that vicinity, unless a subsequent examination, when about to proceed with the work, should indicate a more favorable position.

The Tower should be at least 90 feet in height, so as to command an extensive range, and the lower part of it must be formed of heavy materials, well connected together, to resist the impetus of the sea, to which it will be subject in case of storms.

The small area of the "Rock" will prevent the necessary buildings for the keepers' accommodation being erected on it, these, together with the principal store house, can be advantageously placed on the outer Wapitagan Island, which lies to the northward, about $1\frac{1}{2}$ miles, inside of which is a good harbor with an entrance at its Eastern and Western ends.

This Island, as well as all others visited on this part of the coast, is of granite.

Sand, it is said, can be obtained of Coacocho Bay, about 7 miles to the westward of Cape Whittle.

A few fresh water ponds were seen on the Island above referred to, some of these it would be necessary to enlarge, as the nearest rivers are a considerable distance inland.

NATASHQUIN POINT.

This cape lies 63 miles westerly from Cape Whittle, 57 miles north of the east point of Anticosti, and is the extreme southern point of land on this part of the coast of Labrador. It is low, and scarcely perceptible at a moderate distance, except from its being at the termination of a range of high sandy cliffs, that extend along the shore for upwards of 13 miles to the eastward.

From the point westwards to Natashquin River, a distance of about $3\frac{1}{2}$ miles, the sand along the shore has been drifted into mounds and ridges, of from 20 to 35 feet in height, at distances varying from 200 to 350 feet back from the water. To the north of these, the surface of the ground is much lower, and covered with spruce trees, some of which are of good size.

The place selected for the site of a light tower, is on the S. E. end and most seaward part of the Point, a short distance to the eastward of a small fresh water stream, and 300 feet back from, and 25 feet over the sea, on a deep deposit of sand.

There is no stone in the vicinity; abundance may, however, be procured a few miles in the interior and within a distance of 15 or 20 miles on either side along the coast.

A light here would be 54 miles from the easternmost of the Mingan Islands, and, it is believed, would be highly useful as a guide to vessels, both by day and night.

CAPE OBSERVATION,

On the north side of the Island of Anticosti, was also examined, and estimated to be nearly 500 feet high. It is a limestone formation, closely wooded on top, and the coast, for a great distance on both sides, is high, and so remarkable that it appears as if a light there, would be of less utility, than at any other place visited.

I am fully of opinion that a light on one of the most seaward of the Mingan Islands, would be of far greater benefit to the navigation, than on any point that could be selected at or in the vicinity of Cape Observation.

NORTH POINT.

This Point is at the narrowest part of the north passage, between the Island of Anticosti and the coast of Labrador, and lies directly south of the most western of the Mingan Islands.

It stands barely 14 feet over the level of the sea, and is so little remarkable as to be distinguished only by the change which takes place in the direction of the coast.

The Point is a limestone formation, covered, to a depth of 4 or 5 feet, with shingle, and wooded with trees of moderate growth.

The place fixed upon as the site for a light house here, is near the extreme point, and about 160 feet S. W. of water mark. Fresh water, timber for fuel and ordinary purposes, can be had on the spot, and limestone, of a good quality, is abundant at about $1\frac{1}{2}$ miles to the southward.

A light on this point would be 43 miles from the eastern end, and $14\frac{1}{2}$ miles from the western end of the Mingan Islands, and would be of great advantage to vessels, by enabling them to steer clear of the reefs, which extend out fully a mile from the shore, along the whole distance between the north and west points of the Island.

CAPE CHATTE.

This point is on the south side of the River St. Lawrence, about $97\frac{1}{2}$ miles westerly of the west end of the Island of Anticosti, and $27\frac{1}{2}$ miles in a south easterly course from the light house at Point des Monts. The coast in the neighbourhood of it, is described by Admiral Bayfield as destitute of harbors, but free from dangers, and that "when seen from the eastward or westward, so that it appears as the extreme, can easily be distinguished, being a round hill separated from, but of less height than the land behind it."

The most northerly point of it is nearly 250 feet over the sea, the top is of small area, and the east and west sides have a declivity of about one in three, for a considerable distance downwards, and the whole is (with the exception of the north face of the cliff, which is bare

and precipitous) wooded with spruce trees of large dimensions, between which is a thick growth of underbrush, closely matted together.

This point is believed to be the most advantageous position for a Light House, of any which can be selected in that vicinity, as it cannot be obscured in any seaward direction. The rock of which it is composed appears as if stratified, and resembles, in color and texture, the Cap Rouge stone, used for some of the best buildings in Quebec.

The place is difficult of access on all sides, but from a small bay on the west side, a road can be formed $\frac{3}{4}$ of a mile long at a moderate expense, by following a winding course in a south easterly direction for about one-half the height, thence bearing towards the proposed site of the buildings.

A small stream of fresh water was observed in a ravine, at about $\frac{1}{2}$ of a mile from the point. Sand can be obtained at Chatte River, or St Annes Bay, respectively 3 and 10 miles to the eastward.

A Tower here of 25 or 30 feet in height, fitted up with a "second order" Lens Light, it is believed, would add greatly to the safety of the navigation.

MANICOUAGAN SHOAL.

The dangers of this shoal are so well known, through the descriptive charts of the River St. Lawrence, and the sailing directions which accompany them, that it is only deemed necessary to state, that adjoining the Peninsula of Manicouagan, for a distance of fully 18 miles, in a direction all but parallel with the river, the shore is bordered with this shoal, out to the distance of $2\frac{1}{2}$ miles.

It always has been and justly continues to be a great dread to those in charge of sailing vessels, and has given rise to many exaggerated accounts of its dangers, in reference to which Admiral Bayfield remarks :

"There is often a very heavy sea, particularly in a weather tide, off this shoal, but all the "terrific accounts which have been circulated, of strong and irregular eddies, in which vessels "will not answer their helms, during a fresh gale of wind, and can with difficulty be kept "from running into the bank or driving against each other, are entirely unfounded; but, with- "out exaggeration, a shoal which extends out so far from a low part of the coast, which is "difficult to make out at night, and which has such deep water close to it, must be sufficiently "dangerous to demand the utmost prudence of the seaman, without alarming him with "imaginary perils."

A person who resides on the Peninsula, informed us, that, within the three years prior to 1857, he had known 20 vessels to ground on this shoal, the greater number in clear weather; but all of them had got off safely, except one, which became a total wreck.

On considering the question of efficiently marking out the dangers, with which this shoal is beset, the formidable and subtle elements of wind and sea, to be contended with in effecting it, many difficulties present themselves.

The first idea which naturally occurs, is that of mooring a Light Ship on the most seaward part of the outer edge of it, but the question at once arises, could a vessel remain at its moorings in such a position during a strong gale? All the naval gentlemen with whom I have conversed on this subject, give it as their opinion, that it could not "weather" the first storm, and that the only place where a vessel could be moored safely in that vicinity, is near the mouth of Manicouagan river, about 3 miles to the eastward of the Peninsula, and 5 miles off the extreme point of the shoal.

This being the case, it is obvious that a light, so remote from the point of danger, could not, under any circumstances, be of much service to vessels; while there is reason to fear, that, on many occasions, it would be found a positive injury.

Another mode of effecting the object (which has been found successful in particular cases elsewhere,) suggests itself, in the use of an iron structure, connected with a "screw foundation," placed on the outer edge of the shoal, which, by presenting little impediment to the action of the waves or currents, might be considered suitable to such a locality. But this plan is at once met by the difficulties arising from floating ice, which, there is every reason to believe, would seriously endanger, if not prove entirely fatal, to that class of structure.

Hence, as a "dernier resort," it is proposed to erect a Light Tower on the extreme point of the Peninsula, which is opposite the most seaward point of the shoal, and distant $2\frac{1}{2}$ miles from its outer edge.

On considering the subject fully, in connection with the many known difficulties with which it is surrounded, I am of opinion that the important objects contemplated, would be attained with greater advantage, by a suitable light on the point, than in any other way that circumstances admit of adopting. Although the shoal would not be as effectually marked out, as if the light was directly over it, still, it is believed a light at the place stated, would be decidedly preferable to a floating one, in any position where it could be successfully moored, and besides, (all other circumstances being assumed as equal) a light from a fixed tower, is not only superior, but may be regarded as absolutely safe and certain in its exhibition: whereas, the rolling and pitching of Light Ships, frequently deranges the lights, and their liability to drag anchor or break adrift, is notorious to the great risk of vessels depending upon them, as a guide past any hidden danger.

It is therefore respectfully recommended, that a Light Tower, 80 feet in height, be constructed on Manicouagan Point, and fitted up with a revolving light of the "second order," with such a distinguishing characteristic as, at the distance of over 7 miles, it will shew to the observer as a white light 2 minutes, and appear dark one minute, or any other definite proportions of time; but within the distance of 7 miles, the light will begin to shew dark red and white alternately, the red increasing in brilliancy, the nearer it is approached.

The locality can supply an abundance of sand, fresh water, and timber for all ordinary purposes.

Granite of a superior class can be obtained at a distance of between 5 and 6 miles, in what is called English Bay, at the mouth of the Manicouagan River.

METIS.

Several places were examined in this vicinity, with a view of ascertaining the most eligible position for a Light House, in the event of one being constructed here.

These were principally to the eastward, and northward, of Metis Point, on ledges of rocks standing from 4 to 6 feet over ordinary spring tides, but washed by the sea in case of storms.

A place was, however, ultimately selected on the highest and most seaward part of the point, lying between Little Metis and Grand Metis Bay, and possessing the advantage of being 60 feet over the level of the sea, and although not so far to the northwards as the reefs lying outside of the Bay, it would, in addition to its superior height, be in a position that cannot be obscured, in any direction serviceable to vessels. A light 50 feet in height at this place, would command a greater range than one 100 feet high would do, on the reef to the eastward.

The point is of a granitic character, and wooded on top sand can be obtained in either of the Bays to the eastward or westward of it.

A careful examination was also made of several points and islands on which small but important Lights are required, between the place last named and Quebec. But they are generally so well known, it is deemed unnecessary to say more than refer to them in the schedule under head of "Order of Construction."

2nd. Order of Construction, &c., &c.

To make suitable provision for the safety of the mariner, and seafaring traveller, by lighting up such headlands, and marking out such reefs and shoals—as likely to warn them of danger, and serve as a means of verifying their course,—may be justly regarded as one of the most urgent of social duties.

But important although this be on our coasts, bordered as they are by precipitous and ragged rocks, sunken reefs, irregular currents, and exposed to all the fogs and tempests of a rigorous climate, their vast extent, and the comparative infancy of our commerce, scarcely warrants the hope that more can be done for many years, than, from time to time, to mark out some of the most dangerous points which lie directly in the line of trade.

Still, when doing this, it is of the utmost importance that some definite system should be adopted, not only in the characteristic distinction of the Lights, that may at present be established, but with a view to the future erection of others between them, when situated over 80 or 100 miles.

It should also be kept in view that it is the interest of the Province, to aid and facilitate the navigation of both outlets from the St. Lawrence to the Ocean.

For although Steamships generally pass through the Straits of Belle-Isle, and between Labrador and the Island of Anticosti, the greater number of sailing vessels use the channel lying South West of both Anticosti and Newfoundland.

Keeping these objects in view, the order of importance of the respective Lights recommended, is believed to be as follows :

1st.	Superior Class.	{ "Bird Rocks," Gulf of St. Lawrence.
	Inferior do.	{ Cape Whittle, Cormorant Rocks, Labrador Coast of Gulf. Brandy Pots' Island, River St. Lawrence. Long Pilgrims Do., Do. Do.
2nd.	Superior Class.	{ Cape Ray, or Point Enragée, S. W. point of Newfoundland. Manicouagan Point, River St. Lawrence.
	Inferior do.	{ Great Island of Kamouraska. Bellechasse and Crane Islands.
3rd.	Superior Class.	{ Point Ferrolle, Western entrance of Straits of Belle-Isle, Newfoundland side.
	Inferior do.	{ North point of the Island of Anticosti. Point St. Laurent.
4th.	Superior Class.	{ North-east end of Belle-Isle, Eastern Entrance of Strait. Cape Chatte, River St. Lawrence.
		{ Cape Norman, Strait of Belle-Isle.
5th.	Superior Class.	{ Natashquin Point, coast of Labrador, nearly midway between Cape Whittle and Mingan Islands. Mecattina (Flat Island), about half-way between Western entrance of Strait and Cape Whittle.

3rd. Class of Materials, &c., &c.

The position in which light house towers generally are placed, and the small area of their bases compared with their height, lays them in a marked degree open to the influence of causes that lead to the destruction of artificial works, and therefore require, in their construction, a class of work peculiar to themselves.

Placed in situations subject to all the fury of hurricanes, the searching effects of rain storms, the constant moist atmosphere of the sea, and, in some cases, the action and shock of the waves, it is nowise surprising that, in the interior of structures thus exposed, should be found a damp humid air, especially where they have been erected subject to little or no other precautionary measures, than obtain in ordinary buildings in comparatively sheltered localities.

Cheapness of construction, however important in works generally, when allowed to trench on adaptation and permanency, in case of towers for leading sea lights at remote stations, on which life and property so much depend, may justly be considered as the reverse of economical. For although expediency, both in design and the class of materials used, must, in all cases, have its due weight, it is nevertheless notorious, that light-houses, built of inferior materials and workmanship, not unfrequently require an annual outlay to maintain them in a doubtful state of repair, that in the course of a few years amounts to full as much as would have made strong and durable structures in the first instances.

Three different classes of materials have been used for light house construction in this country, namely, wood, brick, and stone. In the United States and elsewhere, iron wrought and cast, has of late years been used in some cases for a like purpose.

Timber, as a principal material for light towers has, however, been confined to such places on our inland lines of navigation as are easy of access, and otherwise of less importance. They seldom stand longer than from 10 to 12 years without the lower part of them being renewed and the buildings otherwise repaired.

But the structures on the Island of St. Paul, in the Gulf of St. Lawrence, (previously referred to) seem to lead to the conclusion that timber is more durable within the influence of a sea atmosphere, although, for anything known to the contrary, they may have been renovated to a like extent.

In situations where lights are really necessary to the safety of the navigation, wooden erections on which to place them are very objectionable, not only from their liability to decay, but from their inflammable nature leaving them open to casualties which the utmost care and vigilance of keepers may be unable to guard against, while their destruction involves not only the loss of the lighting apparatus, but were it to occur during the season of navigation, the sudden extinction of the light might prove fatal to vessels depending on it.

It is therefore believed that wood should not be used as a principal material in important structures of this kind.

The cases in which brick have been used, are those of the light houses recently erected in the Strait of Belle-Isle, on the west point of Anticosti, and Cape Rozier, where the exteriors of the building were faced with two tiers of the best class of English fire-brick, laid in cement mortar, with a view of preventing moisture percolating through the masonry or stone,—of which the interior part of the walls are composed,—as well as to save the expense of cutting stone, the risk of transporting them from a distance, and landing them on a bare unsheltered beach, on which a heavy rolling sea is constantly beating.

This mode of construction has not, however, been found sufficient to resist the penetrating effects of the rain storms, which beat with such force against these exposed constructions;—but whether resulting from the class of cement used, or the mixing of it with salt water sand, or from any other cause, I have no means of judging.

But, assuming the whole to be a good class of materials of their respective kinds, and that the work throughout the interior of the walls was generally well executed,—as the outer and inner faces of them appeared to be at the time of my visit in 1857,—the result leads to the conclusion that a similar plan of construction should not be adapted for works situated in equally exposed positions, in a like rigorous climate.

Brick, it is believed, may, in certain situations, be used advantageously for light-houses, but it is doubtful if the Gulf of the St. Lawrence comes under that head. A great objection to their use as an exterior facing, is the multiplicity of joints, some of which, even with the greatest possible care, may, in course of building, be left more or less open; moreover, bricks of the usual shape do not correspond with the circular form generally, and with good reason given to light towers.

It is not, however, intended by this to object to the use of bricks for the interior of such structures, on the contrary, it is believed they may be extensively employed for that purpose. But there are no situations for which brick can be recommended for exterior work, where stone of a good quality could not be used advantageously, both as regards strength and durability.

The best and most satisfactory class of ordinary light houses, as respects the interior when exposed to a marine atmosphere, in my opinion are those which have been constructed under the Light House Department of France. They are built in the most substantial manner possible compatible with economy, the inside being lined with brick, between which and the interior of the wall, is left a space to allow a free circulation of air, thus securing the buildings from dampness.

This mode of construction appears to me as the best adapted to remote stations on the Lower St. Lawrence, wherever a good class of building stone can be obtained in the vicinity. The existence or otherwise of which can only be ascertained with great care time, and an experienced acquaintance with materials of that nature.

The good qualities of building stone for such works, lie principally in their ability to resist humidity and frost, and not being liable to splinter or fracture readily. These requisites can only be found in stone of a fine uniform grain and compact texture. Weight is of greater importance than hardness. Subject to these conditions, the stone most easily and readily dressed should have the preference.

From what has been said in reference to the different places where light stations are proposed, it will be seen the choice of building materials are confined to lime stones and granite. (The latter Sir William Logan informs me should be termed "Gneiss.")

Limestone for the most part, although considered durable building stones, are liable to "draw damp," or allow moisture to pass through them, but, when sound, free from seams and of good quality, its use would be less objectionable on adopting and carrying out the plan above recommended,—provided stone better capable of resisting the action of the atmosphere were used for the pedestal under the lanterns.

Granite, or "Gneiss," would be difficult and expensive to dress, but its durability would almost "bid defiance to time itself."

After fully considering the subject, I am of opinion that wherever the rock on the spot is of a nature that admits of its being used for building purposes, even if the expense of preparing it should be triple the cost of what stone could be furnished for in a settled part of the country; still, its use would ultimately be found the most economical, as the delays and disappointments inseparably connected with the delivery of heavy and bulky materials at places so remote and exposed, would, no doubt, far exceed everything that could be calculated upon or even tolerated as a probable estimate of such expenses.

It is therefore recommended that in all cases where light towers are to be erected, at places difficult of access and remote from settlements, that the stone of the locality be fully tested, and if of a suitable class, adopted for their construction and prepared on the spot, granite or "Gneiss" not excepted.

In regard to iron as a principal material for light towers, it may be said that there are peculiar situations in which it, no doubt, is preferable to any other: such as on a reef, or shoal of sand, or gravel, or where a class of foundation other than that of screw piles, could not be formed short of an outlay that might, in some cases, prevent the improvement being undertaken.

The comparatively small expense of a foundation of screw piles, and the little obstruction it presents to the action of the sea, makes it well adapted to situations where a solid structure, even if it could be formed, would be liable to be undermined.

Cases of this kind, and positions so remote from suitable building materials, that the cost of transportation together with the uncertainties of landing them, would be found serious objections to their use (such as the "Bird Rocks" in the Gulf) form in my opinion exceptions in favor of iron.

But, for ordinary purposes, iron towers are considered objectionable, from their stability in all cases depending mainly on the strength of the materials and security of the fastening which maintain them in place, and further, when of great height, they are necessarily formed of many parts and joints which, however well and strongly connected at first, must, in course of time, become loosened from the vibration caused by the force of the winds and storms.

Moreover, the effects of salt, rain and water on iron, are not sufficiently known to admit of a reliable calculation being made of its durability, and, of the various methods that have been proposed and tried for its protection, we have little more than the testimony of patentees or of persons experimenting under their influence.

Keeping these facts in view, I beg respectfully to recommend the adoption of such a class of materials for the towers of all essential sea lights, as can be relied on for durability, and will only add that *weight* and *mass* has been preferred to *strength* as a source of stability, in the greater number of the best constructed light houses extant.

Before closing this Report, it is deemed proper to refer briefly to the improvements that have taken place in the mode of illumination, as it forms one of the most important elements of light house economy.

In 1759, the famous Eddystone light house, on the coast of Cornwall, was lighted with tallow candles, which were exchanged, in 1807, for Argand lamps and parabolic reflectors of plated copper; these were replaced in 1822 with the dioptric apparatus of Fresnel.

The "Tour de Corduan," on the coast of France, in 1780 was for the first time lighted with lamps and parabolic reflectors, and in 1822 the lenses of Fresnel were introduced, and gave it the high character which it deservedly bears. Since that time lens lights have been brought into use in all important lights on the coast of France.

The first dioptric light used by the Northern Light House Board of Scotland was established in 1835 on Inch Keith, in the Frith of Forth. In 1851, there were very few if any of the ordinary cotoptric lights in use on those coasts.

The second lens light used in England, is said to have been established in 1837 on Star Point in Devonshire; in 1851, the Trinity House had 24 first and second order lights, besides a number of smaller lenses, and others have been and are continuing to be introduced.

In 1851 there were three lens lights in the United States, and in 1856 the number had increased to 310. At present no other description of light than lenses are adopted for new stations, or for the renovation of those already established.

In this Province (or at least belonging to the Government) there are ten lens lights, that is 2 first and 2 second order lenses on the lower St. Lawrence. And on Lake Huron and the Georgian Bay, there are 4 second, 1 third and 1 fourth order lenses.

Besides these, there are provided, but not in use, 3 second and 2 third order lanterns and lighting apparatus.

These statements are submitted with a view of shewing the importance attributed in this, as well as other countries to an efficient means of light-house illumination.

The lens apparatus is principally constructed of triangular shaped prisms and heavy plates of the best and most transparent glass, made, shaped and arranged on purely scientific principles, and placed in frames around a centre lamp of from two to four concentric burners, every ray of which is thrown into an intense beam of light of great brilliancy, visible, in some cases, at distances of fully 30 miles.

The lights are classed from the 1st to the 6th orders, and the apparatus for either may be obtained on the dioptric or catadioptric principle, that is to say, the lenses may be formed wholly of glass, or metal may be combined with glass as an optical agent.

The lenses when once placed cannot be disarranged unless wilfully, and although some mechanical skill and training are necessary for keepers of lights of the higher orders, still that is confined, in a great measure, to the management of the mechanical lamps, which, in the lower orders of lights, are so simple as to be readily understood by any one.

The United States Light House Board estimates the difference between the expense of a fourth order lens light, and one fitted with the usual number of reflectors and lamps for one year, at about sufficient to pay the first cost of the lens. This large saving is independent of the superiority of the lens apparatus in durability, and producing a more brilliant light.

With lenses of the fifth and sixth orders, the difference is still more favorable.

In lenses of the third order, which are superior in efficiency to the best reflector lights in this Province, they estimate the saving at not less than $3\frac{1}{2}$ to 1,—a third order lens light in use every night throughout the year consuming only 183 gallons of sperm oil.

Being convinced of the superiority and economy of the Fresnel lens over that of the metallic reflectors, I submit that in all cases it be used in new light houses, and also introduced when extensive repairs are required to any of the old structures.

The light houses on the coasts of France and England are, with few exceptions, illuminated by means of colza or rape seed oil. In the United States and this Province, sperm oil is for the most part used for that purpose.

But the constantly increasing demand for the latter, and the annual diminution of the supply seems to require that efforts should be made to find a substitute for it. The best authorities, however, give it as their opinion that the colza is the only vegetable oil which can be advantageously used in light houses, and it is, in many respects, superior to spermaceti oil. A larger quantity of it is, however, required to produce a like effect, but the cost is a little more than one-half.

The colza oils are principally obtained in France and Holland, and rape seed oil in Russia. Having thus hurriedly touched upon all the questions referred to in your letter of instructions, except that of cost, which no doubt forms one of the principal considerations, still it will be obvious from what has been already stated, and the very limited time at my disposal, that any opinion given on this matter, can be little more than mere conjecture.

The works to which special attention has been directed are, however, estimated as follows:

Light Tower, Cape Whittle, <i>Cormorant Rocks</i> , with Store House Keeper's Dwelling, &c. &c. &c., on Wapitagan Island	\$120,000
“ “ Bird Rocks, with Keeper's Dwelling, Store House, Water	
“ “ Tanks, &c. &c. &c.	\$70,000

All of which is respectfully submitted.

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

JOHN PAGE.

Chief Engineer Public Works

J.

STATEMENT of the Fines and Damages imposed and collected in 1859, on the Beauharnois, Lachine and Chambly Canals.
BEAUHARNOIS CANAL.

AMOUNT of Fines and Damages collected by order of the Superintendent of the Beauharnois Canal, for the year 1859.

Dates.	Vessels' Names.	Master or Owner.	Amount.		Remarks.
			\$	cts.	
1858.	Schooner C. Reeves.	Of Detroit.	50	00	To damage to Bridge Lock No. 9.
	Steamer Now Era.	Chrysler, Captain	2	50	do to Ferry Scow No. 2
1859.	Schooner British Queen	Thomas Wado, owner	2	00	do to Bumping Post, Lock No. 13.
May 23	Barge North Star	Masson, do.	4	00	do to Bridge do No. 13.
" 28	Schooner Charles Walker	Winstow, do.	2	93	do to Bridge do No. 10.
" 30	do	do	6	00	do to Bridge do No. 6.
June 10	Steamer Welland	Renard, do.	15	00	damage to Copings do No. 9.
July 1	do	Fairvold, do.	2	00	do to Bridge over Waste Weir No. 10.
" 2	Barque St. Zotique	do.	2	46	do to Foot Bridge Lock No. 8.
" 22	Steamer Bantabee	Howard, Captain	3	46	do do do No. 6.
August 12	Barque St. Aimé	"	5	92	do to Gates do No. 13.
September 13	Barge Rôsen	Jassmin, owner	3	00	do do do No. 10.
" 21	Steamer Tom Dickie	Davies, master	60	00	do to Bridge over Lock No. 14.
October 12	Barge Nelly Blight	G. Williams, owner	7	00	do and damage to Gates Lock No. 13.
" 15	Barge Deer	Deschamps, do.	5	00	do do do.
" 23	Barge Rosa	Jassmin, do.	5	00	Violation of Canal Regulations.
" 23	Barge North Star	Masson, do.	5	00	do do do.
" 27	Propeller Indian	Jaques, Hooker, & Co., do	20	00	do Neglecting to close five screen on smoko stack, as required by regulations.
November 13	Barge Glen Sisco	McLean, do.	5	00	Violation of Canal Regulations.
" 14	Propeller Indian	Jaques, Hooker, & Co., do	3	70	Damage to Gates Lock No. 11.
" 20	Propeller Whitty	Jones & Black, do	400	00	Breaking the Lower Gates No. 9.
			604	97	

Certified,

(Signed,)

PIERRE LAURENCEL,
Superintendent.

J.
CHAMBLY CANAL.

AMOUNTS collected for dammages done to Canal, by different vessels, during the season of navigation, 1859.

Date.	Name of Vessels.	Master or Owners.	Amount.	Remarks.
May 25	Barge Charlotte	O'Sheidan, Captain	\$ 2 00	Damage done to Bridge No. 7.
June 1	do British Queen	do	2 00	do fender of Lock No. 7.
" 8	do of Steamer Rose	McNaughton, do	6 00	do Bridge No. 4.
" 10	do Republic	W. Edwards, do	1 00	do Lock No. 6.
" 20	do	John Finlay, do	1 00	do done by him to bank of Canada.
July 13	Boat Lousin	do	0 75	do to Gate Lock No. 9.
" 29	Barge of Steamer Erie,	do	4 00	do to Bridges No. 4 and 7.
September 6	" " Louisa	G. Rolland, do	4 00	do Lock No. 5.
" 26	" " Zoé of Steamer Ida	Smith, do	4 00	do Bridge No. 7.
" 30	" " Canada of Steamer Utica	Montgomery, do	8 00	do Bridge No. 5.
October 1	" " Zoé of Steamer Ida	do	3 00	do Lock No. 6.
" 6	" Beckwith	Hunt, do	2 00	do Lock No. 8.
" 15	" " "	Jones, do	3 00	do Bridge No. 6.
" 17	" " Martha	Borer, do	1 00	do Lock No. 5.
" 17	" " Monika	do	2 00	do Lock No. 5.
" 22	" " Canada	H. Naylor, do	15 00	do Bridge No. 2.
November 8	Barge Wavo	John Finlay, do	.. 82	do Lock No. 7.
" 11	Steamer Rose	Pellette, do	1 00	do Bridge No. 8.
" 14	Barge St. Charles	McNaughton, do	4 00	do Defender to Lock No.
" 20	" " Sophie	O'Clare, do	5 00	do Bridge No. 6.
" 20	" " St. Mercel	Jacques, do	3 50	do fender Lock No. 7.
" 22	" " Consolation	Basquin, do	2 00	do Bridge No. 7.
" 25	" " Rainbow	J. Chatel, do	0 00	do Bridge No. 1.
October 25	" " Marguerite	Lahue, do	2 00	do Bridge No. 6.
		G. Rolland, do	7 00	do Lock No. 5.
			\$ 90 07	

(Signed)

P. T. CHARTIER,
Superintendent. C. C.

**J.
LACHINE CANAL.**

AMOUNT of Fines and Damages collected by order of the Superintendent of the Lachine Canal for the year 1859.

Date.	Name of Vessels.	Master or Owner.	Amount.	Remarks.
June 4	One crib square timber	Mr. Dickson	4	Abandoned in channel, and obstructing navigation.
" 17	Schooner Queen of the Bay	Campbell	5	Damage to stone pillar of Wellington Bridge.
" 21	Crib flat timber	Taylor	4	Abandoned in channel and obstructing navigation.
July 14	Saw logs	Lager	4	do
" 15	Barge F. the Balla	Evans Brothers	1	Taking forcible possession of gates and lock of Lachine.
" 16	Steamer Boston	Mengher	14	Damage of masonry of pillar at Lachine Bridge.
" 26	Schooner Alida	Basset	5	Breaking bridge lamp Cote St. Paul.
August 15	Crib lumber	J. St. Denis	20	Violating Canal Regulations.
" 25	Crib round timber	T. McGrath	4	Abandoned in channel and obstructing navigation
" 25	" square timber	C. Cavanaugh	4	do
" 31	Schooner Eclipse	C. Deschamps	4	do
September 22	Schooner Caroline	Calvin & Co.	5	Breaking bridge lamps Browster Bridge.
" 23	Scow Sophie	Bissel	75	Damage to lower gates, Lock No. 1.
" 24	Schooner Empress Eugenie	Rebent	20	Damage to Browster's Bridge.
" 30	Barge Rapid	Dubec	50	Damage to gas lamp at Bridge, Lock No. 2.
October 15	Crib of timber	sold for	15	
" 30	Steamer Amity	McDonald	4	Abandoned in channel and obstructing navigation.
November 9	Schooner J. G. Dostler	McKellar	12	Damage to wing wall above Lachine Bridge.
" 18	Barge Herbert	Galo	12	Damage to stone pillar at Lachine Bridge.
" 21	Crib timber	Blardou	5	Casting anchor at entrance of Lock No. 4.
" 30	Crib square timber	C. Deschamps	4	Abandoned in channel and obstructing navigation.
" 30	Drifting timber	Dickson	4	do
" 30		McGauvorn	4	do
	Total amount		229	

(Signed,)

ALEXANDER BISSETT,
Superintendent.

K.

STATEMENT of Hydraulic Rents and leases on the St. Lawrence and Chambly Canals.

WILLIAMSBURG CANAL.

DESCRIPTION OF MACHINERY.	NAME OF LESSEE.	RUN OF STONES.	AMOUNT PER ANNUM.	
Grist and Flouring.....	Benjamin Chaffry,	6	\$224	00
Grist, Flouring, and Carding,	William Elliott,	3	140	00
Grist and Flouring.....	John Molson, Junr.....	4	140	00
Starch, Grist, &c.,.....	Benson Aspden, (12 runs,) pay for.....	4	160	00
Grist.....	C. C. Farren, (4 runs,)		"	00
	William McLaughlin,.....	Wharf.	12	00
	John Walsh,	"	44	00
	K. McPherson,	"	12	00

CORNWALL CANAL.

DESCRIPTION OF MACHINERY.	NAME OF LESSEE.	RUN OF STONES.	AMOUNT PER ANNUM.	
Grist and Flouring	Andrew Elliott,	8	\$240	00
do	John Harvey, (Hitchcock)	4	120	00
Saw,.....	A. E. Cadwell,	Saw.	120	00
	Hon. P. Vankoughnet, (Wm. Mattice,)	20	600	00
Grist,	Benjamin G. French,	8		
	John Bell,	(Water pipe to Brewery)	10	00

L A C H I N E C A N A L.

STATEMENT of Hydraulic and other Property leased on the line of the Lachine Canal,—showing the names of the Lessees, date of Lease description of Mill, amount of Water Power, and yearly Rent.

Where Situated.	Names of Lessees.	Date of Lease.	Description of Mills.	Amount of Power.	Yearly Rent.
Lot No. 1, Basin No. 2.	Frothingham & Workman.	1st June, 1855	Store House.	None.	\$ 392 00
E 1 No. 2, do. No. 2.	Frothingham & Workman.	1st June, 1855	Coal Yard	"	264 00
W 1 No. 2, & Lots 3 & 4.	Bartley & Gilbert.		Iron Foundry, and Steam Boiler Works, Machine Shop.	8 Run of Stone.	} 1290 00
Lots 5, 6, & 7.	Bartley & Gilbert.			12 do.	
Do. No. 8.	James Harvey	23rd Novr., 1846	Store and Elevator	4 do.	430 00
East 1 No. 9.	James Harvey	1st Jan'y, 1851	Wood and Lumber Yard	4 do.	110 00
West 1 No. 9	Thomas Peck	1st April, 1851	Rolling Mill and Nail Factory	"	110 00
Lot No. 10.	James McDougal.	23rd Novr., 1846	Flouring Mills.	4 Run of Stone.	430 00
" " 11.	Ira Gould.	23rd Novr., 1846	do.	4 do.	430 00
" " 12 & 13.	Ira Gould	28th May, 1857	do.	8 do.	864 00
" " 14.	Ira Gould	27th May, 1857	Nail Factory	4 do.	432 00
" " 15.	T. D. Bigelow & wife.	1st Jan'y, 1851	Rolling Mill.	4 do.	430 00
" " 16.	Hallam & Dunn.	1st Jan'y, 1851	Oil Mills	4 do.	430 00
" " 17.	Wm. Lyman & Co.	1st Jan'y, 1851	Flouring Mills and Stone.	4 do.	430 00
" " 18 & 19.	Grant, Hall & Co.	1st Jan'y, 1851	do.	8 do.	860 00
Dry Dock and Water Power	Geo. & Wm. Tate	1st Jan'y, 1851	Foundry, Nail Factory, and Saw Mill.	4 do.	1000 00
St. Gabriel Lock	John Young & Ira Gould	1st March, 1851	Entire Surplus, Water & Hydraulic Lot.	80 do. sublet.	1680 00
Côte St. Paul Lock	Wm. Parkyn	1st Feb, 1853	Entire surplus water	None	1601 00
Island above lock No. 3.	Augustus L'Abbé	1st Jan'y, 1851	Ship yard	None	100 00
Basin No. 1	Hamilton & Gildersleeve.	1st May, 1859	Freight shed	Do.	75 00
Basin No. 1	M. K. Dickinson	1st May, 1859	Freight shed	Do.	60 00
At Grand Trunk Crossing	Morley & Lewis.	1st Oct., 1859	Supply of water for tannery.	3 inch pipe.	10 00
Côte St. Paul	Patrick Evers.	1st Jan'y, 1853	Farm.	None	40 00
Land, &c., between old & new Canal at Lachine	Duncan Grant	13th Oct., 1853	Ship yard.	None	80 00
			Total		000 00
			Yearly Rental		11548 00

K.
BEAUHARNOIS CANAL.

STATEMENT of Hydraulic and other Property Leased on the Beauharnois Canal, shewing the Names of Lessees, Date and Term of Lease, Annual Rental, and amount of Rents accrued, &c.

Names of Lessees.	Property leased, &c.	LEASE.		Annual Rent.	TOTAL RENT ACCRUED.		Total Amount Paid.	Amount due to dates.	Paid in 1859.	REMARKS.
		Date.	Term.		Amount.	Dates.				
D. O. Pease	Wharf at St. Timothy	1st May, 1847	Pleasure of Dept.	\$ 20 00	\$ cts.	To 1st Nov., 1850.	\$ 220 00	\$ 30 00	\$ cts.	
Owen Lynch	do do	1st May, 1847	do	20 00	250 00	do	100 00	150 00	.....
Wm. Todd	do do	1st May, 1848	do	20 00	230 00	do	60 00	170 00	.....
Louis Bergeron	Wharf at Big Basin	1st May, 1851	do	20 00	160 00	do	50 00	110 00	.....
Owen Lynch	do do	1st May, 1851	do	20 00	170 00	do	20 00	150 00	.....	{ Rent \$10 for 1st
D. O. Pease	do do	1st May, 1853	do	20 00	130 00	do	100 00	30 00	.....	year, & \$20 after.
Julien Lovey	do do	1st May, 1857	do	20 00	50 00	do	20 00	30 00	.....
Isidore Larocque	Wharf at Head Canal	1st May, 1859	do	20 00	20 00	To 1st May, 1860.	20 00	20 00	.....	1st year paid in ad-
J. Bte. St. Amour	do do	1st May, 1859	do	20 00	20 00	do	.....	20 00	.....	vance.
Alex. Buntin (leased from F. F. Miller)	Hydraulic, lots Nos. 1, 2 & 3, East side, lower Dam.	1st Jan., 1856	21 years	354 00	1239 00	To 1st July, 1859.	885 00	354 00	.....
Stephen May	Lot No. 4, East side, lower Dam	1st Jan., 1854	do	318 00	1740 00	do	.....	1749 00	.....
F. X. Poitras	Lot No. 5	1st July, 1855	do	120 00	420 00	do	350 00	60 00	.....	{ Rent commenced
Alex. Buntin	Lots 1 & 2, West side of Dam	1st Jan., 1856	do	240 00	840 00	do	.....	840 00	.....	{ 1st January, 1855.
	Ground for stone, North side of Canal, below Guard Lock.	1st July, 1859	Pleasure of Dept.	45 00	22 50	To 1st Jan., 1860.	.....	22 50	.....
	Totals		\$	1257 00	5550 50		1835 00	3715 50	20 00	

CHAMBLY CANAL.

Chas. V. Pierce	Wharf at St. Johns	11 Mar., 1851	10 years	113 00	960 50	o 1st Oct., 1859.	.....	.....	.....
William Coste	Small plot of ground adjoining his tannery at St. Johns	30 Mar., 1859	Pleasure of Dept.	20 00	20 00	To 1st April, 1860	20 00	20 00	.....	Paid in advance.
	Totals		\$	133 00	980 50		.....	.....	20 00	

L.

EXTRACT FROM THE REPORT OF THE ENGINEER OF THE OTTAWA SURVEY.

To the HONORABLE JOHN ROSE,

Commissioner of Public Works.

I have the honor to submit herewith my Report upon the Ottawa Navigation, in accordance with instructions received from the Department of Public Works, and hereunto appended.

The questions upon which information is sought, and to answer which, the Survey has been carried on during the past year, are as follows:—

I. To determine the practicability of a navigation for vessels of the larger class, between Montreal and Lake Huron, by way of the River Ottawa, and its tributary, the Matawan, Lake Nipissingue, and French River.

II. To ascertain what scale is best suited to the nature of the route.

III. To give a reliable estimate of the cost of the improvement.

In the first place, I have to report, that the distance between Montreal and the mouth of French River, on Lake Huron, (according to the plans furnished me by the Department,) is, following the line of navigation adopted, 430.76 miles.

That, of the distance, 351.81 miles are already a good natural navigation, and require no improvement, and that it is perfectly practicable so to improve the remaining 78.95 miles, as to convert the whole drain of waters into a first class navigation for steam vessels, and to reduce the length of canalling to 29.31 miles, or, exclusive of the Lachine Canal, to 20.82 miles.

Secondly, the scale of navigation attainable, and which I would recommend as best suited to the capabilities of this route, is calculated for vessels of one thousand tons burden, and has locks 250 feet long by 45 wide, by 12 feet depth on the mitre sills.

Finally, a careful estimate, resulting from a close instrumental Survey of all obstructed points, the details of which will be found hereafter, enables me to state, that the cost of this improvement, exclusive of interest, legal expenses, and damages, none of which, I have any means of ascertaining, will not exceed the sum of \$12,026,351, distributed as follows:—

OTTAWA AND FRENCH RIVER NAVIGATION

	Distances.		Levels.		COST.
	Rivers and Lakes.	Canals.	No. of Locks.	Feet Lockage.	
Lachine Canal		8.50	5	43.75	{ not estimated. do. do. 469672
Lake St. Louis.....	13.31				
Saint Annes.....		1.19	1	1.00	469672
Lake of Two Mountains.....	24.70				
Carillon to Grenville.....	7.73	5.00	7	58.50	1649909
Green Shoals		0.10			136105
Ottawa River	55.97				
Chaudière and des Chênes	3.75	2.61	6	63.00	816733
Des Chênes Lake	26.69				
Chats	1.70	0.60	5	50.00	681932
Chats Lake	19.28				
Snows to Black Falls.....	18.32	1.05	11	104.00	1256840
River and Lake Coulonge.....	24.93				262414
Chapau and L'Islet.....	4.85	0.14	2	18.00	243507
Deep River.....	33.58				
Joachims to Matawan.....	51.74	2.26	14	148.20	1757653
River Matawan.....	16.22	1.08	11	144.00	1162154
Summit level and cut.....	51.15	5.97			2160369
French River	47.52	0.82	7	77.00	886117
Add Engineering and Superintendence.....					574175
	401.44	29.32	64	665.70	12057680

There are, exclusive of the Lachine Canal, 20.82 miles of Canals, costing \$12,057,680, which is equal to \$571,934 per mile of Canal. But the cost of the whole navigation from St. Annes to Lake Huron, 408.76 miles, is but a trifle under \$29,500 per mile.

COMPARISON OF ROUTES—CHICAGO TO MONTREAL, *via* ST. LAWRENCE AND OTTAWA.

Names.	Miles.					Number of Locks.	Lockage.	Current.	Total Rise and Fall.
	Open Navigation.			Canals.	Total.				
	Lake.	Inland.	Total.						
<i>Viâ</i> ST. LAWRENCE.									
Lachine.....	.....	.....	.....	5.5	.....	5	43.75		
St. Lawrence and Welland .....	.....	.....	.....	60.5	.....	49	490.00		
	1145	134	1279	69.0	1348.0	54	534.75	26.5	561.25
<i>Viâ</i> OTTAWA.									
Lachine.....	.....	.....	.....	8.05	.....	5	43.75		
Ottawa.....	.....	.....	.....	20.52	.....	64	665.70		
	575	401.74	976.74	29.02	1005.76	69	709.45	21.4	730.55

Such are the results of the Survey. The manner in which they have been attained, will be described under the following general heads:—

- I. Physical characteristics of the Ottawa.
- II. Method of improvement proposed.
- III. Character of work, and material in locks, dams, canals, &c.
- IV. Scale of Navigation.
- VI. General Remarks.

Ottawa, 4 January, 1869.

THOS. C. CLARKE,
Engineer, Ottawa Survey.

M.

CIRCULAR MAKING CERTAIN ENQUIRIES TOUCHING THE COURSE OF TRADE.

QUEBEC, 20th January, 1860.

SIR,—The Government of Canada has under its consideration the expediency of enlarging the Welland Canal, and I am desirous of obtaining certain information on the subject, before submitting the annual report of this Department to the Legislature. I therefore take the liberty of applying to you for the purpose of obtaining your views on the subject, and would respectfully solicit a communication of such facts in answer to the following queries, as your experience may enable you to give.

It is presumed that a large share of the trade of the Western Lakes, which formerly came through the Welland Canal, and was distributed from the various ports on Lake Ontario, is now directed to Buffalo and other ports of Lake Erie, and that one, if not the chief reason, is to be found in the fact that many of the vessels now employed are of too large a size to admit of their passing through the Welland Canal.

If you have the data within your reach, I should be glad to be favored with a statement on the following points:—

1st. At the time that the Welland Canal was completed in 1844, what was the number and average size of vessels engaged in that branch of the Trade, on Lakes Michigan, Huron, and Erie, connected with the movement of produce eastward, either *viâ* Buffalo or Lake Ontario?

2nd. What proportion of that Trade passed through the Welland Canal from the years 1844 downwards, distinguishing the several years?

3rd. What is the present estimated tonnage and average size of vessels engaged in the same trade? What proportion thereof passes through the Welland Canal?—and what proportion, from too great size, cannot pass?

4th. How the receipts of produce from the Upper Lakes at Oswego, Ogdensburg, or other American Ports on Lake Ontario, kept pace as regards progressive increase, with those of Buffalo? and can you supply any returns showing the difference?

5th. If not, whether do you attribute the falling off mainly to the inadequate size of the Welland Canal, or to the enlargement of the Erie Canal, and the additional Railway facilities afforded for transit from Lake Erie to the sea board, or have no facilities to an equal extent been created from ports on Lake Ontario?

6th. What proportion of the produce is carried in vessels too large to pass through the Welland Canal?

7th. Do you consider the Welland Railway calculated to attract the trade to the basin of Lake Ontario, or that the facilities it affords render less necessary the enlargement of the Welland Canal?

8th. Looking at the class of vessels now in use, and likely hereafter to be employed on Lakes Superior, Michigan, and Huron, in connection with the direct Atlantic Trade, to what size and depth would you consider the Canal should be increased?

I have the honor to be,

&c., &c.,

(Signed)

JOHN ROSE,
Commissioner.

The following Extract is from the Report of the British Consul, at Buffalo, to Her Majesty's Government,—accompanying which is an accurate summary of the tonnage of the Vessels on the Lakes and River St. Lawrence, obtained by him from the Chairman of the Board of Lake Underwriters.

[Copy.]

Extract from Mr. Donohoe's Trade Report, for the year 1858, forwarded to Her Majesty's Secretary of State for Foreign Affairs, the 18th of February, 1859.

“There is one question of the greatest importance to British interests on this Continent, viz: The carrying-Trade of the West, which is a subject I cannot pass over without making some remarks, and affording the complete statistics that I have had it in my power to collect. When I speak of the West, I allude to the vast grain-producing region comprised in the states of Wisconsin, Michigan, Iowa, Indiana, Illinois, Ohio, Missouri and Kentucky, with the vast tract of country which stretches Westward to the Rocky Mountains, and which, though at present it produces but little, and is but partially populated, will one day be dotted over with the thriving farms of industrious husbandmen.”

"I have no reliable statistics before me, to point out the quantity of grain produced in the West, but I annex a table shewing the total exports of Wheat, Flour and Indian Corn, from the United States, for the year ending 30th June, 1857.

To	WHEAT.		FLOUR.		CORN.	
	Bushels.	Value in Doll's.	Barrels.	Value in Doll's.	Bushels.	Value in Doll's.
England	8560084	13435325	1027066	6905769	4184279	2927883
Scotland	1019529	1544787	121150	837149	164704	114684
Ireland	188863	232455	22272	154029	426223	298435
Total Gt. Brtn.	9718476	15212567	1170488	7896947	4775206	3341002
To other Countries	4851855	7028290	2541565	17985369	2730112	1843664
Total Export.	14570331	22240837	3712053	25882316	7505318	5184666

"This table will fully answer my purpose, as it not only shows the quantity that reaches Great Britain, but likewise the total export of grain from the United States. There are two great natural channels by which this vast extent of produce should reach the sea-coast for embarkation, viz:—

- 1st.—The Mississippi River, and
- 2ndly.—The St. Lawrence Route.

"It is to the latter that I should particularly wish to call attention, as that route passes through a British Colony, and it is of the utmost importance to Canada to secure as large a proportion as possible of this carrying trade. The quantity of grain exported from the United States to Canada during the year ended 30th of June 1857 was as follows:—

WHEAT.		FLOUR.		CORN.	
Bushels.	Value.	Barrels.	Value.	Bushels.	Value.
1655641	\$1867457	118857	\$717245	1161088	\$673989

"Of which probably a large proportion was shipped to Great Britain; though by the Trade Returns of 1857 laid before the Parliament of the Province, I see that the quantity of grain exported seawards by the St. Lawrence during the year ending the 31st December 1857 only amounted to 633,905 bushels of Wheat, and 265,848 barrels of Flour. It does not appear that any Indian Corn was exported, and, as the quantity entered for home consumption nearly tallies with the total export of that article from the United States to Canada, we may fairly presume that there is little or no exportation of Indian Corn from the Province, which I believe does not produce any, as the climate is unsuited to its growth.

"I have no later statistics as to the export of Grain by the Mississippi River, than those contained in the Report of Her Majesty's Consul at New Orleans, for the year ending August 1856, by which I see that from that port, 692,000 bushels of Wheat, 99,862 barrels of Four, and 2,935,000 bushels of Indian Corn, were shipped to Great Britain, with a total export of 1,554,000 bushels of Wheat, 729,500 barrels of Flour, and 4,190,000 bushels of Corn.

"I should suppose that a much larger quantity was forwarded by that channel during 1857, and 1858, when the total quantity exported from the United States, was so much greater, I do not, however, place much value upon the competition of the Missi-

“pi River, as far as the export Grain trade with Great Britain is concerned, in consequence of the geographical position of its mouth; but with increased facilities for transit at the Isthmus, I have no doubt that the Trade with the Pacific Ports would be enormous.

“It is between Canada and the State of New York, that the struggle for the carrying trade of the Western Country will be fought, and if Canada does not display the greatest possible activity, she will have to succumb to her Southern rival. It is the competition of the Erie Canal from Buffalo, to Albany, on the Hudson River, and the branch of the same Canal, from the Port of Oswego, on Lake Ontario, which most directly enter into opposition with British interests in the carrying trade. The Legislature of the State of New York,—fully alive to the importance of directing the largest possible share of this trade through the State, have from time to time, appropriated considerable sums of money towards widening and deepening the Erie Canal, and the recent introduction of Steam Canal Boats, which are able to make the passage from Buffalo to New York, in from five, to six days, carrying a heavy load, renders still more difficult the competition of the St. Lawrence route, and calls for the utmost energy on the part of the Government of Her Majesty’s North American Provinces, and there is no sacrifice too great, that should not be made to obtain the grain export trade for its natural outlet—the St. Lawrence River.

“There are two ways which would tend materially toward this desirable end: one by the construction of a ship canal from some port on Georgian Bay, Lake Huron, to a port on Lake Ontario: the other, by the widening and deepening of the Welland and St. Lawrence Canals. I understand that a survey in connection with the former project was made some years ago, but I have not been able to get any particulars about it. Against the latter project I do not think anything can be urged, and for either undertakings money could, I should think, be found. The attention of the Canadian Government has been recently called to the importance of the Western carrying trade, for I have before me a ‘Report of a Select Committee appointed with power to inquire into the past and present course of trade between the lakes and the seaboard, and between the different Atlantic ports, in America and Great Britain &c.’ This Report, which is dated 27th July, 1858, affords much useful information upon the subject, and I see that the Committee recommend that the St. Lawrence Canals should be immediately deepened to admit vessels of the same draft of water as those which pass through the Welland Canal and that a daily line of screw steamers of not less than 2,000 tons burden with a speed of from 10 to 12 miles an hour be put on between Liverpool and Quebec to connect with another line of steamers of 1,000 tons burden to the Welland Canal and Railway, Toronto, and Hamilton, intersecting a line of steamers on Lakes Erie and Huron to Chicago.

“This is a most important step in the right direction, and I hope it may be carried out, but if a Ship Canal could be constructed between Georgian Bay and Lake Ontario, so as to enable large vessels to make the passage direct from Chicago and other Western Ports to Quebec, avoiding the St. Clair flats between Lakes Huron and Erie, that indeed would give the whole of the Western trade to the St. Lawrence route, and I think there can be no doubt that then direct Shipments from the West to European Ports would be found to afford a profitable remuneration to the Ship owners.

“There is one fact that must not be lost sight of, and that is that the State of New York will throw every impediment in her power in the way of the Western trade being diverted from her Canals; but the rising and rapidly increasing political influence of the Western States will act as a counterpoise, and be thrown into the scale to obtain for her citizens the quickest return for their produce, even should it be necessary to use a British Channel to reach a speedy market. There is some difficulty in obtaining information as to the traffic of the Railways of the State of New York, which enter into competition with the Canals, as the Directors of these lines are unwilling that the particulars of their business should be known, fearing that the State finding that they draw off too much of the goods traffic from the Canals, may affix tolls which would interfere much with their carrying trade. Railways may do a large business in the carriage of some classes of freight, such as Flour, but cannot successfully compete with water carriage in the transportation of Grain in bulk. Their traffic, however, when the navigation closes, must always be very great.

“The Erie Canal carried hence in 1857, 88,092 barrels of Flour, 6,673,827 bushels of Wheat, 5,001,263 bushels of Indian Corn, and 905,814 bushels of Oats, and though all this quantity did not reach the seaboard, there can be no doubt that a very considerable portion had its ultimate distribution there. The Oswego Canal carried during the same period 301,530 barrels of Flour, 2,728,429 bushels of Wheat, 1,850,394 bushels of Corn, and 12,257 bushels of Oats.

“When we compare these figures with the transit returns by the St. Lawrence River, we can at once see how insignificant is the quantity which reaches the seaboard by the natural channel of exit, and it will be well to bear in mind that the navigation by way of Quebec, commences as early and continues as late as by the Erie Canal and the Hudson River.

“According to the Canadian Report referred to before, the proportion of the Lake Trade diverted to New York, is six and one-half million tons, to about half a million forwarded to Quebec, and the comparative prices of freight from Chicago to the seaboard, average from 25 to 50 per cent. in favor of the St. Lawrence.

“That the Canadian people are fully alive as to the importance of this Trade, there can be no doubt: and I expect to see active measures taken by the Government of the Province, during the present year, so as to secure at least a better share of the transit trade of the Western States than Canada has hitherto enjoyed.”

[Copy.]

“Your letter of enquiry of the 28th inst. at hand, I enclose you the correct statement of the tonnage of the Lakes as taken from our Marine Register up to last November. Since then it has been in some measure reduced by losses, and but little added to it by construction. Our Registration of Tonnage is intended to be quite correct, probably not 2 per cent of the whole tonnage of the Lakes is left out; what I give you is the compilation of the work of 10 men (surveyors) who have personally examined all these crafts, at least once each year. There are many barges on the St. Lawrence, and some open boats on the Lakes used in carrying coarse articles, not included in this statement.

“Your 2nd enquiry as to ‘what proportion of these vessels draw above 8½ feet of water?’ can only be answered by estimate or computation.

“We have on file in the office of the Board of Lake Underwriters here a detailed printed and written survey of each of these vessels giving their dimensions;—from an examination of these, and from my general knowledge of the vessels navigating the Lakes acquired during a period of 21 years’ personal experience, I should say that at least 90 per cent of the whole tonnage drew over 8½ feet of water. Any further information I can give you on this or any other subject within my power, please to command me. I shall be most happy to serve you.”

A Summary of the Tonnage on the Lakes and River St. Lawrence, October, 1859.

	No. of Vessels.	Tonnage.	Total Tonnage.
<i>United States.</i>			
Lake Steamers.....	41	39,477	
River Steamers.....	16	2,324	
Tugs [side wheel] River.....	9	1,825	
Ferry Boats [side wheel].....	2	122	
Lake Propellers.....	105	53,749	
River Propellers.....	7	550	
Lake Tugs [Propellers].....	35	4,347	
River Tugs [Propellers].....	31	1,722	
Ferry Boats [Propellers].....	2	568	
Barques.....	43	17,515	104,684
Brigs.....	79	22,860	
Schooners.....	532	17,4258	
Sloops.....	4	152	214,785
American Vessels.....	1,206	Tonnage.....	319,469
<i>Canadian.</i>			
Lake Steamers.....	22	10,188	
River Steamers.....	25	7,859	
River Tugs [side wheel].....	12	3,322	
Ferry Boats [side wheel].....	3	2,288	
Lake Propellers.....	14	4,285	
Lake Tugs [Propellers].....	3	357	
River Tugs [Propellers].....	3	117	
Barques.....	18	5,946	28,416
Brigs.....	15	3,630	
Schooners.....	210	32,498	
Sloops.....	4	244	42,318
Canadian Vessels.....	329	Tonnage.....	70,734
Grand Total.....	1,535		390,203

OSWEGO, February 20, 1860.

HON. JOHN ROSE,
Commissioner Public Works.

QUEBEC, CANADA EAST.

Dear Sir,—Your favor of the 20 ult. was duly received.

The Hon. Alvin Bronson, of this city, who has been long and extensively engaged in the commerce of the Lakes, has given your communication a careful perusal, and has prepared a reply to the general tenor of the same, a copy of which I herewith enclose, and to which I beg leave to call your attention.

To your several interrogatories I respond as follows :

Firstly.—At the time the Welland Canal was completed, in 1844, the average size of vessels engaged in that branch of the trade was of the burthen of about eight thousand bushels of wheat.

Secondly.—As to what proportion of that trade passed through the Welland Canal from the year 1844 downwards, I refer you to Schedule marked "A," hereto annexed.

Thirdly.—About one thousand craft are now engaged in the trade of the Lakes, one-fourth of which cannot pass through the Welland Canal. Three-fourths of all the propellers on Lakes Erie and Michigan are too large to pass the Canal.

Fourthly.—As to the receipts of produce from the Upper Lakes at Oswego, Ogdensburg, and other American Ports on Lake Ontario, keeping pace as regards progressive increase with those of Buffalo, I refer you to Schedule marked "B," hereto annexed.

Fifthly.—A large proportion of the falling off in the receipts at the Ports on Lake Ontario, is due to the small size of the Welland Canal Locks; but the enlarged Erie Canal, with low tolls, controls a large bulk of trade. If, however, the Welland Canal could accommodate the large Class Propellers, it is fair to suppose that much of the lost trade would return to Lake Ontario.

Sixthly.—Fully one-half the produce of the West is carried in vessels too large to pass through the Welland Canal.

Seventhly.—The Welland Railway will not materially increase the traffic of Lake Ontario, or get back the trade already lost, and does not render less necessary the enlargement of the Welland Canal.

Eighthly.—It is the opinion of the Board of Trade of Oswego, that in view of the present class of vessels now in use, and those likely to be hereafter employed in moving the products of the Great West, in connection with the direct Atlantic Trade, that the size of the Welland Canal Locks should be increased to 225 feet long and 40 feet wide, and that the depth of water should be not less than 12 feet.

I have the honor to be,

Your obedient servant

(Signed,)

O. H. HASTINGS,

President of the Board of Trade.

SCHEDULE A.

Statistics for the 2nd Query.

STATEMENT showing the Shipments of Grain (Flour reduced to Wheat) from Chicago, and Receipts of Flour and Grain at Buffalo and Oswego for a series of years:—

	Shipments from Chicago.	Receipts at Buffalo.		Receipts at Oswego.		
	Grain.	Flour.	Grain.	Flour.	Grain.	
1836		139,178	543,461	No record previous to 1848.		
1837		126,805	550,660			
1838	78	277,620	974,751			
1839	3,678	294,125	1,117,262			
1840	10,000	597,742	1,075,888			
1841	40,000	730,040	1,852,325			
1842	586,907	734,308	2,015,898			
1843	688,907	917,517	2,055,025			
1844	923,494	915,030	2,335,568			
1845	1,024,620	746,750	1,848,040			
1846	1,599,819	1,374,529	6,493,522			
1847	2,243,201	1,857,000	9,868,187			
1848	3,001,740	1,249,000	7,396,026			
1849	2,279,111					4,312,329
1850	1,830,938	1,103,039	6,637,804			4,253,298
1851	4,646,291	1,258,224	11,449,661		380,929	4,619,127
1852	5,873,141	1,299,513	13,892,947		272,343	7,867,408
1853	6,412,181	975,557	11,078,741		391,245	8,383,671
1854	12,932,320	739,756	18,533,455	167,267	5,592,903	
1855	16,633,700	936,761	20,788,473	224,643	8,959,176	
1856	21,583,221	1,126,048	20,123,667	202,930	12,632,305	
1857	18,032,678	845,953	15,348,930	101,363	7,736,057	
1858	20,035,116	1,531,590	19,712,727	96,663	10,839,125	
1859	16,663,795	1,415,482	14,473,913	64,951	7,021,067	

The receipts from Canada are included in the above.

SCHEDULE "B."

Statistics for the 4th Query.

STATEMENT showing the shipments of grain (wheat reduced to flour) over Lake Ontario, embracing the receipts at Oswego, Ogdensburg, Cape Vincent, Genesee River, and Montreal, for the last four years, together with the receipts of grain alone at Buffalo during same periods :

	Shipments over Lake Ontario.	Receipt at Buffalo.
1856.....	23,700,382	20,123,667
1857.....	18,044,354	15,348,930
1858.....	21,872,991	19,712,727
1859.....	14,800,000	14,473,913

The above includes the movement of Canadian produce.

O. H. HASTINGS, Esq.,

President of the Oswego Board of Trade.

SIR—I have perused with care the document from the Canadian Board of Public Works, dated at Quebec, seeking information in relation to the contemplated enlargement of the Welland Canal, and beg leave to say that the statistics of trade called for, may be better obtained through other sources, where records of Commerce have been preserved; but I will give to the Commissioner of the Board of Works, through your Board, such general information, and without much method, as I have acquired from my business operations on, and in connection with this work, from its inception to the present time.

First premising that statistics of Trade, however elaborate, can afford but poor data to guide the judgment or action on this subject, owing to the almost numberless rival improvements, both contiguous and remote, which have sprung up since this work has been in operation, and owing still more to the fickle and ever changing policy of legislatures, Canal Boards and Corporations, in the administration of these rival works.

For example, our Legislature and Canal Board started with a revenue tariff, and pursued it, with occasional modifications, for many years, and until the Welland Canal and St. Lawrence threatened competition, when the revenue tariff was superseded by a protective tariff. Again, when Railroads were multiplied in our State and relieved from Canal tolls which their charters imposed, the protective tariff was pushed still farther, until revenue is almost annihilated, and the question now presents itself, and is one of most difficult solution, whether our Canal debt shall be redeemed by general taxation, or whether the revenue tariff shall be restored, fortified, and protected by Canal tolls re-imposed upon Railroads.

To complicate this subject still more, and baffle all calculations for the future, the long lines of Railroads have adopted the policy of competing with each other, and with the Lake and Canal Channels, for the trade of the Mississippi Valley; transporting its products and merchandise almost gratuitously, requiring the States and Provinces from whom they derived their franchises, under promise of public benefit, to remunerate them, through high charges on *their* products and merchandise, for their sacrifices to secure these distant customers.

The *theory*, is, that the trade of their own States and Provinces belongs to them, and will bear any amount of imposition, and that all trade derived from the far West is clear gain. The *effect*, if pushed to its limit, will be to transfer the wheat fields and flouring Mills from the East to the valley of the Mississippi converting the State of New York and Canada West into grazing farms, with no other products than butter, cheese, wool, and animals that may be driven to market on foot, leaving the Railroads to make the most of their Western Customers, having killed the Goose for the Golden Egg. A system so vicious cannot last. It must be ended by popular indignation or the ruin of the roads.

Competition.

Premising this much on the statistics of trade, I proceed to discuss the main subject of Canal enlargement; And first, I assume, as a self-evident proposition, that large lakes

and long rivers, as channels of general commerce, are superior to artificial channels, whether Canals or Railroads, involving, as they do, a heavy outlay for construction, repairs, and superintendence.

In point of prices for transportation of commodities, beginning with the cheapest, the different channels may be classed as follows :

- First.—Ocean navigation.
 Second.—Lakes, Rivers, and Sounds.
 Third.—Canals, Ship and Boat.
 Fourth.—Railroads.

A few comparisons between prices for transport, on Lakes, Rivers, and Sounds, with those of Railroads, will confirm this proposition, and suffice for the purpose of the discussion.

The current price for transporting a barrel of flour from Albany to Boston by Railroad is 30 cents, the distance 200 miles. By water, a voyage made up of River, Sound, and Ocean, usually broken at New York, 15 cents, distance 600 miles. From Albany to New York, the usual price of a barrel of flour by river is 7 cents, distance 150 miles. By Railroad in winter, 30 cents. In summer there is no competition, and therefore no price; but taking the Western Road from Albany to Boston for data, the charge in summer by rail should be 22½ cents against 7 cents by water.

When a chain of roads has combined to transport beef from Chicago to Boston (Nov. 23rd., '59) at 44 cents per 100lbs., they have pro-rated or apportioned this charge as follows :

Allowing the Michigan Central from Chicago to Detroit, - - -	283 miles	14 cts.
Lake Erie, Detroit to Buffalo - - - - -	350 "	5 "
New York Central - - - - -	298 "	15 "
Western Road to Boston - - - - -	200 "	10 "

44 cts.

Again (Nov. 23, '59) Beef, from Chicago to New York 100 lbs for 39 cents, as follows :

Michigan Central, from Chicago to Detroit, - - - - -	283 miles	13 cts.
Lake Erie, Detroit to Buffalo, - - - - -	350 miles	5 "
New York Central and Hudson R. R. Road - - - - -	500 miles	21 "

39 cts.

The shore roads beyond the Lakes and beyond the Mississippi, where severe competition is not encountered, usually charge about 10 cents per bushel per 100 miles for the transportation of wheat, whereas the lake craft transport a bushel of wheat from Chicago through four of the great Lakes for 10 cents, exclusive of the Welland Canal charge, of say 2 cents, a distance of more than 1200 miles.

These cases are sufficient to dispose of the subject of comparative cost of these two modes of transportation.

There is another important element in this rivalry for the trade of the valley of the Mississippi, consisting in the topography of the country, or locality of the lakes.

Lakes Superior, and Michigan, bound this valley on the East, and stretch from a high latitude, many hundred miles south, parallel to the river, and almost to the point where Eastern and Northern markets cease to attract the trade from the river and gulf. The Railroads, therefore, to divert this trade from its natural and cheap channels, the Lakes, must perform a detour around them, or submit to have their chain broken, and their freights subjected to a *short* and therefore comparatively an expensive voyage across them.

The character of short voyages will be explained in another part of this paper. These facts make it apparent that Railroads cannot compete successfully for this distant trade, and it would seem the part of wisdom to yield the conflict which must involve heavy expenditures, which must provoke reprisals, and end in a loss of a portion of their legitimate trade, and in cutting down their tariff on the residue.

Railroads have their legitimate field, which, under judicious administration, will sustain them. It is their office to conduct the trade from point to point, between these

natural and cheaper channels, as between the Mississippi and the Lakes, and between the Lakes, the St. Lawrence, and the Atlantic markets.

The roads are entitled to the freight traffic contiguous to their lines, and beyond the attraction of the cheap and natural channels; they may command the valuable and perishable goods, that demand celerity and dispatch, and will *monopolize* the passenger and the winter traffic. Such will be the relative condition of these rivalries when the battle shall have been fought out and commerce shall have found its appropriate and natural channels, whatever fate may await the bond and stockholders. Canals, either boat or ship, were never projected or constructed as rivals to natural channels, but as tributaries to feed, or links to connect and extend them. Thus, the St. Mary's, the Welland, and the St. Lawrence Ship Canals connect the Lakes with each other, and all with the Ocean.

While the boat canals of New York, connect the Lakes with tide water; and the Ohio, Indiana, and Illinois Canals, connect the Lakes with the Mississippi; still these Canals co-operate with, and fortify, great rival routes for commerce, as the St. Lawrence, the Hudson, and the Mississippi. Though laudable competitors, and ministering to the welfare of the country at large, yet their influence upon the work in hand must not be overlooked.

After this exposition it is hardly necessary to express the opinion that the Lake route, with the Welland Canal suitably enlarged and improved, can maintain a successful competition with all others.

Welland Railway.

It may be prudent to restrict or limit the enlargement of the Canal in some small degree, in consideration of the services which the railway may perform by lightening overloaded vessels, when for short periods as sometimes happens, the waters of the Lakes rule high, and the harbors allow deep loading, or when a vessel of extraordinary size may load for a sea voyage. I am of opinion that Indian corn, an important article of commerce, will bear an extra charge for the benefit of being elevated, transported and spouted to another vessel, midway of the voyage.

I do not believe the railway can be made to feed lines of vessels on the upper and lower Lakes, either with merchandise or agricultural products, and for the following reasons.

The price of freight depends greatly on the continuity of the voyage; the long voyage is the cheap one, compared to distance. The delay and expense of loading and discharging constitute an important item in the expense of the voyage, and is the same whether the voyage is long or short.

For example; a wheat laden vessel at Chicago, charging 7 cents per bushel to Detroit, would be amply paid for extending her voyage to Buffalo, or the Welland Canal, by an addition of 2 cents per bushel, and for another cent through Lake Ontario excluding Welland Canal charges; the most distant point, therefore, has the strongest attraction for trade. Hence a long voyage broken up into two short ones would enhance the cost of transport without adding much, if at all to despatch. A new voyage across Lake Ontario would involve a charge of three or four cents per bushel on wheat, instead of one cent for a continued voyage.

Hence the *expensive short voyage* across Lake Michigan connecting railroad traffic.

Size of Enlargement.

Great diversity of opinion prevails both among practical and scientific men as to the size of lock and canal best adapted to the wants of this trade; some gentlemen whose opinions are respected, advocate a lock the size of the St. Mary's to pass the large side-wheel passenger boats. I am of opinion on the contrary, that the work should be adapted to the freight trade of Propellers which will of course meet the wants of the sail vessels, both of which will probably continue to share this trade in nearly equal proportions.

As the work increases in size, the cost increases in a rapid ratio, demanding larger amount of funds, and longer time for completion; and when breaks occur, they are more destructive in their effects upon the work and the region adjacent.

If too small again, though more easily and quickly completed, the object is not obtained of meeting rivalry effectively.

I am of opinion that a lock 225 feet in length, with 11 feet water on mitre sill, would be a judicious size; 35 or 36 feet in width would be sufficient, were it not deemed exped

ient to conform them to the St. Lawrence locks 45 feet in width, which would serve to pass small side wheel steamers; nor is there any strong objection on the score of feeding or of current. The feeders are copious, and at short distances from the locks; besides the large volume of trade is in the direction of the current. Since the locks were enlarged in 1844, the tonnage of our vessels and their carrying capacity has been steadily increasing from a burthen of eight or nine thousand bushels of wheat to fifteen or sixteen thousand, the usual burthen for modern built vessels.

During this rapid and great increase in size of vessels, the depth of water in the canal and lock has been increased but one foot from 9 to 10 feet. The largest class of vessels are not however passed with the ease and facility which ought to attend them.

Most of the harbors of the Lakes, as well as the St. Clair Flats, require frequent and considerable expenditures to give 11 feet of water, except in periods when the lakes rule high; these periods are not frequent or long continued. There may be instances in which Propellers are loaded beyond 11 feet, but these are exceptional cases.

Experience has proved that long and flat vessels can navigate the ocean with safety and success, and that the centre board or sliding keel is a pretty good substitute for the standing keel.

Experience proves also, that large vessels are most profitable, and there are isolated cases of vessels passing regularly through the Welland Canal with 18,000 bushels of wheat, sail vessels, bark or schooner rigged.

Respectfully your obedient servant,
(Signed)

ALVIN BRONSON.

OSWEGO, Feb. 16th, 1860.

WELLAND CANAL OFFICE,
St. Catherines, February 22nd, 1860.

HON. JOHN ROSE, Com. Public Works, Quebec.

Sir,—I submit the following information in answer to the queries contained in your letter of 20th January last, addressed to the respective Boards of Trade of Oswego, and Ogdensburgh.

1st. "At the time that the Welland Canal was completed in 1844, what was the number and average size of Vessels (engaged in that branch of Trade) on Lakes Michigan, Huron, and Erie, connected with the movement of produce eastward, either via. Buffalo or Lake Ontario."

Answer.—The enlargement of the Welland Canal was opened to the Trade in the spring of 1845. The number of Sailing Vessels on Lake Erie, and above the Welland Canal, was in 1844 as follows, viz:—

109 Vessels, over 100 Tons each, with capacity of	- - - - -	16,173 Tons.
118 do, under 100 Tons each, do do	- - - - -	8,388 do.
6 Propellers with capacity of	- - - - -	1,417 do.
1 Barque, do do	- - - - -	377 do.
234 Vessels and Propellers, with capacity of	- - - - -	26,355 do.

Of the above there passed through the Welland Canal in 1844, 42 Vessels, capacity 4001 Tons.

Lake Ontario Vessels passing Welland Canal..

119 Brigs and Schooners with capacity of,	- - - - -	15,844 Tons,
8 Propellers,	- - - - -	880 do
127		16,724 Tons,

In addition to the foregoing there were:

8 Large Brigs that could not be passed through the Canal in 1844, of 4,050 tons burthen. The foregoing list is exclusive of Passenger Steamers navigating either or any of the Lakes.

By the enlargement of the Canal all of the above vessels and propellers, viz: 361, were enabled to pass through it, except 8 large brigs on lake Ontario, one of which was afterwards so altered as to navigate the Canal.

2nd. What proportion of that trade passed through the Welland Canal for the year 1844 downwards, distinguishing the several years?

Answer.—The following Table shows the proportion of that trade that has been passed through the Canal; respecting the data of the whole trade, I have no information.

	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.	1853.	1854.	1855.	1856.	1857.	1858.	1859.
Vessels & boats, all kinds	4276	3610	3905	4214	3280	2278	4701	5693	6102	6714	5863	6779	6766	6239	5700	3758
Passenger .....	.....	.....	.....	.....	2487	1640	1938	4758½	6543	19031	5638	15276	17424	17232	10599	1074
Ton. Freight.....	2285712	2437414	318095	343852	307011½	351596½	399600	691027½	743060	905518	707210	849333	970705	901072	855112	1012201½
Tonnage vessels all kinds	327570	312571	385909	459584	372854	468410	587100	772623	894193	1063024	947738	1051467	1179246	1148494	1148771	988560

In the Return for 1859, it is possible that there may be discrepancy in the tonnage and number of boats, as compared with the Return made up at the Inspector General's Office. This difference may be accounted for by their having included Rafts, &c., in their Return, which are not included in my Table.

3rd—What is the present estimated Tonnage and average size of vessels engaged in the same trade? What proportion passes through the Welland Canal? and what proportion, from too great size, cannot pass?

Answers.—The Tonnage of the Steam and Sailing craft, from Montreal, upwards, is as follows, viz :

Above Welland Canal.

67 Paddle Wheel Steamers, capacity	- - - - -	41,171 Tons.
145 Propellers	" - - - - -	54,330 "
794 Sailing Vessels	" - - - - -	180,273 "
<u>1,006</u>		<u>275,774 Tons.</u>

Below Welland Canal.

63 Paddle Wheel Steamers, capacity	- - - - -	25,899 Tons.
52 Propellers	" - - - - -	12,874 "
371 Sailing Vessels	" - - - - -	76,552 "
<u>486</u>		<u>115,325 Tons.</u>

Above Welland Canal that can pass through it.

8 Paddle Wheel Steamers, capacity	- - - - -	1,384 Tons.
60 Propellers	" - - - - -	6,368 "
671 Sailing Vessels	" - - - - -	132,410 "
<u>739</u>		<u>140,162 Tons.</u>

Below Welland Canal, that can pass through it.

6 Paddle Wheel Steamers, capacity	- - - - -	1,872 Tons.
47 Propellers	" - - - - -	10,722 "
371 Sailing Vessels	" - - - - -	76,552 "
<u>424</u>		<u>89,146 Tons.</u>

Above the Welland Canal, that cannot pass through it.

69 Paddle Wheel Steamers, capacity	- - - - -	39,787 Tons.
85 Propellers	" - - - - -	47,962 "
123 Sailing Vessels	" - - - - -	47,863 "
<u>267</u>		<u>135,612 Tons.</u>

Below the Welland Canal, that cannot pass through it.

57 Paddle Wheel Steamers, capacity	- - - - -	24,027 Tons.
5 Propellers	" - - - - -	2,152 "
0 Sailing Vessels	" - - - - -	0,000 "
<u>62</u>		<u>26,179 Tons.</u>

Steam and Sailing Craft upon all the Lakes, that can not be passed thro' the Welland Canal

116 Paddle Wheel Steamers, capacity	- - - - -	63,814 Tons.
90 Propellers	" - - - - -	50,114 "
123 Sailing Vessels	" - - - - -	47,863 "
<u>329</u>		<u>161,791 Tons.</u>

Steam and Sailing Craft upon all the Lakes, that can be passed through the Welland Canal.

14 Paddle Wheel Steamers, capacity	- - - - -	3,256 Tons.
107 Propellers	" - - - - -	17,090 "
1042 Sailing Craft	" - - - - -	208,962 "
<hr/>		<hr/>
1,163		229,308 Tons.

Of the following Steamers and Propellers, the number used as Tugs and Ferry Boats, and not capable of carrying freight, is, as near as can be ascertained :

15 Paddle Wheel Steamers, capacity	- - - - -	1,910 Tons.
63 Propellers	" - - - - -	5,968 "
<hr/>		<hr/>
78		7,878 Tons.

4th.—Have the receipts of Produce from the Upper Lakes at Oswego or other American Ports on Lake Ontario, kept pace, as regards progressive increase, with those of Buffalo? And can you supply any returns shewing the difference?"

Answer.—With regard to this Query, I have no data, to afford the information required.

5th.—"If not, whether do you attribute the falling off mainly to the inadequate size of the Welland Canal, or to the enlargement of the Erie Canal and the additional Railway facilities afforded for Transit from Lake Erie to the Sea Board, or have not facilities to an equal extent been created from Ports on Lake Ontario?"

Answer.—The Trade from the Upper to the Lower Lake Ports has been considerable, with fluctuations arising in a great measure through the failures of Crops and business embarrassments.

The falling off of the Trade to Oswego, if any, (of which, in the absence of statistical information, I am not aware) may be in some degree attributable to the present size of the "Welland Canal," and the enlargement of the "Erie Canal," and to the "additional Railway facilities afforded for Transit to the Sea Board." It is quite probable that were the dimensions of the Welland Canal increased, the facilities rendered thereby would give more advantage for shipment from the Upper to the Lower Lake Ports, and there is not the least doubt that, were these advantages afforded, the Trade of the Welland Canal would be considerably increased.

Whether this increase of Trade would justify the expenditure, consequent upon the enlargement, is a matter requiring much consideration.

In my humble opinion, with the present existing facilities, the outlay would not be justifiable, although I am aware that this matter is much agitated by persons who do not calculate the cost or its results, only caring that the expenditure be made.

My reasons for arriving at this conclusion are formed from the present capabilities of the Welland Canal (which are sufficient for not less than three-fold the traffic that has yet been passed through it,) and the existing advantages for the transportation from the West to the Ocean by the numerous Railways, of which there are five in Canada, and four in the United States competing for this freight. They have also the additional advantage of being able to carry freight during closed navigation; Whilst, during the season of navigation, they, (the Railways) are rivals to the Canals, carrying freights at ruinously low rates.

Through the business operations of the Railways, in carrying off the produce, while the navigation is suspended, there is not sufficient Surplus, (as formerly), to afford remunerative freights, consequently, the shipping interests have become much depressed, thereby causing injury to the Canal Trade.

In Addition, the business facilities afforded Western Shippers of Produce by other Routes, has a tendency to divert the trade from the Welland Canal. As it is impossible for the Government to render such assistance (as Cash advance) to Shippers of produce passing through the Welland Canal, consequently its Trade will continue to be injured so long as such advances are upon Produce transported by other Routes. It is believed that the facilities for transportation from "Ports on Lake Ontario" are adequate, with the

exception of the depth of water on the Mitre Sills of the St. Lawrence Canal Locks, which should be increased to not less than 10 feet.

6th.—What proportion of the Produce is carried in vessels too large to pass through the Welland Canal.

Answer.—Have no data to afford the information.

7th.—Do you consider the Welland Railway calculated to attract the Trade to the Basin of Lake Ontario, or that the facilities it affords render less necessary the enlargement of the Welland Canal?"

Answer.—Through the facilities afforded, and referred to in answer to Query No. 5, I consider that the Welland Railway will attract trade to the Basin of Lake Ontario, and also as stated in answer to said Query, I do not consider the enlargement of the Welland Canal necessary.

8th.—Looking at the class of Vessels now in use, and likely hereafter to be employed on Lakes Superior, Huron and Michigan, in connection with the direct Atlantic Trade, to what size and depth would you consider the Canal ought to be enlarged?"

In Answer to this Query, as I have already stated, I do not consider that the enlargement of the Welland Canal ought to be made. But should it be decided otherwise, there are two important points to be settled before the dimensions of the enlargement can be determined; whether it is to be made so as to admit the passage of the largest class of Paddle wheel Steamers, or for Propellers.

If for the former, the Locks should be of the same size as those at the Sault St. Marie Canal, 350 feet in length, 75 feet wide, and not less than $12\frac{1}{2}$ feet depth of water on the Mitre Sill.

As this class of Steamers are more properly suited for a passenger than a freight trade, the adoption of Locks of a size suitable for propeller navigation appears the more advisable, and would, I think, be the better calculated dimensions for the enlargement. This point being determined, the capacity of the Locks need not necessarily be greater than 250 feet long, 50 feet wide, with $12\frac{1}{2}$ feet depth of water on the Mitre Sill.

By the establishment of these dimensions there would be but 3 propellers now in existence, above the Canal, that could not be passed by, their lengths being each 270, 265, and 240 feet.

I have the honor to be, Sir,

Your obdt. servt.,

S. D. WOODRUFF.



RETURN

To an Address of the Legislative Assembly, dated 12th March, 1860;
for statement of expenses connected with Piers below Quebec.

By Command,

C. ALLEYN,

SECRETARY'S OFFICE,

Secretary.

Quebec, 23d March, 1860.

RETURN, shewing the amounts paid from the Public Chest for the erection of the several Landing Piers below Quebec; for repairing the same; for watching the same; also, the Revenue derived therefrom.

Name.	Construction.		Repairs up to 1st of January, 1858.		Repairs during 1858.	Repairs during 1859.	Watching.	Revenue.
	£	s. d.	£	s. d.	\$ cts.	\$ cts.		
Pier at Malbaie	11034	17 0	1786	19 0	369 77	No Returns.	No Returns.
" Eboulements.....	14578	2 9	1122	5 4	203 30	.....	
" Berthier	7791	17 1	.....	.....	.....	.....
" L'Islet	26096	6 11	.....	.....	.....	.....
" Pointe aux Ori- gnaux	52992	3 0	.....	.....	2800 00	.....	
" Rivière du Loup.	39113	1 9	1301	15 0	.....	.....
" Rimouski	25611	4 0	.....	.....	.....	.....
General Expenditure at Berthier, l'Islet, Pointe aux Ori- gnaux and Rivière du Loup.	1524	0 2	.....	.....	.....	.....
Superintendence, En- gineering, &c.	10145	4 3	.....	.....	.....	.....
	£188,886	16 11	£4219	19 4	.....	.....
	or \$755,547	39	or \$16,879	87	\$3003 30	\$369 77		

T. TRUDEAU,

DEPARTMENT OF PUBLIC WORKS,

Secretary.

Quebec, 21st March, 1860.

R E T U R N

To an Address of the Legislative Assembly, dated 12th March, 1860;
for Statement of sums paid to Mr. Baby on account of Tug
Steamers.

By Command.

C. ALLEYN,
Secretary.

SECRETARY'S OFFICE,
Quebec, 23rd March, 1860.

RETURN shewing the several sums paid from the Public Chest to Mr. François Baby, for the maintenance of Tug Steamers below Quebec, from the commencement of the Contract to the present date; the amount paid in each year as direct aid, under Mr. Baby's contract; the amount paid in each year from the Public Funds in reduction of rates charged to Shipowners. Also, the amount advanced by Government towards the building of Mr. Baby's Steamers.

Date	No.	£ s. d.	£ s. d.	No.	£ s. d.	£ s. d.
1854						
Aug. 26. To Certificate	9835	5000 0 0			By Tug Service Bonus for 1854	7965 0 0
Nov. 16. To do	10200	1680 0 0				
Jan. 10. To do	10303	1285 0 0				
		7965 0 0				7965 0 0
1855						
Aug. 31. To Certificate	11512	5650 0 0			By Tug Service Bonus for half of 1855	5650 0 0
Nov. 14. To do	11956	5650 0 0			do do	5650 0 0
		11300 0 0				11300 0 0
1856						
May 20. To Certificate	11565	6000 0 0			By Tug Service Bonus for 1856	11300 0 0
Mar. 11. To do	13681	6000 0 0			By Balance, being Advances	30000 0 0
May 12. To do	13794	12000 0 0				
June 12. To do	14139	6000 0 0				
Oct. 11. To do	14727	11300 0 0				
		41300 0 0				41300 0 0
1857						
Jan. 1. To Balance		30000 0 0			By Tug Service Bonus for 1857	11300 0 0
Dec. To Certificate	1367	2096 2 7			By per-centage on Tariff Rates for 1857	2096 2 7
		32096 2 7			By Balance	18700 0 0
1858						
Jan. 1. To Balance		18700 0 0			By Bonus for 1858	11300 0 0
April 6. To Certificate for Balance of Bonus for 57	55	300 0 0			By Balance	24000 0 0
" " To do	1372	11300 0 0				
Aug. To do Bonus for 1858	2037	11300 0 0				
Less—Instalments		6300 0 0				
		5000 0 0				32096 2 7
		35300 0 0				11300 0 0
1859						
Jan. 1. To Balance brought down		24000 0 0				35300 0 0

Date	No.	£ s. d.	£ s. d.	No.	£ s. d.	£ s. d.
1859						
Jan. 1. To Balance brought forward		£2,000 0 0			By Balance due on per-centage for 1857	\$ 432 29
" 31. To Certificate	3099	\$30000			By per-centage on Tariff Rates for 1858	3051 50
" " To do	4000				By per-centage on Tariff Rates for 1859	22600 00
June 30. To do half year's Bonus	4144	22600 00			By Balance	\$4000 00
Less—Instalment		12000 00				
		10600 00				
		110083 70				110083 70
1860						
Jan. 1. To Balance		64000 00			By half year's Bonus, for 1859	22600 00
" 31. To Certificate, half year's Bonus	5350	22600 00			By per-centage on Tariff Rates for 1859	\$757 69
Less—Instalment		12000 00			By Balance	72000 00
" " To Certificate	5348	10600 00				
		\$757 69				
		103357 69				103357 69
1860						
Jan. 31. To Balance brought down		72000 00				

DEPARTMENT OF PUBLIC WORKS,

Quebec, 21st March, 1860

T. TRUDEAU,
Secretary.

Vessels Towed by Provincial Tug Steamers, Season 1857, and amounts paid.

Date of Towing. 1857.	Vessel's Name.	Particulars.	Towed at 50 per cent. reduction.		30 per cent. payable by the Government.	
			£	s. d.	£	s. d.
April 25.....	Queen of the Lakes.....	Berthier to Quebec.....	22	17 4	13	14 4
26.....	Montreal	St. Lawrence Pier to Quebec.....	21	8 9	12	17 3
May 30.....	Hebe	Grosse Isle to do	21	8 9	12	17 3
31.....	Shakespeare	do do	22	17 4	13	14 4
3.....	Rimouski.....	Bic to do	49	6 8	29	12 0
June 3.....	York	Pillars to do	15	14 5	9	8 7
6.....	Europa	Grosse Isle to do	25	14 6	15	8 9
.....	Barge (no name)	Quebec to Pillars	11	8 8	6	17 2
10.....	do	Pillars to Quebec	15	14 5	9	8 7
12.....	Charles Chaloner	do do	21	8 9	12	17 3
21.....	Staffa.....	Quebec to Bic	58	11 8	35	3 0
22.....	Onward.....	Brandy Pots to Quebec.....	36	1 10	21	12 0
27.....	Nectaux	Kamouraska to do	29	8 0	17	12 10
July 2.....	Blackwater	Quebec to Brandy Pots.....	45	14 4	27	8 8
5.....	Argo	Pilgrims to Quebec	36	1 10	21	12 0
8.....	St. Patrick.....	Grosse Isle to do	25	14 6	15	8 9
7.....	Julius Cæsar	Quebec to Brandy Pots.....	48	2 6	28	17 6
.....	Fanny	do to Kamouraska (fisher)	14	14 0	8	16 5
.....	do	Kamouraska to Quebec	29	8 0	17	12 9
8.....	Filgaltion	Grosse Isle to do	21	8 9	12	17 3
13.....	Egyptian	Green Isle to do	49	6 8	29	12 0
14.....	Burlington.....	Basque do to do	58	11 8	35	3 0
17.....	Martin Luther.....	Kamouraska to Grosse Isle	37	16 0	22	13 7
18.....	Alegone	Quebec to Bic.....	55	10 0	33	6 0
27.....	Columbus	Below Pillars to Quebec.....	31	10 0	18	18 0
.....	Stokesley	Brandy Pots to do	33	13 9	20	4 3
31.....	J. S. Parsons	do to do	40	18 2	24	10 10
.....	Wolfe	Quebec to Bic.....	64	15 0	38	17 0
.....	Henry Cook	Bic to Grosse Isle	43	3 4	25	18 0
Aug. 5.....	Burlington.....	Quebec to Bic	61	13 4	37	0 0
8.....	St. James	Metis to Quebec	64	9 2	38	13 6
14.....	Chicago	Quebec to Bic	61	13 4	37	0 0
.....	Steamer Saguenay.....	Islet to Quebec.....	14	14 0	8	16 5
15.....	Sarah and Eleanor.....	Quebec to Brandy Pots	16	16 11	10	2 1
.....	do	Brandy Pots to Quebec.....	33	13 9	20	4 3
.....	J. Bradshaw.....	Kamouraska to do	37	16 0	22	13 7
12.....	Stanley	do to do	25	4 0	15	2 5
17.....	Grace	Bic to Quebec.....	40	1 8	24	1 0
.....	Thomas Fielding	do to do	37	0 0	22	4 0
21.....	Queen of the Lakes	Brandy Pots to do	36	1 11	21	13 2
22.....	Falkland	Bic to Quebec	33	5 0	49	19 0
26.....	Aurora	do to do	33	18 4	20	7 0
.....	Capricieuse.....	do to do	24	13 4	14	16 0
28.....	Michael.....	Brandy Pots to Quebec.....	24	1 3	14	8 9
.....	Shandon.....	Kamouraska to Quebec.....	31	10 0	18	18 0
29.....	Anna.....	Crane Isle to Quebec.....	15	14 5	9	8 8
31.....	Rover's Bride	Pillars to Quebec.....	14	5 10	8	11 6
.....	Inkerman	Brandy Pots to Quebec.....	33	12 9	20	4 2
.....	Nina	do to do	28	17 6	17	6 6
Sept. 2.....	St. Patrick.....	Pillars to do	32	17 5	19	14 5
4.....	Harmony	Bic to do	40	1 8	24	1 0
5.....	St. James.....	Quebec to Escoumains	49	6 8	29	12 0
5.....	Norden	Kamouraska to Quebec.....	25	4 0	15	2 5
6.....	Goliath	do to do	29	8 0	17	12 9
7.....	Moffatt.....	St. Lawrence Pier to Quebec.....	21	8 9	12	17 3
9.....	Dunbrody.....	Bic to Quebec.....	40	1 8	24	1 0
19.....	Ocean Bride.....	do to do	43	3 4	25	18 0
.....	J. S. Parsons.....	Quebec to Brandy Pots.....	52	18 9	31	15 3
20.....	Oregon	Brandy Pots to Quebec.....	36	1 10	21	13 1
25.....	Melbourne	Bic to Quebec	46	5 0	27	15 0
26.....	Port Glasgow	Kam. to do	25	4 0	15	2 5
28.....	Ann	do to do	31	10 0	18	18 0
29.....	China	Brandy Pots to Quebec.....	43	6 3	25	19 9
30.....	Evergreen	Crane Isle to do	20	0 2	12	0 2
Carried forward..... £			2244	0 7	1347	1 9

Vessels Towed, &c.—(Continued.)

Date of Towing.	Vessel's Name.	Particulars.	Towed at 50 per cent. reduction.			30 per cent. payable by the Government.			
			£	s.	d.	£	s.	d.	
		<i>Brought forward</i>	2244	0	7	1347	1	9	
Sept. 20	Ailsa	Pillars to Quebec	21	8	9	12	17	3	
"	Advance	Bic to do	46	5	0	27	15	0	
"	City of Quebec	Kamouraska to Quebec	31	10	0	18	18	0	
"	Caroline	Quebec to Grosse Isle	27	15	0	16	13	0	
"	Marquis of Bute	Pillars to Quebec	18	16	7	11	5	11	
Oct. 1	United Kingdom	Brandy Pots to do	33	13	9	20	4	2	
"	Chepston	Berthier to do	22	17	4	13	14	5	
"	Caledonia	do to do	24	5	11	14	11	6	
"	Lady Seymour	Brandy Pots to Grosse Isle	27	10	0	16	10	0	
"	Advice	Bic to Quebec	46	5	0	27	15	0	
"	Advance	Grosse Isle to Quebec	11	8	8	6	17	2	
"	Gleniffer	Kamouraska to do	23	2	0	13	17	2	
"	Erromanga	Brandy Pots to do	38	10	0	23	2	0	
"	Danzic	do to do	33	13	9	20	4	3	
"	Allan	Bic to do	46	5	0	27	15	0	
"	Home	Kamouraska to do	31	10	0	18	18	0	
"	Astracan	Brandy Pots to do	38	10	0	23	2	0	
"	Wallace	do to do	38	10	0	23	2	0	
"	Albion	do to do	38	10	0	23	2	0	
"	Toronto	Bic to do	55	10	0	33	6	0	
"	Sarah Flemming	Kamouraska to do	21	0	0	12	12	0	
"	Agnes	do to do	25	4	0	15	2	5	
"	Great Britain	Bic to do	27	0	0	22	4	0	
"	Moffatt	Quebec to Kamouraska	44	2	0	26	9	2	
"	Egyptian	Pillars to Quebec	21	8	9	12	17	3	
"	Charles Chalener	do to do	21	8	9	12	17	3	
"	Burlington	do to do	24	5	11	14	11	6	
"	Warburton	Kamouraska to Quebec	35	14	0	21	8	5	
"	Ottawa	Bic to do	46	5	0	27	15	0	
"	Rankin	do to do	43	3	4	25	18	0	
Nov. 20	Falkland	Quebec to Bic	58	11	8	35	3	9	
"	Confidence	do to do	55	10	0	33	6	0	
"	Orso	do to do	49	6	8	29	12	0	
"	Pearl	Bic to Quebec	40	1	8	24	1	0	
"	Sir William Wallace	Brandy Pots to Quebec	24	1	3	14	8	9	
"	Campbell	Quebec to Bic	46	5	0	27	15	0	
"	Nestorian	do to do	52	8	4	31	9	0	
"	Egyptian	do to do	52	8	4	31	9	0	
"	Sea King	do to do	52	8	4	31	9	0	
"	City of Boston	do to Pillars	22	17	4	13	14	5	
		Total.....	£	3,673	17	8	2,204	4	0

Number of Vessels towed104

VESSELS towed by Provincial Tug Steamers, Season of 1858.

Date. 1858.	Vessel's Name.	Particulars.	Towed at 50	30 per cent.
			per cent. reduction.	payable by Government.
			\$	\$
			cts.	cts.
April 28.....	Shandon	Brandy Pots to Quebec.....	144	86
May 15.....	Cambalu.....	do to do	154	92
June 8.....	Drobak.....	do to do	125	75
" 19.....	Veranda.....	Kamouraska to do	84	50
" 26.....	Advance.....	Brandy Pots to do	154	92
" 28.....	Aeme.....	Kamouraska to do	154	80
July 20.....	Mountaineer.....	Bic to do	222	133
" 26.....	J. McHenry.....	do to do	222	133
" 31.....	Missouri.....	Brandy Pots to do	134	80
Aug. 15.....	Empress.....	Bic to do	148	88
" 18.....	Shandon.....	Kamouraska to do	126	75
" 23.....	Guinare.....	Bic to do	123	74
" 23.....	Johanna Maria.....	Brandy Pots to do	163	98
" 23.....	Fortunatus.....	do to do	200	120
" 30.....	Queen of the Lakes.....	Pillars to do	97	58
Sept. 7.....	Charles Chaloner.....	Bic to do	172	103
" 11.....	Cavalier.....	Brandy Pots to do	125	75
" 11.....	Palmyra.....	do to do	192	115
" 20.....	Allan.....	Bic to do	185	111
" 20.....	Charlotte Harrison.....	Brandy Pots to do	163	98
Oct. 1.....	Caroline.....	do to do	163	98
" 6.....	William Vail.....	Quebec to Bic.....	172	103
" 8.....	Commerce.....	Bic to Quebec.....	148	88
" 9.....	Ocean Monarch.....	Kamouraska to do.....	134	80
" 9.....	Good Intent.....	Bic to do.....	86	51
" 20.....	Peerless.....	Quebec to Bic.....	224	140
" 25.....	Imperial.....	Metis to Quebec.....	227	136
" 28.....	Lesmabagon.....	Brandy Pots to do.....	154	92
Nov. 2.....	Ocean Monarch.....	Quebec to Bic.....	259	155
" 4.....	General Neill.....	do to Metis.....	212	127
" 13.....	Orso.....	do to Bic.....	222	133
		Total	5085	3051

Number of Vessels towed..... 31.

Statement of Vessels towed by the Provincial Tug Steamers, Season 1859.

Date 1859.	Vessel's Name.	Particulars of Towage.	Towed at 50 per cent. reduction.	30 per cent. on Tariff Rates payable by Government.
			S cts.	S cts.
May 18.....	Cameronian.....	Brandy Pots to Quebec.....	182 87½	109 72½
19.....	Margaret Pollock.....	Pillars to do.....	80 03½	48 02
23.....	Advice.....	Brandy Pots to do.....	144 37½	86 62½
27.....	Ronochan.....	Bic to do.....	185 00	111 00
30.....	Marchmont.....	do to do.....	197 33	118 40
June 10.....	Gellert.....	do to do.....	160 33½	96 20
"	Washington.....	Brandy Pots to do.....	134 75	80 85
12.....	Powerful.....	Kamouraska to do.....	100 80	60 48
"	Home.....	do to do.....	117 60	70 56
"	City of Quebec.....	do to do.....	109 20	65 52
16.....	Absburgo.....	do to do.....	117 60	70 56
24.....	Normand.....	Brandy Pots to do.....	96 25	57 75
25.....	Balder.....	Bic to do.....	160 33½	96 20
28.....	Washington.....	Kamouraska to do.....	92 40	55 44
29.....	Eliza Young.....	Brandy Pots to do.....	115 50	69 30
"	Gustava.....	do to do.....	115 50	69 30
30.....	Acme.....	Kamouraska to do.....	126 00	75 60
July 1.....	Pladda.....	Pillars to do.....	62 88	37 72½
"	Sunbeam.....	Bic to do.....	160 33	96 20
11.....	Britannia.....	do to do.....	197 33½	118 40
"	Czar.....	do to do.....	222 00	133 20
"	Adept.....	Pillars to do.....	97 18	58 31
18.....	Frank Haynie.....	Bic to do.....	148 00	88 80
"	Savannah.....	Kamouraska to do.....	84 00	50 40
16.....	Oliver Moses.....	Bic to do.....	148 00	88 80
30.....	James Smith.....	do to do.....	172 67	103 60½
"	Henry.....	do to do.....	172 67	103 60½
31.....	Tribune.....	Brandy Pots to do.....	134 75	80 85
Aug. 1.....	Resolute.....	Kamouraska to do.....	100 80	60 48
"	Ratler.....	do to do.....	117 60	70 56
"	Arab.....	Pillars to do.....	85 75	51 45
"	Queen Victoria.....	do to do.....	68 60	41 16
"	Madras.....	do to do.....	91 47	54 88
"	Eliza Caroline.....	do to do.....	75 32	45 19
11.....	Rosalie.....	Brandy Pots to do.....	115 50	69 30
"	Everthorpe.....	do to do.....	105 87½	63 52½
13.....	Joseph Tarratt.....	Kamouraska to do.....	109 20	65 52
14.....	Charlotte.....	Bic to do.....	111 00	66 60
19.....	Frank.....	do to do.....	135 67	81 40
"	Glencairn.....	Pillars to do.....	97 18½	58 31
20.....	Lady Russell.....	Brandy Pots to do.....	134 75	80 85
21.....	Die Brant.....	Bic to do.....	123 34	74 00
"	Maranham.....	do to do.....	135 67	81 40
25.....	Wandsworth.....	Pillars to do.....	80 03½	48 02
"	Nina.....	Kamouraska to do.....	109 20	65 52
28.....	George.....	Bic to do.....	148 00	88 80
29.....	Haidco.....	Pillars to do.....	68 60	41 16
30.....	Cavalier.....	Kamouraska to do.....	109 20	65 52
Sept. 3.....	Byzantium.....	do to do.....	176 40	105 84
"	Pride of Canada.....	Bic to do.....	222 00	133 20
4.....	Anelia.....	Brandy Pots to do.....	77 00	46 20
"	Rockaway.....	Pillars to do.....	75 31½	45 19
5.....	Margaret Pollock.....	do to do.....	85 75	51 45
8.....	C. J. Borgstede.....	Brandy Pots to do.....	115 50	69 30
"	Reciprocity.....	Kamouraska to do.....	142 80	85 68
"	Transatlantic.....	do to do.....	100 80	60 48
10.....	Lord Sidmouth.....	do to do.....	117 60	70 56
"	Juno.....	do to do.....	159 60	95 76
"	Coriolanus.....	do to do.....	109 20	65 52
"	Athena.....	Bic to do.....	160 33½	96 20
12.....	Nelson.....	Kamouraska to do.....	100 80	60 48
13.....	Lady Falkland.....	Pillars to do.....	68 60	41 16
17.....	Ailsa.....	Bic to do.....	185 00	111 00
		Carried forward.....£	7855 16½	4715 09

Statement of Vessels towed, &c.—(Continued.)

Date. 1859.	Vessel's Name.	Particulars of Towage.	Towed at 50 per cent. reduction.	30 per cent on Tariff Rates payable by Government.
			\$ cts.	\$ cts.
		<i>Brought forward</i>	7855 16½	4715 00
Sept. 17.....	Hannah Moore	Brandy Pots to Quebec.....	125 12½	75 07
" 19.....	Caroline	Bic to do	111 00	66 60
" 21.....	Queen of the Lakes	Kamouraska to do	142 80	85 63
" 27.....	Illustrious	do to do	126 00	75 60
" 30.....	Lady Peel	Bic to do	160 33½	96 20
Oct. 1.....	York	Brandy Pots to do	134 75	80 85
" 2.....	Intrinsic	Kamouraska to do	109 20	65 52
" 4.....	Colina	do to do	92 40	55 44
" 7.....	Warburton	do to do	109 20	65 52
" ".....	Birmingham	Pillars to do	85 75	51 45
" 8.....	J. McHenry	do to do	97 19	58 31
" ".....	Royal Victoria	do to do	91 47	54 88
" ".....	Lady Seymour	do to do	75 32	45 19
" 9.....	Commerco	do to do	68 60	41 16
" ".....	Daphni	Bic to do	135 67	81 40
" 13.....	Montreal	Brandy Pots to do	144 37½	86 65
" 15.....	Pladda	do to do	115 50	69 30
" 16.....	Cuthberts	Pillars to do	80 03	48 02
" 17.....	Eugenic	do to do	80 03	48 02
" 21.....	Sophie	Bic to do	86 33½	51 80
" 24.....	Colonist	do to do	160 33	96 20
" 25.....	Marguerite	Kamouraska to do	142 80	85 63
" ".....	Cameronian	do to do	100 80	60 48
" ".....	Vere	do to do	134 40	80 64
" ".....	Canada	do to do	92 40	55 44
" ".....	Bowes	Pillars to do	68 60	41 16
" 26.....	Charlotte Harrison.....	do to do	68 60	41 16
" ".....	Lever	do to do	75 32	45 19
" ".....	Chapultepec	do to do	80 03	48 02
" ".....	Erromanga	do to do	91 47	54 88
" ".....	Advice	do to do	85 75	51 45
" 28.....	Frindsburg	do to do	57 17	34 30
" 29.....	St. Lawrence	do to do	75 31½	45 19
" ".....	Transit	do to do	125 77	75 46
Nov. 1.....	Dovereux	Kamouraska to do	109 20	65 52
" 6.....	Great Britain	Bic to do	185 00	111 00
" 8.....	Harvest Home	do to do	185 00	111 00
" 12.....	Calypso	do to do	197 33½	118 40
" ".....	J. McHenry	Quebec to Bic	320 67	192 40
" 16.....	Cameronian	do to do	222 00	133 20
" ".....	Caroline	Pillars to Quebec	91 47	54 88
" 17.....	Chapultepec	Quebec to Bic	246 67	148 00
" ".....	City of Manchester	do to do	222 00	133 20
" ".....	Colonist	do to do	222 00	133 20
" 18.....	Galatea	Pillars to Quebec	102 90	61 74
" 19.....	Eliza Pirrie	Quebec to Bic	222 00	133 20
" ".....	Magenta	do to do	172 67	103 60
" 25.....	Tinto	do to Brandy Pots	182 87½	109 72½
" ".....	Mohawk	do to do	154 00	92 40
" ".....	Sarah	do to do	182 87½	109 72½
" ".....	Reliance	do to do	192 50	115 50
		Total	\$ 14596 16½	8757 69

Number of Vessels Towed in 1859.....114.

REPORT

OF THE

COMMISSIONER OF CROWN LANDS

OF CANADA,

FOR THE YEAR 1859.

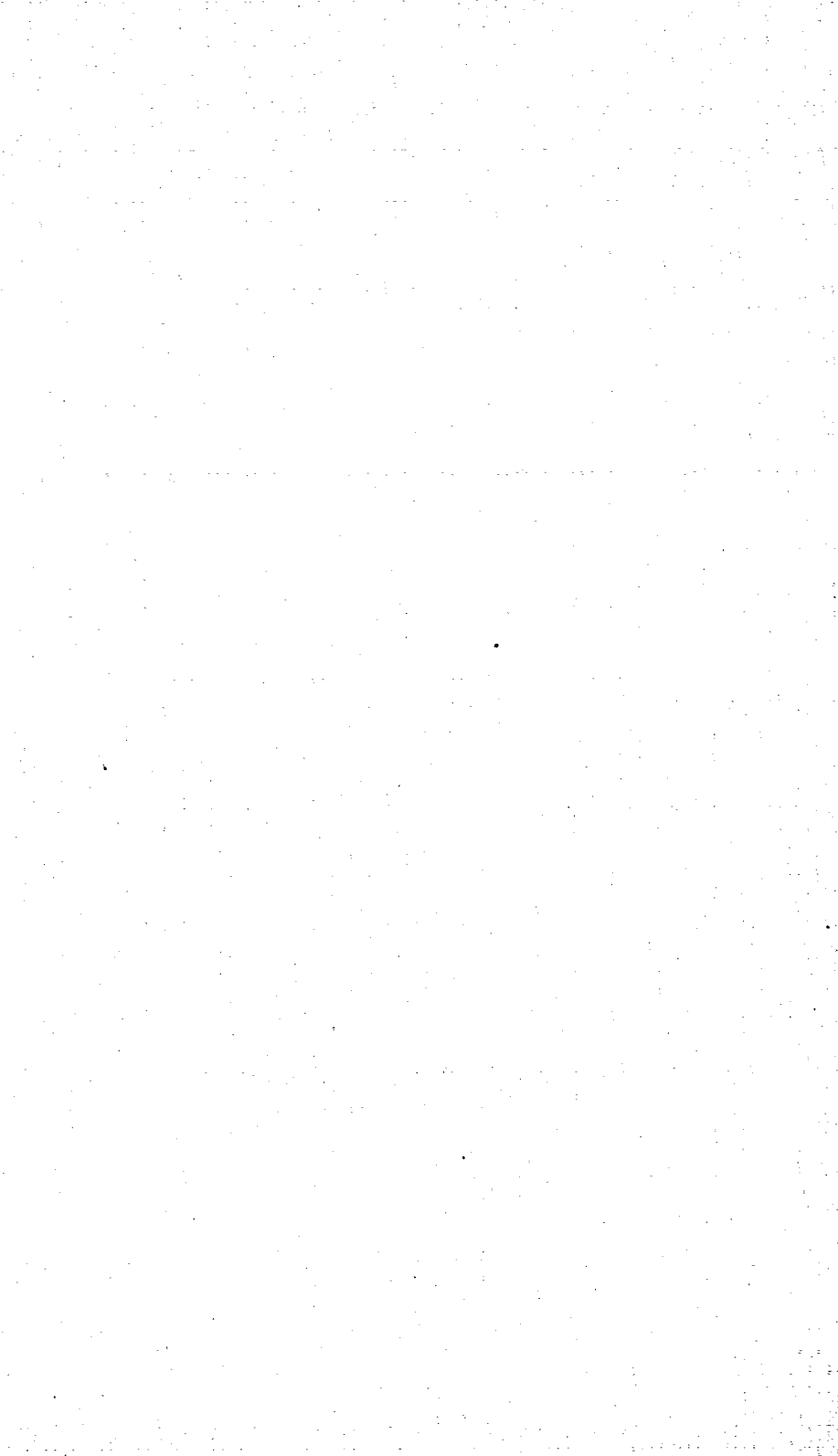
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1860



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R E P O R T

OF THE

COMMISSIONER OF CROWN LANDS

OF CANADA.

*To His Excellency The Right Honorable Sir EDMUND WALKER
HEAD, Baronet, one of the most Honorable Privy Council,
Governor General of British North America, &c., &c., &c.*

MAY IT PLEASE YOUR EXCELLENCY:

In conformity with a Resolution of the Legislative Assembly passed in the session of 1856, I have the honor to submit the following Report of the operations of the Crown Lands Department during the year ending on the 31st December, 1859.

According to the plan previously adopted, I shall begin with statistical details, which will be accompanied and followed by general observations.

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

CROWN LANDS.

To the 5,152,206 acres of Crown Lands in Lower Canada remaining disposable at the commencement of 1859, 376, 207 acres were added by surveys, making a total of 5,528 413 acres,—of which 132,422 acres were sold, and 17,992 acres granted gratuitously leaving a balance of 5,377,999 acres for future disposal.

The total amount of the purchase money of the lands sold is \$76,960 47.

The gross amount received was \$33,493 52, being \$19,939 15 more than in the previous year. Upwards of one-half of the collections was arrears of former sales.

To the above amount should be added a portion of \$246,119 88, the amount received in January, 1860, which has not yet been distributed to the proper accounts, being collections by the Crown Lands Agents during the month of December, 1859, and sums received in the Office too late to be included in the accounts of the past year, and transferred to the credit of the Receiver General in January, 1860.

CLERGY LANDS.

15,031 acres of Clergy Lands in Lower Canada were sold during the year, which deducted from the quantity remaining unsold on the 1st January, 1859, (478,346½) leaves a balance of 463,315½ acres still disposable.

The price of these lands is \$18,980 21. The gross amount received in payment of instalments, rents, interest, inspection fees and timber dues, was \$15,319 04, twice the amount collected in 1858. The disbursements (commission) \$1,026 35. The net proceeds \$14,292 69.

THE JESUITS' ESTATES.

The gross receipts derived from these Estates during the year 1859, were \$18,547 67, \$7,854 80 of which (being the principal of certain *Rentes Constitutes* in the district of Quebec, a portion of the price of sale of lots in the Seigniorship of Cap de la Magdeleine, instalments on account of sale of Laprairie Mill, in the District of Montreal, and arrears due before the 19th June, 1856) on account of the "Lower Canada Superior Education Investment Fund," per Statute 19 & 20 Vic., Cap. 54, and \$10,692 87 arrears exigible since the said 19th June, 1856, on account of the "Lower Canada Superior Education Income Fund." The expenses were \$4,331 05, which leave the net receipts \$14,216 62. The expenses include \$1,083, for *Reconnoissances* consented by the debtors under the agency of Mr. Varin, the general agent appointed to collect the arrears due to these Estates, and \$339 98 for survey of a block of land in the Seigniorship of St. Gabriel, both of which amounts will be refunded to the Crown; the former by the debtors who consented the deeds of acknowledgment in question, the latter by the locatees of the lots surveyed—which have been opened out for settlement.

SEIGNIORY OF LAUZON.

There has been received from the above Seigniorship, in 1859, the sum of \$7,261 96, of which \$1,010 06 have been paid out for the ordinary expenses of local management, being agent's salary, disbursements, &c., besides which an additional sum of \$2,656 55 has been paid further on account of the general survey which has been made of this property.

THE CROWN DOMAIN

has yielded, during the last year, \$10,211 52, of which \$3,301 69 were *Lods et Ventes, Cens et Rentes*, commutation money, &c., received from the *Censive* of Quebec; \$6,809 83 revenue accrued from beach and deep water lots, and patent fees; and \$100 for license to mine for inferior metals and minerals, the Upper Canada Regulations in respect of which have been applied to Lower Canada. The expenses were \$2,033 34 for agent's salary, commission, disbursements, and for survey, &c., leaving the net balance at the sum of \$8,178 18.

U P P E R C A N A D A .

CROWN LANDS.

At the commencement of 1859 there were 1,193,057½ acres of surveyed Crown Lands in Upper Canada on hand, in addition to which 717,046 acres were surveyed during

the year, making a total of 1,910,103½ acres, of which 167,196½ acres were sold, and 33,392 acres located as free grants on the colonization roads, leaving a balance of 1,709,515 acres undisposed of at the end of the year.

The price of the lands sold during the year is \$174,470 27. The amount of purchase money and arrears collected was \$136,557 16, but to this should be added a part of \$246,119 88, already mentioned as received too late to come into the accounts of 1859.

CLERGY LANDS.

There were 75,698 acres of Clergy Lands in Upper Canada sold during this year, leaving 261,497 acres still at disposal. The purchase money of the lands sold is \$181,944 04. The gross amount of collections was \$211,080 38. The disbursements, including commission and refunds, \$13,935 02. The net receipts \$197,145 36.

SCHOOL LANDS.

Grammar School.

5,247½ acres of these lands were sold during the past year, leaving 67,312½ acres still on hand. The price of the lands sold is \$9,447 92. The gross receipts of the year is \$13,185 62. The net proceeds, deducting commission, (\$1,062 32) is \$12,123 30.

Common School.

The sales during the past year of the balance of the million of acres, set apart by the 12th Vic. Cap 200, for creating a Common School Fund, amounted to 5,852 acres, leaving 19,736½ acres undisposed of. The purchase money of the lands sold during the year is \$13,392 20. The gross receipts \$50,167 45. The disbursements for commission and refunds \$3,611 22, leaving a net income for the year of \$46,556 23. The total net amount realized from these lands is \$563,914 01.

C A N A D A .

ORDNANCE LANDS.

The total area of the Ordnance Lands, extending from Sarnia and Penetanguishene, in Western Canada, to Isle aux Noix and Temiscouata in the East, is about 91,236 acres.

Part of these lands are held under Letters Patent. A considerable portion was purchased at a cost to the Imperial Treasury of - - - - - \$1,360,000

Barracks and other buildings, prime cost \$809,560, actual value - - 419,200

\$1,779,200

The annual interest of this cash expenditure on land and buildings would amount to \$106,752.

The income of 1856 under the Ordinance was \$1,520 00. The income for 1859 amounts to \$32,213 68, being an increase over 1858 of \$17,086 16.

Salaries and expenses for 1859, \$8,966 70.

Penetanguishene and Isle aux Noix having been occupied as Juvenile Reformatories, Fort Malden, at Amherstburg, as a Lunatic Asylum, 30 acres of Ordnance Land on Queenstown Heights, and 7 acres at Chateauguay, having been taken for public purposes, and 60 acres at Ottawa for Government Buildings; the value of the whole thus appropriated is estimated at \$632,800. The interest of this sum, at 6 per cent. per annum, is equal to \$37,968; and if the valuation be ultimately accepted, is chargeable against the Province, and applicable to the purposes of the Militia. This would make the income at present applicable to the support of Militia, expenses included:—

Actual income - - - - -	\$32,213 68
Add interest as above - - - - -	37,968 00
Total - - - - -	\$70,181 68

Surveys have been made preparatory to future sales, dependent on improvement in the land market, at Amherstburg, Pelham Farm, Burlington Heights, Prescott, Cape Vesey, Queenstown Heights, the Seigniori of Sorel, and the City of Ottawa.

The enquiries confided to the Department of Public Works, having been made and reported upon, steps will be taken next season to utilize the water power on the Rideau, and settle the land questions in connection with the Rideau Canal.

A Schedule giving details with reference to separate localities, is appended to the Ordnance Land Agent's detailed Report, Appendix No. 37.

The duties of the Ordnance Agent have been very onerous in his assiduous efforts to bring the property under control and place it in such a position as to render it available for the purposes to which it is devoted, and I have every reason to be satisfied with the success which has attended them. With but few exceptions the property can now be turned to account whenever a favorable time for so doing presents itself.

GENERAL REMARKS ON THE SALES OF LANDS.

The comparative statements of the sales of the public lands, and the receipts therefrom in the years 1858 and 1859, afford gratifying evidence of the increasing demand for and settlement of our wild lands. Speculators have had no opportunity, unless it has been by fraudulent practices, which cannot always be prevented, to possess themselves of public lands, while on the other hand the encouragement given and the protection afforded to settlers, have been the means of bringing into actual use and cultivation large tracts of country. While every means at the disposal of the Government is employed to facilitate settlement, strong measures have been adopted, as the occasion presented itself, to check the inroads of individual speculators upon particular localities, under pretence of settlement, when in reality their only object has been to despoil the land of the timber. The Department has not hesitated to cancel sales thus obtained, when the facts have been established.

The holders of timber limits are often subjected to attacks of this description by parties who enter upon their limits, select the best timbered lots, and effect purchases of them subject to conditions of settlement which they have no intention of fulfilling.

This, though illegal, can no more be prevented, when parties are determined to infringe the law, than can stealing.

The comparative statement of sales referred to, is as follows :

STATEMENT of the number of acres sold, amount of sales, and amounts collected in Upper and Lower Canada, for the years 1858 and 1859.

	Acres Sold.		Amount of Sales.		Amount of Collections.	
	1858.	1859.	1858.	1859.	1858.	1859.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.
Clergy Lands, Upper Canada	25,812½	75,698	58,761 99	181,944 04	110,320 20	211,080 38
Clergy Lands, Lower Canada	4,116	15,031	3,809 55	18,980 21	7498 56	15,319 04
Crown Lands, Upper Canada	121,603	167,196½	138,693 06	174,470 27	100,819 10	136,557 16
Crown Lands, Lower Canada	49,143	132,422	22,249 10	76,960 47	13,553 85	33,493 52
Common School Lands.....	3,571	5,852	9,930 40	13,392 20	24,916 83	50,167 45
Grammar School Lands.....	5,644	5,247½	11,469 00	9,447 92	14,184 60	13,185 62
	209,889½	401,446¾	244,913 08	475,195 11	271,293 14	459,803 17

Max.—Amount received in January, 1860—being collections by Crown Lands Agents, during the month of December, 1859, and sums received in the Office, too late to be included in the account of the past year, \$246,119 88, making the collections during the year, in all, \$705,923 05.

Under the regulations of January, 1859, provision was made for selling townships of land to parties who would undertake their settlement upon the terms prescribed.

No sale of this kind has yet been effected; nor has any offer been received, nor, indeed, was any expected from any one resident in Canada. The objects of the provision for such sales were to meet applications which had been from time to time made by parties in Britain for blocks of land to which they could move at a time a large number of intending Emigrants in whom they felt an interest, and to arrange a system for the reception of Immigrants who might desire to come in communities.

It is evident that during the last two years there has been but little demand in Canada for labor, skilled or unskilled.

The people we wanted and could safely welcome were those who came here prepared to settle on our vacant lands, which had to be made ready for acquisition by those in search of them in such localities and in such quantities as might suit varying tastes and wants. The individual settler can acquire his single lot, a party desiring to settle together can obtain a block, while the regulations for the sale of a township are so stringent as to render it absurd for any one to make a purchase without proper preparation beforehand for settlement; yet it is believed that those who desire in good faith to settle or place settlers on the lands cannot complain of them.

Inquiries relating to these townships have been made by, and correspondence had with, some parties in Europe, and while efforts have been used to disseminate information respecting them in Great Britain and Ireland, active measures have been taken both in Germany and Norway to make known to the populations there the character and situation of our lands, and the terms and manner in which they can be obtained.

 GOVERNMENT MAP.

To aid in this purpose a Government map was commenced about the beginning of last year, and is now ready for distribution. It is drawn to a scale of 30 miles to an inch, and extends from the Gulf of St. Lawrence to Red River, and from the Southern boundary of the Province to James's Bay.

The extent and position of the various Colonization or Free Grant roads, and the situation of new Townships recently surveyed, which are being offered for sale, are delineated on it.

It shews the various Counties, Townships, Parishes and Post Offices, the Railroads, Common and Free Grant Roads, recent Explorations, and Tables of the natural products of the Province. Every effort has been made to make it as ample and as accurate as possible, but the limited time allowed for its construction in the desire to secure for it an early circulation, and the execution of the engraving in New-York instead of under the constant direction of the compiler, must be the excuse for any discrepancies and omissions which may have occurred. The map was prepared in the office, and was in the hands of the engraver on the 1st of June last, but, owing to some extent to the necessity for frequent reference to the Department and for correction of errors, the first copies were only received in the month of December last.

 WOODS AND FORESTS.

The amount of revenue accrued from ground rents and timber dues during the year 1859, was \$280,110 20, and from slide dues \$36,546 12, making the total revenue accrued from these sources \$316,656 32.

The amount of revenue collected from ground rents and timber dues, was \$274 619 42, and from slide dues \$34,867 05, making the total revenue collected during the year \$309,486 47.

The charges of management in collecting ground rents and timber dues, (not including salaries of the Woods and Forests Branch at head quarters, nor the sum of \$708 08 refunded, and the sum of \$2,073 transferred to the Jesuits' Estates for timber dues and ground rents) are \$25,244 65, and the charges in collecting slide dues \$1,000—making the total cost \$26,244 65.

The Lumber Trade of the Province has always commanded great attention, and must continue to do so while we have Forests from which it can be supplied. To deal, however, with it, and the various interests with which it is associated, or with which it comes in contact, is no easy matter.

To enable the Department and the Government to proceed to their consideration, with as full means of information as could be obtained, I, shortly after assuming the office of Commissioner of Crown Lands, despatched the Superintendent of Woods and Forests to visit the different local agencies of this branch of the Department, for the purpose of closely inspecting the manner in which the business of each agency was conducted, as well as of eliciting all the information he could obtain in the different localities, on the subject of the Trade, and the resources and administration of the Public Forests.

The results of this investigation led me to address in November last to parties interested in the Trade, or who were believed to possess some knowledge of the subjects involved in it, a series of questions, the answers to which, received from time to time, (and still being received) contain much valuable matter for consideration

The inquiries thus made by the Department, have had the immediate effect of calling a more general attention to the importance of our Public Forests, as a source of almost constant wealth to the country, and of remunerative industry; which doubtless they will afford, if their resources are properly developed and husbanded, and the great destruction arising from fire and other causes, which annually takes place, can be checked.

While much can be done by administrative action to aid in bringing about these desirable results, I am of opinion that Legislative interference will be found necessary to accomplish them. This I am not prepared to say can be had during the present session, as the magnitude of the interests involved, and the variety of opinion as to the mode of dealing with them, render it necessary to proceed with caution. The threatened change in the policy of Great Britain, with regard to the duties on Foreign Lumber, makes it desirable to pause, before adopting any new course of action here.

Departmental action during the past season, has embraced a variety of matters, having for their objects, among many others, the exploration of new sections of country, that their capacity for lumbering purposes and for settlement, might be ascertained: the enforcing in the different Agencies of a more regular and exact system of business, and to effect this, furnishing the Agents with Schedules of all surveyed lands subject to Timber Dues, and obliging them to furnish their Returns according to improved forms: the facilitating the operations of the Trade, by granting Timber Berths more or less extensive, when they seemed to be really required for use, and not for mere speculative purposes; the projecting, on proper plans, of all existing Licenses, in order that their boundaries may be ascertained and defined, and disputes as far as possible avoided or settled between Licentiates: the measurement of Timber in connection with a re-organization of the Office of the Supervisor of Cutlers, and the defining of a method for measuring the article of Wany or Board Timber, which is now engaging so much attention among the Trade, both here and in Great Britain.

Wherever there has been any demand for Timber Berths, and it was at all likely that any competition for them existed, or would be excited, recourse has been had to the plan of disposing of them by Public Auction. This method has been attended with the best results in the St. Maurice Territory, where a sale was made last Fall. Fourteen Berths, containing an area of 572 square miles, were sold, realizing the sum of \$2,569 for Bonus and Ground Rent, besides the sum of \$457 60, payable to the St. Maurice Road Fund. The Bonus varied from \$5 to \$1,200. The Berths were disposed of to practical lumberers, who are all working them this winter, thus restoring to the St. Maurice a trade which had departed almost entirely from it. This Sale was made under Regulations different from those which had been previously in force in that section; a simple Bonus, payable at the time of sale, in addition to the ordinary Ground rent, being called for as the measure of competition.

With the view of making better known the different kinds of wood found in our forests, specimens have been prepared with the proper name of each labelled thereon, and a memorandum made of the uses to which they are found best adapted, for transmission to the Chambers of Commerce in Europe.

The comparative statement of the accruals, receipts and disbursements of this branch of the Department, as given below, will shew that the revenue has increased, while the expenses have been diminished :

Amount accrued for Ground Rents, Timber dues and Slide Dues during the					
year 1856,	-	-	-	-	- \$262,872 44
Amount accrued for do. do. do. during 1857,					289,839 60
Amount accrued for Ground Rents, Timber Dues and Slide Dues during 1858,					232,624 42
Amount accrued for do. do. do. during 1859,					316,656 32
Amount collected for Ground Rents, Timber Dues and Slide Dues during the					
year 1856.	-	-	-	-	- \$246,801 80
Amount collected for do. do. do. during 1857,					244,922 56
Amount collected for do. do. do. during 1858,					308,830 27
Amount collected for do. do. do. during 1859,					309,486 47
Cost of collecting for do. do. do. during 1856,					36,405 55
Cost of collecting for do. do. do. during 1857,					31,986 55
Cost of do. do. do. during 1858,					32,944 37
Cost of do. do. do. during 1859,					26,244 65

NOTE.—The amounts put down as cost of collection do not include the salaries of the Woods and Forests Branch at head-quarters, nor sums refunded.

MINES.

The Huron Copper Bay Company paid the balance of the purchase money of their Mining Location, \$3,570 70; and \$100 were received for a license to explore for minerals and inferior metals, in the counties of Wolfe and Megantic.

The Bruce and Wellington Mines were the only works in active operation on the Canadian side of Lake Huron, until the close of the past season, when Mr. Palmer commenced work on the Root River Location, adjoining the Township of St. Mary, with, I understand, good prospects of success. Smelting works have been erected at the Bruce Mines this season, by Mr. Fletcher, and it is to be hoped the shareholders of these mines, who have been the pioneers of mining in this portion of Canada, will reap the reward of their indomitable energy and perseverance.

The company propose constructing a road from their works, to intersect the main line of the projected Government Road along the North Shore, as soon as it is opened up.

The Wellington Mine, situate about one mile west of the Bruce, is progressing favorably, and under its present able manager, will evidently prove a profitable investment for capital.

The population at these mines is 1,150 souls.

The quantity of ore shipped, to 31st October, 1859, from both, was about 2,250 tons, the average value thereof being from \$80 to \$90 per ton.

It is satisfactory to state that the Upper Canada Mining Company gives signs of renewed life. The Montreal Mining Company, during the last season, recommenced operations at Mamause, and a lode of native copper was struck.

This circumstance tends to bear out the convictions expressed by intelligent explorers, that the mineral wealth of the Canadian coast of Lake Superior is not surpassed on the American side of the Lake.

And the assertion, it is believed, may now be made without hazard, that the introduction of adequate capital, and the employment of skilled miners, will be productive of developments equal to the expectations of the reasonably sanguine.

As regards the valuable deposits of lead discovered in the vicinity of Thunder Bay, Lake Superior, it may be observed that to the monetary difficulties which have embarrassed the commerce of the Province during the last two years, may be ascribed the fact that very little progress has been made in turning the discovery of lead, in that region, to a profitable account.

The Department has learned that the construction of smelting works, on an extensive scale, on the British side of the Sault Ste. Marie, is contemplated.

The great water power which exists there may thus be rendered available in preparing the ore from both sides of Lake Superior, for shipment and market; and the facilities thus afforded will, beyond doubt, lead to other extensive mining establishments being formed.

It is proposed in the course of next season, to explore, survey, and lay off, for mining locations, the lands lying on the North Shore of Lake Superior, in order that explorers or adventurers in search of minerals may be enabled to proceed with some certainty in such mining enterprises as they desire to embark in, and increased facilities will be offered by the Government, with a view to developing the vast mineral wealth of these regions.

There can be no doubt that the Mines and Fisheries properly encouraged and developed will build up a large traffic on the Canadian shores of these great Lakes, and that the settlement of the adjacent land will be greatly promoted thereby.

SURVEYS IN UPPER CANADA.

The surveys performed during the past year, in this section of the Province, were chiefly of Townships in the Huron and Ottawa Territory, lying north of the Counties of Victoria, Peterborough, Hastings and Frontenac.

With the view of opening up for settlement the lands on the North Shore of Lake Huron, a tract containing about 65,000 acres was subdivided into farm lots, in the vicinity of Sault Ste. Marie, and the outlines of three townships north of Garden River Indian Reserve, were also surveyed.

The survey and construction of Roads are at present progressing in this locality, extending from Sault Ste. Marie to Goulais Bay, and from thence to the mouth of Spanish River, with a branch line from Sault Ste. Marie, in a north easterly direction, intersecting the former road.

Through the tract of country lying between the Severn and Muskoka rivers, in the County of Simcoe, a road line was surveyed, on which settlements have been made along

its entire length, thus affording easy access to the interior of the Huron and Ottawa Territory, to intending settlers arriving at Toronto.

In order to meet the demand for land in this locality, the tract fit for settlement adjacent thereto, is being subdivided into farm lots.

The following townships, adjacent to the Bobcaygeon Road, have been subdivided into farm lots of 100 acres each, viz :—Snowdon, Minden, Lutterworth and Anson.

The subdivision of the township of Stanhope, and the survey of a road line extending from the north west corner thereof, in continuation of the Bobcaygeon Road to Lake Nipissing, are at present in progress, as are also the townships of Anstruther, Galway and Digby. The townships of Carden and Laxton, the former lying north of the township of Eldon, and the latter north of the township of Bexley, have been surveyed during the past year, and are settling fast.

The townships lying east and west of the Hastings Road, viz :—Limerick, Wollaston, Dungannon, Faraday, Herschel, Montcagle, Wicklow and McClure, have been partly surveyed, and a line of road extending from that road, through the townships of Wicklow, Radcliffe, Bangor and Brudenell to the Opeongo Road, has been laid out and the land subdivided into farm lots on both sides thereof.

On the Addington Road the townships of Abinger and Denbigh have been surveyed as also the township of Griffith, through which the Frontenac Road—extending from Hinchinbrooke to the Madawaska River—passes; the survey of this line of road is now completed, but owing to the returns of survey not being yet received in the Department, it cannot be given in the Statement of Surveys completed during the past year.

The survey of the townships of North and South Canonto, through which the Mississippi Road passes in its course to the Hastings Road, has been completed.

The land fit for settlement in the townships of Head and Maria, lying on the south side of the Ottawa River, through which passes the Pembroke and Mattawan Road, has been subdivided into farm lots, and the outlines of six townships situate south of Lake Nipissing, have been surveyed.

The above is a *résumé* of the principal surveys given in the Statement of Surveys for the year ending 31st December, 1859, Appendix No. 20.

SURVEYS IN LOWER CANADA.

The surveys of the Crown Lands exhibited in the accompanying Annual Statement (Appendix No. 19) for the year ending 31st December last, were carried out as in Upper Canada, in those localities which appeared to require most increased facilities for colonization, however scattered, between the extreme counties of this section of the Province,—Gaspé at its eastern, and Pontiac at its western extremity.

The land thus surveyed and subdivided in the field, into farm lots, under instructions from this office, whether on the authority of Orders in Council dated several years back, or of recent date, covers an area of 366,495 acres, dispersed through an aggregate of 21 townships, the whole under five-and-a-half townships of the ordinary dimensions of 10 miles square.

The surveys in Gaspé were confined to the laying out of the 1st and 2nd ranges only, in the townships situate on the Gulf Coast and Bay of Chaleurs, the outlines whereof had been originally run in the field, and in which adjudications or grants by Letters Patent had been made under the 59 Geo. 3rd and the Relief Act 10 and 11 Vic. ch. 30,—the boundaries of the grants under the late Act imposing on the Government the necessity of actual verification, to render available for disposal the intervening vacant Crown Lands, at the same time to avoid (in the absence of sufficient designation of the different localities) the danger of double grants of the same lands, or disputes arising from conflicting limits between the proprietors of old adjudicated lands, on the one hand, and the patentees or purchasers of the vacant adjacent lots, on the other.

The latter operations extended to the counties of Gaspé and Bonaventure, and it is confidently hoped will be attended with the happiest result, in securing to the industrious settler the possession of his homestead and improvements, the object contemplated by the Legislature.

Taking up the line of the surveys with the course of the St. Lawrence, the new townships of Romieu, Cherbourg and Dalibaire first present themselves, situated in the county of Rimouski, adjoining the flourishing township of Cap Chat. These three townships fill the gap of unsurveyed or unorganized lands on the South Shore of the St. Lawrence, occupying a breadth of some 30 miles of frontage, extending from the Gaspé county line westward to the surveyed township of St. Denis, on a mean depth of 12 miles.

For several years this vacant space had been the seat of squatters, who, attracted by the advantages the Fisheries afforded them as a means of support, as well as by the favorable quality of the land, settled down, (although sparsely) in accessible spots along the shores, in the hope that their petitions and applications for the survey of the lands so occupied would meanwhile be heard.

The opening of the Government Road for colonization purposes, connecting the settlements of Ste. Anne des Monts and Cap Chat with the flourishing settlement of St. Jerome de Matane, seemed auspicious for the advancement of colonization of that remote section of the Province, and accordingly the whole space was laid out into the three townships above named, the first four ranges whereof were surveyed and sub-divided into farm lots, the larger portions of the front ranges traversed by the Government Road being now taken up under the free grant system.

The next tracts laid out for settlement, lie in the townships of Pohenegamook and Parke, in the county of Kamouraska. The former is a well located township in the rear of the townships of Bungay and Parke, and extending back to the Province Line, bounded towards the east by the splendid sheet of water known as Lake Pohenegamook. It lies on the line of the projected Taché Road, leading to the Temiscouata Portage, whilst it is traversed by the colonization road, connecting, through the township of Parke, the settlement in the Seigniorship of L'Islet du Portage with the head of the lake, thence connecting by the River St. Francis, an uninterrupted water communication, with the towns and flourishing settlements on the banks of the River St. John, a distance under 25 miles from the boundary monument at the outlet of Pohenegamook.

The survey in the township of Parke, county of Kamouraska, was limited to the allotments along the line of colonization road, extending from the parish of St. André to

lake Pohenegamook, a distance of about 18 miles, intersecting the Taché road line, in the 4th range of the township of Pohenegamook.

The settlements in this parish are progressing rapidly, while the colonization road presents considerable inducements for the occupation of the waste lands in the back townships.

The survey of part of the township of Demers, in the county of Temiscouata, is confined to the three first ranges thereof, lying adjacent to the township of Viger, and adding a favorable tract for settlement, of easy access by the Taché road.

The sub-division of the township of Mekinack, in the county of Portneuf, was this year completed, and offers, within 50 miles from Three Rivers, some highly favorable lands for immediate settlement.

In the county of Montcalm, the arable lands situate along the River Lac Ouareau, and comprising part of the residue of the township of Chilton, were laid out into farm lots, enlarging the field for settlement, back of the rapidly increasing settlements in the frontier Townships of Rawdon and Chertsey. The survey in the township of Morin, in the county of Argenteuil, is confined to the sub-division of the residue of the township, partly occupied by squatters.

The townships of Hincks and Sicotte, situate on the east bank of the Gatineau River, in the county of Ottawa, were laid out and sub-divided into farm lots; the former survey being a completion of the residue of the township, the greater part of which was subdivided several years back, containing the extra-parochial places of St. Joseph and Ste. Marie de Gatineau, and the latter a new survey in continuation of the territorial divisions originally marked on the Gatineau, thereby extending the field for settlement about 6 ranges back from the River.

And lastly, in the county of Pontiac, the townships of Cawood and Leslie, traversed by the projected Coulonge and Gatineau Road, were surveyed and sub-divided for immediate settlement; the reports of the Surveyors confirming the account given of the general fitness of the land therein for cultivation, as well as of the country stretching towards the Coulonge River.

There were fewer Surveys for Colonization Roads performed under direct instructions from the Department, during the year just expired, than during the year 1858, while the only one finally returned, and accordingly mentioned in the annual statement, is the Road Line in the County of L'Islet, beyond the *fief* Lessard, traversing the Crown Lands in the townships of Lessard and Arago, to the intersection of the Taché Road Line, a distance of 18 miles.

This projected road is so far of importance, as it connects with the Government wharf at L'Islet, and cannot fail to be of considerable usefulness in inducing the settlement of the lands in the back townships.

Considering the limited nature of the surveys herein above enumerated, scattered as they happen to be over a surface of upwards of 700 miles in breadth, joined to the remoteness of most of the tracts surveyed from the centre of settlement, or accessible by practicable roads, the cost of these surveys is less by one cent per acre, including the charges for outlines, than the cost of the surveys incurred during the year 1858, due in a great measure to the more moderate price of provisions, charges for transport, and the

rates of wages to the men of the surveying parties; whilst in the aggregate of the surveys performed during the fiscal year, 1859, there is a decrease in the total expenditure, as compared with 1858, of nearly \$12,000, on the surveys and explorations returned as completed in Lower Canada, under the instructions from this Department.

UPPER CANADA COLONIZATION ROADS.

The advantage of piercing the forests of the country with roads to open them up to settlement is too obvious to need comment. In Upper Canada, the country lying between the Georgian Bay and the City of Ottawa has been traversed by one leading line of road, being the continuation of the Opeongo Road from Farrells' Point above the City of Ottawa to Lake Muskoka. Into this main line of road run from north to south, parallel lines of road which are referred to in detail below. One of these, the Bobcaygeon road, will, if continued north to Lake Nipissing, as proposed, intersect the Opeongo Road, and will open up for settlement, in its length of about 120 miles, the country which it will traverse. In continuation of the same scheme, has been projected a leading line of road referred to in the report on surveys, which, running from Sault Ste Marie to the eastern boundary of the Georgian Bay, 5 to 8 miles from the shore, will form a means of communication which, in winter particularly, will be of great importance. A very fair line of road has been traced by A. P. Salter,

P. L. S., who was intrusted with the duty of exploration, and the making of the road will be proceeded with to an extent and with a rapidity proportioned to the amounts which may be provided by the Legislature.

ADDINGTON ROAD.

Mr. Perry reports the location of 7,499 acres and an increase of 117 in the population on this road, making a total of 699 souls. The high price of provisions during the former part of the year, retarded the settlement of the lands. The value of the produce is estimated by Mr. Perry at \$22,546. For statistical details reference is made to his Report and tables in Appendix No. 26. Mr. Perry has been appointed agent for the sale of the lands in rear of the road, and he has sold 6,035 acres.

BOBCAYGEON ROAD.

The settlement of the free grants and of the lands in the townships adjacent had been progressing rapidly. 195 lots on the road have been located as gratuitous grants, and 13,900 acres in rear thereof sold to actual settlers. There is great demand for the lands in the recently surveyed townships of Snowdon, Lutterworth and Anson, and also for those in Stanhope and part of Galway, at present being surveyed. There are 776 acres of land cleared (371 of which were under crop) on the free grant lots upon the road, and nearly an equal quantity on the lands which have been purchased. The crop raised on the road lots with the potash, furs, shingles &c., (see Mr. Hughes' Report, Appendix No 27)

is valued at \$20,790. The road has been completed to a distance of 36 miles from Bobcaygeon, and as a winter road 3 miles farther. The facility of access to this road by railways and steamers, and the superior quality of the soil, have conduced to the rapid settlement of the lands in this section of the Province.

THE HASTINGS ROAD.

It appears from Mr. Hayes' interesting Report (Appendix No 25) that the settlers on this road are in a prosperous condition, 996 acres having been reclaimed from the forest during the past year, making a total of 2,081 acres improved on the free grants, with 252 buildings, including 2 saw mills, 3 stores, 5 houses of entertainment and 1 school house. The stock has more than doubled, being now 226 horned cattle, 120 hogs, 26 sheep and 43 horses.—The value of the crops and industrial products of the year is estimated at \$27,659 being an increase of \$5,851 over last year's production.

Mr. Hayes has been charged with the sale of the lands in the townships fronting on the road, and has already disposed of 123 lots to actual settlers. The produce of these lands, for 1859, he values at \$34,459, making the aggregate of realized product of the labor expended in the settlement \$62,118.

THE MUSKOKA ROAD.

The Muskoka road leading from Lake Simcoe to the High Falls on the river Muskoka was open for settlement during the past year, and in the month of August last Mr. Jose Oliver was appointed resident agent. He has reported 54 locations. Most of the locatees have taken possession of their lots, and have built shanties and made small clearings. The lands on this road are not generally of so good a quality as on the other Colonization Roads, but they are easily accessible by the Northern Railway and steamer on Lake Simcoe, and the road itself was undertaken, and has been completed, as a most important means of communication,—leading as it does from the head of the navigable waters of Lake Simcoe into the interior of the country, and meeting the great leading road now nearly completed, which connects the river Ottawa at Farrell's Point with the Georgian Bay.

THE OPEONGO ROAD.

Mr. French reports 235 settlers on the Opeongo Road, of which number 59 have been located during the year 1859; 2,016 acres have been cleared, of these 1,090 were under cultivation last year. He estimates the value of the crop at \$35,184, or an average of \$30 27 an acre, nearly \$8 an acre above that of last year. See details in his Report, Appendix No. 24. On the road, and within the limits of the free grants, there are 2 schools, both well attended, 2 post-offices, 3 stores, 2 churches and several taverns. The total population on the road is 941 souls.

LOWER CANADA COLONIZATION ROADS.

Of the Lower Canada portion of the Parliamentary grant for Colonization Roads in 1859, \$19,800 were appropriated to the prolongation and completion of the roads previously opened in various localities, and \$5,200 for the construction of the Taché Road and other leading thoroughfares mentioned in the Reports for 1857 and 1858.

During the year 1859 there were 133 miles of Colonization Roads opened in Lower Canada, and 35 miles completed, which were partly formed in the preceding years; 18,936 feet of bridges were also constructed, and $6\frac{1}{2}$ miles of causeway laid. The average cost per mite of the roads, including bridges, was \$198 00. Expenditure of the year \$47,892 88 cents, which includes the balance of former grants as well as the grant of last session. The details of the progress of the works on the several roads and of the expenditure, are contained in the Report of the Inspector of Agencies, Appendix No. 36.

Mr. Stanislas Drapeau was appointed resident agent for the settlement of the Elgin and Taché Roads, in January 1859, and has already located 183 lots on the former, 24 families are resident on their lots and many others have made improvements. 709 acres have been cleared, and the crops raised and sugar made are valued at \$5,775. The settlers have 10 horses, 22 horned cattle, and 13 sheep. See details in M. Drapeau's Report, Appendix No. 29.

The Taché Road, 209 miles in length, will, when open, present an extensive field for the settlement of the surplus population of the parishes below Quebec, and should be pushed to completion as fast as the means provided will permit. The works on this road were not sufficiently advanced to enable Mr. Drapeau to commence its settlement last Autumn, but he will do so in the Spring, as about $9\frac{1}{2}$ miles of the western extremity, and $5\frac{1}{2}$ miles in the middle, are now open.

In the County of Chicoutimi, the desire to possess the fertile lands in the valley of the River Saguenay, and around Lake St. John, is so strong that the settlements are already 18 miles in advance of the Kenogami Road, the leading thoroughfare of that section of the Province.

Mr. Gaudin, the Superintendent of this road, reports that the land on it is so rich, he believes all the lots, as far as Metabetchouan, will be taken up next Summer, and urges the completion of the road to Lake St. John, as soon as possible.

On the Simard and Tremblay Road, which opens up the land on the right bank of the Saguenay, the Superintendent reports that although only one mile and a half of the road is practicable for wheeled carriages, and about a mile more for winter vehicles, forty settlers have already commenced clearing.

Forty miles of the leading highway from the St. Lawrence to the Saguenay (the St. Urban and Grande Baie Road), are now completed as a summer road for wheeled carriages, and 24 remain to be opened. It is desirable that this important means of communication between the old parishes on the St. Lawrence, and the new settlements on the Saguenay, should be finished without delay.

The Reverend Mr. Gagnon, Curé of the Eboulements, reports that as soon as this road was opened in Settrington and Désales, all the lots were taken up.

On the several Colonization Roads on the South Shore of the St. Lawrence, below

Quebec, and on the North Shore between Quebec and Montreal, also in the Eastern Townships, settlement is advancing rapidly—in many instances even preceding the opening of the roads; and the same, or even greater, activity in colonization exists on the Ottawa.

The Glen Lloyd Road, leading from the Grand Trunk Railway, in a south easterly direction, through the townships in the County of Megantic, is of great importance, not only as respects the settlement of the lands, but as an outlet for the ores of the Leeds' Copper Mines, the works on which are being vigorously prosecuted with every prospect of success.

In the County of Ottawa, the completion of the leading road of the valley of the River Gatineau, is urgently called for, as a means of forwarding the settlement of that important section of the Province.

FISHERIES.

The subject of the Fisheries is of vast importance, and the only regret is that it does not attract more attention from our own people. While the wheat fields and the forests are thronged with busy laborers, the great rivers and basins of water, salt and fresh, teeming with fish, which are sought for in every market of the world, are as scenes of labor and business almost neglected by Canadians. The riches of these waters cannot be estimated, and the market which a proper development of them would furnish for the surplus produce of the soil, is too little thought of. Still I believe that enterprise in connection with them is becoming more active and general.

The cod fishery in the Gulf and River St. Lawrence has been entirely successful. Notwithstanding a slight depreciation in the trade price of oil, the whale fishery, ventured by vessels chiefly from Gaspé, evinces gradual improvement.

The seal fishery, because of adverse conditions of weather, proved indifferent—although the fall was superior to the spring take.

The mackerel fishery was poor; an unusually large number of craft engaged therein, but the unfavorable season left the majority of them to return with scant fares.

The herring fishery shows no decline.

The catch of porpoises was but small.

There still is reason to observe that portions of the foreign fleet frequenting Canadian waters, disturb fishing grounds inside of the bounds which the treaty of 1854 reserves for British fishermen.

It is a source of much satisfaction to perceive that the equipments for following deep sea fishing sensibly increase, both in the numbers and outfit of vessels and crews. The fact of consumers requiring a direct import from the United States into Canada of near \$200,000 worth of marine products annually, should stimulate Canadians to embark much more extensively in the trade.

The practical advantages in course of being realized through the system this year put in operation to protect and regulate the salmon fishery in Lower Canada, become already manifest from an increasing run of salmon into the principal breeding rivers. This fishery during the past season has been fruitful. By vigorous persistence in the policy thus far

approved as beneficial, it is reasonable to anticipate continued and increasing progression.

Season licenses for salmon fishing stations in the Lower St. Lawrence, to the number of 163, have been issued. The fees derived therefrom amount to \$1,077 76. The rents accruing (to 15th March) on fishery leases, awarded by public tender, are \$3,661.

With the exception of a few stands upon the Gaspé coast, no stations have been submitted to license, or privileges offered for sale, along the Southern shore of the St. Lawrence, and the Bay of Chaleurs, and up the tributaries—and most of those upon the North Shore were licensed at mere nominal rates.

Necessarily the system at the outset, as regards either shore, from the vast extent of coast and numerous delays attending first operations, crowded into a brief and uncertain season, has been but partial in its application.

An appropriation of \$600 was made by the Act 22 Vic., Chap. 86, towards the formation of oyster beds in the various bays and waters of the Province, that might be found best adapted for that purpose. In pursuance of such provisions, some 150 bushels were gathered fresh from the native banks at Caraquette and St. Simon, under very favorable auspices, and have been transplanted upon several suitable places in the Gaspé basin and at the Magdalen Islands. Owing to inclement weather, and the prevalence of heavy gales, it was found impossible to carry out the intention of commencing similar deposits on the North Shore of the river St. Lawrence, at the Bay of Seven Islands and elsewhere. Along the coast between that bay and the Saguenay, examinations made last summer, *en passant*, discover numerous localities adapted to the furtherance of this experiment. It is hoped the same may be fully accomplished next year, a balance of \$226 66 remaining unexpended over the grant for last year. The signal success which has recently rewarded a like enterprise in France, encourages the expectation of profitable results to the country and trade.

In Upper Canada, the fisheries within the division of Lakes Erie and Ontario give promise of improved condition. Those situated around the division embracing Lakes Huron and Superior, exhibit satisfactory evidences of improvement. The men and material employed in their working have been much increased; and under the system of regular development and control applied to them, there is great encouragement afforded to enterprising and industrious fishermen to embark means and labour in the business.

One hundred and seventy-one fishery leases have been issued, the yearly value of rent accruing on which is \$5,623. As in Lower Canada, the proportion of fishing grounds covered by the present grants, is small in comparison with the unexplored and open stations available for future disposal.

The moiety of fines levied in both sections of the Province under the Fishery Act amounted to \$100.

The sum total accrued in Upper and Lower Canada, under the head of Fisheries, is \$11,275 39.

It should be mentioned, that the purpose of this season's transactions has been to bring into practice the means devised for regulating and restoring the fresh water fisheries of each section of the Province, rather than to render them a source of immediate revenue. That an abundant yield, and advantages both direct and indirect to provincial interests, will flow from systematic and earnest administration of these fisheries, cannot be doubted, but the initiation of an entire new system is attended with difficulty: prejudices have

to be encountered and dealt with as gently as possible, and the application for the first time to remote and distant places of fixed regulations for the government of a trade which had hitherto been entrusted to the unrestrained action of those engaging in it, was sure to encounter some opposition. Happily, owing to the good judgment and management of the officers entrusted with the duty, the law has been fairly brought into operation, and, as it is believed, without injury to any one.

Those who were among the most violent objectors at first, have come to learn that they are at least equally interested with the general public in the objects and the results which the law is intended to accomplish.

Negotiations have been opened with New Brunswick with the view of providing such legislation and action as may insure the protection and due occupation of the fisheries in the waters which divide the two Provinces.

The Reports of the different Officers superintending the Fisheries, are furnished in the Appendices, (Nos. 30, 31, 32, 33, and 34.) and contain much matter of interest.

CONCLUSION.

The effect of the Regulations of the thirteenth of January last has been manifold.— One of the most prominent, however, has been to increase enormously the business in the Department, and to render necessary the retention of the present large Staff, which can only be diminished as the great majority of the vast number of cases which have been brought under notice are disposed of. While this was to be foreseen as the natural result of bringing purchasers from the Crown and trespassers, or “squatters,” upon the public lands to account with the Department, it was in every way desired, for by this means only could anything like system be introduced into the Administration of the Department, and the ever recurring creation and presentation of disputed and troublesome claims be checked. Experience of a few weeks in the Department, which has to deal with every variety of case, in every possible variety of shape, would satisfy any reasoning mind, how hopeless it was, without some such stringent measures as were adopted, to reduce the work and business of the Department to anything like order, or to enforce any simple system for the disposition of the public lands. I desired, once for all time if possible, to get rid of unsettled, outstanding cases; to have the claims of all parties presented in the Department for adjudication; to know what lands were occupied or improved, and to secure to the occupant a legal right of possession, that the Department might deal safely with the residue of the unsold lands,—and might dispose of them under a different system, by which the confusion, delay, labour and expense, and I may add immorality and frauds, arising out of thousands of individual cases could be avoided, and the Head of the Department freed, to some extent, from the daily labour of details which so hamper his exertions as to render it next to impossible to give sufficient time to subjects of more general importance. I knew from the experience I had gained, that mere simple warnings or requests would have no effect, and that nothing but the strong and decisive action which Your Excellency in Council was pleased to sanction, would compel parties to ascertain their own position, and come to terms with the Government. I may take the liberty of mentioning an

illustration of the cases respectively of debtors to the Crown, and of "squatters." In one of the oldest townships in Upper Canada, a Lot of land was leased from the Crown in 1802; so far as our books show, nothing has been either demanded or paid on that Lot since, and the accumulation of arrears will, doubtless, startle the present occupant. In Lower Canada, a man made application to purchase, who had been in possession of his land for upwards of thirty years, having 75 acres of it cleared, with a dwelling house, barns, and the usual farm buildings; at any moment this Lot might have been sold and patented to a stranger, for there was no notice in the office of the squatter's claim.

A reference to the appendices, will show the Receipts and Expenditure of the Department for the year.

I desire to bear testimony to the constant zeal and industry of the Assistant Commissioner, and of the heads of the different Branches, who, during the year, have worked late and early as the business of the Department pressed upon them.

Respectfully submitted,

By Your Excellency's

Most obedient servant,

P. M. VANKOUGHNET,

Commissioner.

CROWN LANDS DEPARTMENT, }
Quebec, February 28, 1860. }

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APPENDIX.

APPENDIX I.

RETURN of Officers and Clerks in the Crown Lands Department for the year ending 31st December, 1859.

Designations.	Names.	Salaries per Annum.	Appointed.	By whom Appointed
Commissioner.	Hon. P. M. Vankoughnet.	\$ 5000 00	1858, 6th August.	Lord Sydenham.
Assistant Commissioner.	A. Russell.	2600 00	1839, 32nd Nov'r.	Sir J. C. Sherbrooke.
Deputy Surveyor General.	J. Bouchette.	2400 00	1818, 18th March.	Commissioner of Crown Lands.
Accountant and Cashier.	W. Ford.	1610 00	1852, 10th April.	Surveyor General Parke.
Senior Surveyor and Draughtsman, East.	E. T. Fletcher.	1200 00	1811, 21st Dec'r.	Commissioner of Crown Lands.
Surveyor and Draughtsman, Head of U. C. Surveys.	F. Devine.	1600 00	1816, 11th July.	do
Surveyor and Draughtsman.	G. G. Dunlevie.	1200 00	1852, 22nd March.	do
do	J. W. Bridgland.	1080 00	1856, 2nd Jan'y.	do
do	E. Fox.	800 00	1857, 28th Sept.	Governor in Council.
Draughtsman.	J. F. Bouchette.	1000 00	1854, 9th Jan'y.	Commissioner of Crown Lands.
do	S. P. Bauset.	900 00	1854, 1st Jan'y.	do
Superintendent of Land Sales.	W. Spragg.	1810 00	1829, 1st Jan'y.	Sir John Colborne.
Superintendent of Woods and Forests.	P. M. Partridge.	1600 00	1851, 19th Feby.	Commissioner of Crown Lands.
First Class Clerk.	T. Hector.	1195 00	1839, 17th June.	Sir George Arthur.
do	H. J. Jones.	1360 00	1810, 9th Nov'r.	Governor General.
do	J. C. Tavbutt.	1610 00	1812, 17th March.	Commissioner of Crown Lands.
do	W. F. Collins.	1610 00	1843, 7th Aug.	do
do	F. T. Judah.	1600 00	1849, 12th June.	do
do	E. A. Gouereux.	1440 00	1819, 1st Nov'r.	do
do	F. T. Roche.	1200 00	1816, 20th March.	do
do	J. Alley.	1200 00	1818, 6th Feby.	do
do	J. Morphy.	1200 00	1851, 8th July.	do
do	C. T. Walcott.	1200 00	1854, 16th Oct.	do
do	J. Tohnie.	1200 00	1853, 23rd Oct.	Lord Elgin. Resigned 30th Nov'r., 1859.
do	T. Hammond.	1200 00	1842, 24th Jan'y.	Commissioner of Crown Lands.
do	F. A. Hall.	1200 00	1847, 1st Jan'y.	do
do	J. V. Galo.	1200 00	1856, 11th Sept.	Mr. Secretary Daly.
do	W. E. Whitecher.	1000 00	1847, 1st April.	Commissioner of Crown Lands.
do	V. E. Tessier.	1080 00	1852, 7th Aug.	do
do	T. Chorrier.	1080 00	1852, 6th Oct.	do
do	A. Kirkwood.	1080 00	1854, 21st March.	do
do	A. J. Taylor.	900 00	1851, 20th Oct.	do
do	F. D. Dugal.	900 00	1854, 18th Feby.	do
do	L. R. Fortier.	900 00	1854, 30th Nov'r.	do
do	E. Chasso.	900 00	1855, 28th May.	do
do	L. A. Robitaille.	900 00	1855, 1st April.	do
Second Class Clerk.	D. A. Grant.	900 00	1856, 31st Aug.	do
do	J. J. Prondergast.	900 00	1851, 1st Aug.	do
do	F. Banister.	900 00	1856, 28th Aug.	do
do	L. D. Lemoine.	2 50 per diem	1858, 27th April.	do
do	A. A. Vantelson.	900 00	1857, 5th June.	do
Third Class Clerk.	J. Innes.	600 00	1849, 1st Nov'r.	do
do	G. B. Couper.	2 50 per diem	1857, 17th Oct.	do
do	A. Dale.	2 50 "	1858, 1st Feby.	do
do	L. R. M. Fortier.	500 00	1858, 6th April.	do
do	F. Morkill.	2 50 per diem	1858, 24th April.	do
do	J. Alley, Jun'r.	500 00	1858, 24th April.	do
do	T. H. Dorbyshire.	500 00	1858, 1st May.	do
do	J. W. Teevin.	2 50 per diem	1858, 29th Feby.	do
do	F. Bolger.	2 50 "	1859, 7th Oct.	do
do	W. E. Collins.	1 50 "	1859, 28th Nov'r.	do
do	J. A. Kavanagh.	2 50 "	1859, 5th Dec'r.	do
do	De. V. Fisher.	900 00	1859, 1st Dec'r.	do
do	J. Bradshaw.	500 00	1852, 27th March.	do
do	G. Fisher.	500 00	1844, 1st Sept.	do
do	P. Potvin.	410 00	1859, 1st Sept.	do
do	E. Dumontier.	317 00	1855, 9th March.	do
do		317 00		do

do	do	900 00	1856, 31st Aug.	do
do	do	900 00	1851, 1st Aug.	do
do	do	2 50 per diem	1858, 27th April.	do
do	do	900 00	1857, 5th June.	do
do	do	600 00	1849, 1st Nov'r.	do
do	do	2 50 per diem	1857, 17th Oct.	do
do	do	2 50 "	1858, 1st Feby.	do
do	do	500 00	1858, 6th April.	do
do	do	2 50 per diem	1858, 24th April.	do
do	do	500 00	1858, 24th April.	do
do	do	500 00	1858, 1st May.	do
do	do	2 50 per diem	1858, 29th Feby.	do
do	do	2 50 "	1859, 7th Oct.	do
do	do	1 50 "	1859, 28th Nov'r.	do
do	do	2 50 "	1859, 5th Dec'r.	do
do	do	900 00	1859, 1st Dec'r.	do
do	do	500 00	1852, 27th March.	do
do	do	410 00	1844, 1st Sept.	do
do	do	317 00	1859, 1st Sept.	do
do	do	317 00	1855, 9th March.	do

ANDREW RUSSELL,
Assistant Commissioner.

WILLIAM FORD,
Accountant and Cashier.

CROWN LANDS DEPARTMENT,
Quebec, 31st December, 1859.

APPENDIX No. 2.

LIST OF CROWN LAND AGENTS FOR CANADA EAST, date of their appointment, and commission allowed to each on Collections made during year, ending 31st December, 1859.

WESTERN SECTION.

Names of Agents.	Countries.	Date of Appointment.	Commissions.	Remarks.
Barron, Thomas	Two Mountains, Part of	4th August, 1845	\$25 21	
Bastian, F. X.	Ottawa, Part of	4th August, 1845	23 85	
Bourgeois, G. A.	Drummond, Part of	28rd March, 1850	10 00	
Baudet, N. A.	Arctabaska	7th April, 1854	13 49	
Camron, G. W.	Ottawa, Part of	12th Dec., 1859	nil.	
Felton, John	Sherbrooke Stanstead and Drummond, Parts of.	30th June, 1843	225 40	
Fleming, William	Hamington	21st August, 1852	nil.	
Farley, Robert	Ottawa, Part of	27th August, 1859	63 47	
Hume, John	Megantic, Part of	21st June, 1852	121 02	
Judgson, G. M.	Pontiac, Part of	27th February, 1858	171 70	
Kaines, George	Two Mountains, Part of	18th May, 1854	27 00	
Kemp, O. J.	Stanstead, Missisquoi and Shefford	15th April, 1848	231 55	
Lynch, John	Ottawa, Part of	20th June, 1849	82 21	
Lewis, J. S.	Beauharnois	16th Dec., 1848	nil.	
McLean, Donald	Ottawa, Part of	4th August, 1845	40 65	
McBean, Michael	Ottawa, Part of	14th November, 1859	8 28	
Murray, E. W.	Ottawa, Part of	19th February, 1858	119 62	
Pratt, F. X.	Drummond, Part of	10th March, 1856	72 15	
Sheppard, C. C.	Drummond, Part of	7th December, 1850	41 04	
Thompson, William	Argenteuil	4th June, 1858	11 36	
Latontaine, A.	Ottawa, Part of	11th October, 1845	72 26	

REMARKS:

5 per cent commission on first \$2000 00
 2 1/2 per cent on next \$28,000 00
 1 1/2 p. c. for any sum exceeding \$30,000 00

WILLIAM FORD,
 Accountant and Cashier.

ANDREW RUSSELL,
 Assistant Commissioner.

Crown Lands Department, Quebec, 31st December, 1859.

List of Crown Land Agents for Canada East, date of their appointment, and commission allowed to each on Collections made during the year, ending 31st December, 1859.

EASTERN SECTION.

Names of Agents.	Counties.	Appointed.	Commission.	Remarks.
Arcand, J. O. C.	Megantic, part of.	15th Dec., 1849.	\$ 1 20	5 per cent commission on first \$2000.00; 2 1/2 per cent on next \$28,000.00; and 1 1/2 per cent for any sum exceeding \$30,000.00.
Booth, Amable.	Portneuf and Champlain.	30th June, 1843.	11 53	
Boutillier, Thomas.	Inspector of Agencies and Colonization Roads.	30th March, 1854.	1840 00	
Bourgeois, Jules.	Berthier and Joliette.	23rd Dec., 1858.	36 51	
Blanchet, L. C.	Beauce.		1 10	
Daly, Alexander.	Leinster, part of.	12th June, 1844.	29 97	
Dery, J. P.	Portneuf, part of.	12th July, 1851.	1 21	
Deguise, Florence.	Kamouraska, part of.	25th May, 1850.	1	
Drappeau, Stanislas.	Elgin and Tache Road—Free Grant Agent.	20th Jan., 1858.	26 67	
Dubord, L. A.	Mackinaw and St. Maurice.	20th May, 1859.		
Eder, John.	Gaspé.	24th April, 1851.		
Gauvreau, L. N.	Kimouski, part of.	22nd July, 1848.	4 58	
Levallois, A. B.	Two Mountains and Torvelonne, parts of.	12th Aug., 1843.	8 13	
LeBel, J. T.	Sherbrooke and Wolfe, parts of.		21 50	
LeBel, J. A.	Ronaventure.	31st May, 1852.	375 00	
Larou, S. V.	Bellevue.	25th Mar., 1858.	29 20	
Lepage, J. B.	Bellevue, part of.	11th Oct., 1852.	8 65	
Martin, Vincent.	Kimouski, part of.	12th Dec., 1855.	8 78	
Ross, Andrew.	Chicoutimi.	10th Sept., 1858.	123 08	
Stewart, McLeann.	Megantic, Dorchester, and Bellechasse, parts of.	30th June, 1843.	93 20	
Tou, Francois.	Quebec.	27th Sept., 1815.	5 37	
Tromblay, Edward.	L'Islet and Bellechasse, parts of.	25th May, 1850.	8 04	
	Charlevoix.	15th June, 1855.	5 45	

ANDREW RUSSELL,
Assistant Commissioner.

WILLIAM FORD,
Accountant and Cashier.

CROWN LANDS DEPARTMENT,
Quebec, 31st December, 1859.

APPENDIX 3

LIST OF CROWN LAND AGENTS FOR CANADA WEST, dates of their Appointment and Commission allowed to each on Collections made during the year, ending 31st December, 1859.

Names of Agents.	Counties.	Appointed.	Commission.	Remarks.
Alexander, John	Simcoe	18th April, 1843	\$ 537 08	
Ambridge, T. A.	Wentworth	27th April, 1853	101 94	
Askim, J. B.	Middlesex and Elgin	18th July, 1839	369 34	
Ballard, N.	Prince Edward	6th July, 1854	143 43	
Brooks, John E.	Kent	24th Aug., 1853	232 92	
Campbell, Duncan	Norfolk	24th July, 1830	186 42	
Carroll, John	Oxford and Brant	20th Nov., 1844	339 21	
Croft, Walter	Part of Peterborough	11th April, 1849	213 75	
Eurio, John	Carlton	10th March, 1845	315 61	
French, T. P.	Part of Renfrew and for settlement of Ottawa and Opeongo Roads	17th Sept., 1855	180 10	
Gibson, David	Inspector of Agencies and Colonization Roads	4th April, 1854	1840 00	Salary \$1 per diem and Commis.
Geddes, Andrew	Wellington	8th June, 1845	926 58	Salary per annum
Hayes, M. P.	Part of Hastings and for settlement of Hastings Road	3rd July, 1856	69 63	Salary \$1 per diem & Commis.
Harris, William	Renfrew, Part of	June, 1851	622 12	
Hart, Samuel	Stormont, Dundas and Glengarry	20th Nov., 1844	433 02	
Huber, H. S.	Waterloo	26th April, 1856	238 29	
Hughes, Richard	Victoria & Peterboro', Part of, and for settl' of Bobcaygeon Road	25th Nov., 1854	130 60	
Jackson, William	Groy	3rd Nov., 1854	802 80	
Kerr, George	Lanark	30th Oct., 1855	302 87	
McAnany, Francis	Hastings, Part of	May, 1840	306 13	
McNabb, Alexander	Bruce	20th April, 1851	671 10	
Macpherson, Allan	Lanox and parts of Frontenac and Addington	20th Nov., 1844	624 98	
Moyahau, Denis	Essex	21st April, 1855	193 65	
Moffat, J. P.	Renfrew, North part of	26th Nov., 1858	141 59	
Oliver, R. J.	Free Grant Agent for settlement of Muskoka Road	22nd July, 1856		Salary \$1 per diem.
Perry, Ebenezer	Frontenac and Addington, Part of, and for Addington Road	27th March, 1856		Salary \$1 per diem and Commis.
Roche, G. M.	Victoria	22nd Oct., 1858		
Scott, W. J.	Leeds and Grenville	July, 1839		
Scott, Alexander	Lambton	31st May, 1854	113 06	
Sharman, John	Porth	27th April, 1853	425 88	
Smith, Henry	Lincoln, Welland and Haldimand	6th June, 1850	272 55	
Stewart, Neil	Prescott and Russell	26th Sept., 1855	347 07	
Wallis, William	Northumberland and Durham	8th Oct., 1858	375 07	
Wilder, Charles	Huron	15th Jan., 1857	88 42	
Wilson, Joseph	District of Algoma and St. Joseph's Island	25th July, 1845	314 34	
			330 39	
			622 61	
			63 22	

EXHIBENTS.

\$2000
\$3000
12 1/2 cent on next
12 1/2 cent for any sum exceeding

ANDREW RUSSELL, Ass't. Commis.

WILLIAM FORD, Acct. and Cashier.
CROWN LANDS DEPARTMENT, Quebec, 31st December, 1859.

APPENDIX No. 4.

List of Crown Timber Agents in Canada East and West, date of their appointment, and Salary allowed to each for services during the year 1859.

Agents.	Agencies.	Appointed.	Salary.
Bell, Charles E.	Lower Ottawa	May 6, 1854	\$ cts. 1200 00
Dubé, C. T.	Lower St. Lawrence	March 15, 1855	700 00
Dubergoy, George	Sequenay Territory	May 30, 1854	1200 00
Dawson, Charles	Madawaska and Chaudiere	September 15, 1857	1000 00
Dubord, L. A.	St. Maurice Territory	May 26, 1859	1000 00
Masse, Edward	Collector of Slide Dues, Ottawa	May 10, 1855	1000 00
Nagle, G. J.	St. Francis Territory	May 30, 1854	1200 00
Powell, A. W.	Huron, Superior, and Peninsula of Canada West	June 30, 1855	1200 00
Russell, A. J.	Ottawa and Tributaries	June, 1846	1840 00
Stewart, McLean	General Collector at Quebec	September 27, 1845	1800 00
Vergor, J. N.	Peninsula of Gaspé	March 15, 1845	800 00
Way, J. F.	Ontario Territory	May 6, 1854	1440 00

The duties of the Crown Timber Agents are to grant Licenses to cut Timber, collect the Crown Dues, protect the Public Domain from trespass, as regards the Woods and Forests within their respective Agencies, and general administration of the Timber Regulations, &c.

WILLIAM FORD,

Accountant and Cashier.

ANDREW RUSSELL,

Assistant Commissioner.

Crown Lands Department, Quebec, 31st December, 1859.

APPENDIX No. 5.

LIST OF AGENTS, Seigniory of Lauzon—Crown Domain and Jesuits' Estates.

Names of Agent.	Nature of Agency.	Date of Appointment.	Remuneration received in 1859.	Remarks.
Félix Fortier.....	Collecting and Commuting Agent Seigniory of Lauzon, and Superintendent and Agent for Beach and Deep Water Lots, Port of Quebec, save those on North side Quebec Harbor, transferred to Commissioners per Act. 22 Vict., chap. 32.	As Collecting Agent for Lauzon, and Beach and Deep Water lot, Superintendent, Sept., 1855 Communing Agent for Lauzon, April, 1858.	\$ 1,400 00	Mr. Fortier received this amount as salary (in addition to \$150. allowance for office rent) in his capacity of Collecting Agent for Lauzon, and Superintendent of Beach and Deep Water lots.—He is to receive, as Communing Agent, \$6 from each Communing Party, but there were no commutations in 1859.
Joseph Laurin	Agent of Crown Domain and Communing Agent, <i>Cote de</i> Quebec.	September, 1855.....	788 37	Of this amount \$500 is salary, and \$278 37 commission, paid to Mr. Laurin, as Crown Domain Agent, the balance \$12. He received as Communing Agent.
Valère Guillet.....	Communing Agent, <i>Cote de</i> Three Rivers.	June, 1854.....	.....	Entitled to receive six dollars for each commutation; none in 1859.
Jean Baptiste Varin.....	Collecting and Communing Agent Jesuits' Estates, District of Montreal, and General Agent to regulate and collect arrears in Jesuits' Estates, Lower Canada.	Appointed Local Agent by late Commissioner, Jesuits' Estates—Appointed Gen. Agent, July, 1857.	1,371 61	\$1,800 of this sum is salary as General Agent, and \$171 61 commission as Local Agent: Mr. Varin did not receive anything as Communing Agent, in 1859, no commutations having taken place in his agency, in that year.
Hon. Louis Panet.....	Collecting and Communing Agent, Jesuits' Estates, District of Quebec.	Appointed by late Commissioner Jesuits' Estates.	685 20	This sum received for commission as Collecting Agent,—no remuneration as Communing Agent in 1859.
Valère Guillet & Flavien Lottinville.....	Collecting and Communing Agent, Cap de la Magdeleine and Jesuits' Estates, in the City of Three Rivers.	June, 1855.....	27 48	Received as Collecting Agent,—no remuneration as Communing Agent in 1859.
Louis Guillet Jr.....	Collecting and Communing Agent, Seigniory of Batiscan.	June, 1848.....	24 32	do do do do

Jesuits' Estates Branch, }
 Crown Lands Office. }
 Quebec, 31st December, 1859.

ANDREW RUSSELL,
Assistant Commissioner.

APPENDIX 6.

STATEMENT of the number of Acres sold, amount of sales and amounts collected in Upper and Lower Canada, for the years 1858 and 1859.

	Acres sold.		Amount of Sales.			Amount of Collections.	
	1858.	1859.	1858.	1859.	1858.	1859.	
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Clergy Lands, Upper Canada.....	25612½	75698	58761 90	181944 04	110320 20	211080 38	
Clergy Lands, Lower Canada.....	4116	15031	3809 53	18980 21	7498 50	15319 04	
Crown Lands, Upper Canada.....	121603	167196½	138693 06	174370 27	100810 10	136537 16	
Crown Lands, Lower Canada.....	49143	132422	22249 10	76900 47	13553 85	33493 62	
Common School Lands.....	3671	5862	9930 40	15392 20	24916 83	50167 46	
Grammar School Lands.....	5644	5247½	11469 00	9447 92	14181 60	13185 62	
	209889½	401446½	244 913 08	475195 11	271293 14	459803 17	

MEMORANDUM.—Amount received in January, 1860, being collections by Crown Lands Agents during the month of December, 1859, and sums received in the office too late to be included in the accounts of the past year, \$246,119 88.

WILLIAM FORD,
Accountant and Cashier.
CROWN LANDS DEPARTMENT,
Quebec, 31st December, 1859.

ANDREW RUSSELL,
Assistant Commissioner.

APPENDIX 7.

STATEMENT of Receipts by the Crown Lands Department for the year 1859, which are considered as Revenue.

Woods and Forests.....	\$ 246593 69
Ottawa Slides.....	31339 08
St. Maurice Slides.....	2528 97
Location Fees, Lower Canada.....	15 00
Casual Fees, Upper Canada.....	170 70
Casual Fees, Lower Canada.....	14 00
Patent Fees, Lower Canada.....	232 95
Surveyors' Fee Fund, Upper Canada.....	306 90
Surveyors' Fee Fund, Lower Canada.....	240 51
Mines.....	3570 70
Crown Instalments, Upper Canada.....	135494 90
Crown Instalments, Lower Canada.....	31647 02
Crown Quit Rent.....	1548 77
Crown Arrears of Rent.....	339 47
	\$ 454041 66

ANDREW RUSSELL,
Assistant Commissioner.

WILLIAM FORD,
Accountant and Cashier.

CROWN LANDS DEPARTMENT,
Quebec, 31st December, 1859.

APPENDIX 8.

STATEMENT of Disbursements by the Crown Lands Department for the year 1859, on account of Expenses of Management.

North Shore, Lake Huron.....	\$ 111 21	
Fisheries, Lower Canada.....	2329 00	
Fisheries, Upper Canada.....	3553 11	
Ottawa and Opcongo Road.....	1460 00	
Hastings Road.....	1460 00	
Addington Road.....	1460 00	
Bobcaygeon Road.....	1460 00	
Postages of Agencies, Upper Canada.....	243 37	
Postages of Agencies, Lower Canada.....	27 20	
Commission, Agents Canada West.....	11464 06	
Commission, Agents Canada East.....	2869 85	
Board of Examiners of Land Surveyors, Upper Canada.....	470 00	
Board of Examiners of Land Surveyors, Lower Canada.....	305 00	
Crown Advertising, Upper Canada.....	7289 43	
Crown Advertising, Lower Canada.....	1501 67	
Inspection of Agencies, Upper Canada.....	2988 97	
Inspection of Agencies, Lower Canada.....	3665 66	
Crown Inspections, Upper Canada.....	779 50	
Crown Inspections, Lower Canada.....	266 26	
Exploration of Roads, Upper Canada.....	5144 91	
Exploration of Roads, Lower Canada.....	1498 62	
Crown Surveys, Upper Canada.....	52970 33	
Crown Surveys, Lower Canada.....	21194 70	
General Disbursements.....	17634 14	
Red River Expedition.....	128 44	
Boundary Account, Upper and Lower Canada.....	1185 28	
Huron Land Claims.....	929 50	
Bruce Land Claims.....	334 75	
Advances on Salaries.....	3820 34	
Bolton and Magog Commissions.....	648 00	
Journals of Exploration and Surveys, North West Territory.....	2400 00	
St. Maurice Survey.....	193 72	
		151796 96
Deduct Commission, School and Clergy Services.....		17933 86
		\$ 133863 10

ANDREW RUSSELL,

Assistant Commissioner.

WILLIAM FORD,

Accountant and Cashier.

CROWN LANDS DEPARTMENT,

Quebec, 31st December, 1859

APPENDIX 9.

STATEMENT.—Crown Lands Department, amount of Collections, 1859.

Clergy Lands, Upper Canada.....	\$211080 38	
Clergy Lands, Lower Canada.....	15319 04	
Crown Lands, Upper Canada.....	136557 16	
Crown Lands, Lower Canada.....	33493 52	
Common School Lands.....	50167 45	
Grammar School Lands.....	13185 62	459803 17
Crown Domain.....	10211 52	
Jesuits' Estates.....	18847 67	
Seignior of Lauzon.....	7262 66	
Woods and Forests.....	274699 42	
St. Maurice Slides.....	2528 97	
Ottawa Slides.....	32338 08	
Location Fees, Lower Canada.....	15 00	
Casual Fees, Upper Canada.....	170 70	
Casual Fees, Lower Canada.....	14 00	
Patent Fees, Lower Canada.....	232 95	
Surveyors' Fee Fund, Upper Canada.....	306 90	
Surveyors' Fee Fund, Lower Canada.....	240 51	
Mines.....	3570 70	
Fisheries, Upper Canada.....	86 00	
Fisheries, Lower Canada.....	1323 41	
Ordnance Lands.....	27460 80	379009 39
		\$838812 56

ANDREW RUSSELL,
Assistant Commissioner.

WILLIAM FORD,
Accountant and Cashier.

CROWN LANDS DEPARTMENT,
Quebec, 30th December, 1859.

APPENDIX. 11.

Return of Receipts and Disbursements on account of Clergy Reserves, Lower Canada, for the year 1859.

Date.	Lands Sold.		RECEIPTS.					PAYMENTS.							
	Acres.	Amount.	Principal, 18 Vic. cap. 2.	Interest, 18 Vic. cap. 2.	Rent, 18 Vic. cap. 2.	Inspection, 18 Vic. cap. 2.	Quit Rent on Lots sold.	Timber Dues.	Principal, 18 Vic. Cap. 2.	Interest, 18 Vic. Cap. 2.	Rent, 18 Vic. Cap. 2.	Inspection, 18 Vic. Cap. 2.	Quit Rent on Lots sold.	Timber Dues.	Disbursements.
1859	15031	\$ cts. 13980 21	\$ cts. 11678 47	\$ cts. 2447 44	\$ cts. 218 47	\$ cts. 276 26	\$ cts. 4 00	\$ cts. 694 40	\$ cts. 10888 29	\$ cts. 2205 86	\$ cts. 205 30	\$ cts. 255 09	\$ cts. 3 70	\$ cts. 652 74	\$ cts. 1017 34

RECAPITULATION.

RECEIPTS.		PAYMENTS.	
Principal, 18 Vic. Cap. 2.....	\$ cts. 11678 47	Principal, 18 Vic. Cap. 2, transferred to Government.....	\$ cts. 10888 29
Interest, 18 Vic. Cap. 2.....	2447 44	Interest, 18 Vic. Cap. 2, transferred to Government.....	2295 86
Rent, 18 Vic. Cap. 2.....	218 47	Rent, 18 Vic. Cap. 2, transferred to Government.....	205 30
Inspection, 18 Vic. Cap. 2.....	276 26	Inspection, 18 Vic. Cap. 2, transferred to Government.....	255 09
Quit Rent on Lots sold.....	4 00	Quit Rents on Lots sold, transferred to Government.....	3 70
Timber Dues.....	694 40	Timber Dues, transferred to Government.....	652 74
		Disbursements.....	1017 34
	\$15319 04		15319 04

WILLIAM FORB,
Acct. and Cashier.

ANDREW RUSSELL,
Assistant Commissioner.

CROWN LANDS DEPARTMENT Quebec, 31st December, 1859.

APPENDIX 12.

RETURN of the number of Acres sold, and the amount received on sales of Common School Lands, under Vic. 12, Cap. 200, for the year 1859.

Date.	Acres.	RECEIPTS.			PAYMENTS.							
		Price per Acre.	Principal.	Rent.	Interest.	Principal.	Rent.	Commission Principal.	Commission Rent.	Commission Interest.	Disbursements.	
1859.	5852	\$ 2	\$ cts. 38819 02	\$ cts. 91 75	\$ cts. 11256 08	\$ cts. 36682 19	\$ cts. 86 24	\$ cts. 10370 49	\$ cts. 2320 14	\$ cts. 5 51	\$ cts. 675 39	\$ cts. 818 49
Total number of Acres sold, to 31st December, 1859, 074111½ Do. do in 1859, 5852												
Balance remaining unsold 9502683 (07361)												

RECAPITULATION.

RECEIPTS.		PAYMENTS.	
Principal	\$ cts. 38819 02	Amount transferred to Government, account Principal.....	\$ cts. 36682 19
Rent	91 75	Amount transferred to Government, account Rent.....	86 24
Interest.....	11256 08	Amount transferred to Government, account Interest.....	10370 49
		Amount paid on account of Commission, Principal.....	2320 14
		Amount paid on account of Commission, Rent.....	5 51
		Amount paid on account of Commission, Interest.....	675 39
		Amount paid, Disbursements and Sundries.....	818 49
			50167 45

ANDREW RUSSELL,
Assistant Commissioner.

WILLIAM FORD,
Accountant and Cashier.
CROWN LANDS DEPARTMENT, Quebec, 31st December, 1859.

APPENDIX 13.

RETURN of the number of Acres Sold, and the Amount Received on Sales of Grammar School Lands for the year 1859.

Date.	Acres.	RECEIPTS.				PAYMENTS.							
		Rent.	Interest.	Principal	Inspection.	Rent.	Interest.	Principal.	Inspection.	Commission.	Principal.	Inspection.	
1859	5247½	\$ cts. 03 04	\$ cts. 2684 28	\$ cts. 9600 30	\$ cts. 3 00	\$ cts. 839 46	\$ cts. 2523 23	\$ cts. 9024 20	\$ cts. 7 52	\$ cts. 53 58	\$ cts. 161 05	\$ cts. 576 01	\$ cts. 00 48

RECAPITULATION.

RECEIPTS.		PAYMENTS.	
Rent	\$ 893 04	Amount transferred to Government account of Rent	\$ 839 46
Interest	2684 28	do do	2523 23
Principal	9600 30	do do	9024 29
Inspection	8 00	do do	7 52
		Total transferred to Government	12394 50
		Amount paid on account of Commission or Rent	53 58
		do do	161 05
		do do	576 01
		do do	0 48
Total	\$13185 62	Total	\$13185 62

WILLIAM FORD,
Acct. and Cashier.

ANDREW RUSSELL,
Asst. Commissioner.

CROWN LANDS DEPARTMENT, Quebec, 31st December, 1859.

APPENDIX I-L.

STATEMENT—showing Receipts and Expenses on account of the Jesuits' Estates, for the year 1859.

Locality.	GROSS RECEIPTS.										NETT RE-CEIPTS.	
	Lots et Ventes.	Cens et Rentes.	Mills and Farms, &c.	Rentes &c. Foncières.	Monies received on Judgments and Reconnaisances.	Commutation Money.	Timber ground rent and Dues.	Total receipts from each Locality.	Total gross Receipts.	EX-PENSES.		
	\$.	c.	\$.	c.	\$.	c.	\$.	c.	\$.	c.	\$.	c.
Sillery.....		10	19	4705	79				4822	37		
St. Gabriel.....		21	82	12	79				34	61		
Notre Dame des Anges.....		31	71	106	05	865	20		1084	08		
Belair.....		14	41						14	41		
Estates in Quebec.....				894	97				894	97		
Estates in Lauzon.....				100	00	2	00		2	00		
Batisseau.....				143	43				2088	16		
Cap de la Magdeleine.....				110	13	261	60		33	13		
Coteau St. Louis.....				12	63	20	50		00	89		
Rivière of Three Rivers.....				00	89				8972	45		
Laprairie.....	242	03	2188	52	1637	62	38	80			431	05
	242	03	2533	73	7761	32	904	00	188	11	2073	00
									18547	67	18547	67

N. B.—\$7,854.80 of the receipts are on account of the "Lower Canada Superior Education Investment Fund," and the balance thereof on account of the "Lower Canada Superior Education Income Fund," as per Act 19 and 20 Vic., chap. 54.
 \$1,983 of the Expenses are for Reconnaisances, and \$339.98 for Survey,—both of which will be refunded.

ANDREW RUSSELL,
 Assistant Commissioner of
 Crown Lands.

CROWN LANDS DEPARTMENT,
 JESUITS' ESTATES BRANCH,
 Quebec. 31st December, 1859.

F. T. JUDAH,
 Clerk Jesuits' Estates, &c

APPENDIX 15.

STATEMENT—shewing Receipts and Expenses on account of, the Seigniori of Lauzon, for the year 1859.

GROSS RECEIPTS.				EXPENSES.	NETT RECEIPTS.
Lods & Ventos.	Cens & Rentes.	Sales of Mills & Emplacements in Aubigny.	Interest on Sales and on Commutation Money and Rents of Mills, Farm and Wharf.	Timber and Survey and reimbursed.	Total.
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
306 80	1890 77	950 94	3883 05	230 40	7261 96
				3606 01	
					\$ cts.
					3595 35

N. B.—The expenses include \$2666.55 further on account of Survey, and \$23 refunded to Agent, viz., \$12 twice debited, and \$10 overcharged him.

ANDREW RUSSELL,

Assistant Commissioner of Crown Lands.

CROWN LANDS DEPARTMENT,
Jesuit's Estates Branch,

Quebec, 31st December, 1859

F. T. JUDAH,
Clerk Jesuit's Estates, &c.

APPENDIX 16.

STATEMENT—showing Receipts and Expenses, on account of the Crown Domain, Canada East, for the year 1859.

Locality.	GROSS RECEIPTS.							EX-PENSES.	NET RECEIPTS.		
	<i>Lods et Ventas.</i>	<i>Cens et Rentes.</i>	Capital of Commutation Money.	Interest on Commutation Money.	Reimbursed Costs.	Patent Fees.	Beach and deep water lots.			Mining Licenses.	Total.
Province of Quebec.....	\$ cts. 2715 98	\$ cts. 04 18	\$ cts. 352 28	\$ cts. 98 27	\$ cts. 70 88	\$ cts. 420 00	\$ cts. 6372 90	\$ cts.	\$ cts. 3301 60	\$ cts. 2169 90	
Port of Quebec.....	.....	.....	.....	.....	16 93	.....	.....	.....	6809 83	5908 28
Canada East.....	.....	.....	.....	.....	.....	.....	.....	100 00	100 00	100 00
									10211 52	2083 34	8178 18

N. B.—The expenses are composed of Agent's Salary, Commission and Disbursements, (the latter in part comprising costs of deeds required to file in Judicial matters, and which the Crown receives back) and Survey, &c.

ANDREW RUSSELL,
Assistant Commissioner of Crown Lands.

CROWN LANDS DEPARTMENT,
JESUITS' ESTATES BRANCH.
Quebec, 31st December, 1859.

F. T. JUDAH,
Clerk Jesuits' Estates, &c.

APPENDIX 17.

ORDNANCE LANDS.

STATEMENT of gross Receipts and Disbursements for 1859.

1859.			\$	cts.	
January	26	G. McBeth.....	200	00	
"	12	Hon. H. Killaly	1700	00	
"	24	W. F. Coffin.....	339	32	
"	23	Hon. H. Killaly	2420	00	
March	11	W. F. Coffin.....	389	21	
"	"	W. F. Coffin.....	319	63	
"	23	W. F. Coffin.....	450	62	
"	24	W. F. Coffin.....	5	00	
April	15	W. F. Coffin.....	1902	53	
"	"	W. F. Coffin.....	68	20	
May	9	W. F. Coffin.....	1572	15	
"	"	W. F. Coffin.....	665	15	
June	7	W. F. Coffin.....	1271	70	
"	17	W. F. Coffin.....	316	60	
July	4	W. F. Coffin.....	2170	90	
"	"	W. F. Coffin.....	469	78	
"	15	Levi Young, for water power	3658	00	
"	19	W. F. Coffin.....			
August	3	W. F. Coffin.....	1743	24	
"	"	W. F. Coffin.....	78	00	
September	27	W. F. Coffin.....	1155	18	
October	10	W. F. Coffin.....	2827	76	
"	13	W. F. Coffin.....	11	55	
November	19	W. F. Coffin.....	1814	57	
December	10	W. F. Coffin.....	1910	36	
		W. F. Coffin.....	3267	62	
<i>Disbursements.</i>					30727 17
February	17	Quarter ending 31 March, 1859.....	2437	42	
April	21	Quarter ending 30 June, 1859.....	2145	23	
August	3	Quarter ending 30 September, 1859.....	2470	84	
November	7	Quarter ending 31 December, 1859.....	1913	21	
					8966 70
					\$21760 47

ANDREW RUSSELL,

Assistant Commissioner.

CROWN LANDS DEPARTMENT,
Quebec, 31st December, 1859.

WILLIAM FORD,

Accountant and Cashier.

APPENDIX 18.

STATEMENT of the amounts available for Public Improvements on Sales of Crown Lands, Grammar School Lands and Common School Lands, under 16 Vic. cap. 159, in each county in Canada West, for the year ending 31st December, 1859.

COUNTIES.	RECEIPTS.			AMOUNTS AVAILABLE.		
	Crown.	Grammar School.	Common School.	Crown.	Grammar School.	Common School.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Addington	1566 44	1015 00		313 27	203 00	
Bruce	6114 77		18721 71	1222 96		4399 64
Brant						
Carleton	3269 82			653 97		
Durham	294 23			58 85		
Dundas	128 67			25 73		
Elgin	960 65	698 20		138 13	139 64	
Essex	2168 00			433 60		
Frontenac	9321 02	1867 51		1864 22	373 50	
Grey	10157 86	4285 63	12728 73	2031 56	857 12	2991 34
Greenville	419 25	138 32		83 85	27 66	
Hengarry	43 20			8 64		
Haldimand						
Hastings	4874 58			974 91		
Halton	40 00			8 00		
Huron	4349 90		14157 74	869 98		3327 11
Kent	1673 78			334 76		
Lincoln						
Leeds	898 53			179 70		
Lanark	7893 12			1578 82		
Lennox	34 00			6 80		
Lambton	4049 51			809 89		
Middlesex	830 54	357 50		166 10	71 50	
Northumberland	387 34	549 96		77 47	109 99	
Norfolk		2809 12			561 82	
Ontario	270 50			54 10		
Oxford		1426 30			235 26	
Peterborough	3661 25			732 25		
Peel	100 00			20 00		
Perth	4127 24		4101 95	825 45		964 03
Prince Edward						
Prescott	2161 18			432 24		
Russell	4073 67			814 72		
Renfrew	28487 38			5697 46		
Simcoe	7814 64			1562 94		
Stormont	278 00	38 08		55 60	7 62	
Victoria	11301 73			2260 75		
Wellington	11004 74		457 32	2200 94		107 49
Welland	292 00			58 40		
Wentworth						
Waterloo						
York	1321 11			264 22		
Algona	1264 50			252 90		
St. Joseph's Island	978 07			195 62		
Total	\$ 136343 22	13185 62	50167 45	27268 60	2637 11	11789 61

ANDREW RUSSELL,
Assistant Commissioner.

CROWN LANDS DEPARTMENT,
Quebec, 31st December, 1859

WILLIAM FORD,
Accountant and Cashier.

APPENDIX 10.

LOWER CANADA —Return of Surveys for the year ending 31st December, 1859.

No.	Surveyors.	SURVEYS.	Cost of Survey.	No. of Acres Surveyed.	Outlines of Townships, Miles.	Colonization Roads, Miles.	Remarks.
1	W. Wagner	Township of Carwood	\$ cts.	33780	21 1/2		Outlines verified.
2	C. F. Fournier	Pohenegamook, residue	2106 35	54712	23		
3	O. B. Fournier	Parke, part of	1981 00	9858			
4	Jno. Robertson	Thorne, residue	355 07	3300	7		
5	do.	Leslie, and verifications of part of Thorne	160 48	34530	33		Outlines verified.
6	Jno. Holmes	Hinks	1500 50	44288	30		(do. part verified and 1 part run.
7	F. P. Quinn	Chilton, residue	2080 58	20100			
8	J. McArthur	Sicotte	1602 88	29509	39		
9	A. Painchaud	1811 71	17884				
10	E. Bédinger	Sydenham, Fox and Gaspé Bay, South	1392 15	13909	44		
11	G. A. Doucet	Roulet and pt. of Dalhousie	2711 00	44517	11		
12	C. F. Roy	Demers, part of	1038 52	20986	48		
13	J. B. Richard	Chebourg and pt. of Dalhousie	3030 08	53983			
14	S. L. Brabazon	Mekinnak residue	3243 45	6100	16		Outlines verified.
15	J. B. Duberger	Morn	341 46	1000			Village of St. John laid out in farm lots.
16	D. S. Ballantyne	Village Reserves of St. John and Tadoussac	559 21			13	
17	J. B. Legendre	Colonization Road from Township of Lessard to the Taché Road, Twp. of Arago	489 42				
18	W. McDonald	Township of Ashton, Verification of part	350 66	8712			
19	E. T. Fletcher	Bornage and Survey of Line between the Seigneurie of Shoubred and Twp. of Nouvelle	306 88				Balance (\$316 47) paid by the Seigniors.
		Boundary Line between U. and L. Canada, Verification of part of	1481 28				About 40 miles verified.
			27282 48	376207	278	13	

366495 Acres, subdivided into Farm Lots, at 61 cents per acre. The cost of running or verifying the outlines is included in the partial subdivision of the Township.

JOSEPH BOUCHETTE,
Deputy Surveyor General.

ANDREW RUSSELL,
Assistant Commissioner.

CROWN LANDS DEPARTMENT,
Surveying Branch East,
Quebec, 31st December, 1859.

APPENDIX 20.—UPPER CANADA.—Statement of Surveys for the year ending 31st December, 1859.

No.	Surveyors.	Surveys.	Cost of Survey.	No. Acres Surveyed.	No Miles Surveyed.	Remarks
1	John K. Roche	Carleton.	\$3165 72	45074		
2	John K. Roche	Laxton	2052 56	23000		
3	A. B. Perry	Abinger	2633 82	43177		
4	W. H. Deane	Denbigh	2744 16	47505		
5	M. Deane	Snowdon	4050 05	53000		
6	Josias Ritchey	Griffith	2226 66	32500		
7	Charles Urwin	Lutterworth	4332 59	45276		
8	James W. Fitzgerald	Minden	4536 77	45500		
9	Crosbie Brady	Anson	4030 46	39000		
10	J. L. P. O'Hanly	North and South Canonto	3228 99	43500		
11	Duncan Sinclair	Heard and Maria	3272 53	55139		
12	J. S. Peterson	Herschell, Montange, Wicklow and McClure	6010 40	65000		
13	Quintin Johnson	Limerick, Wollaston, Dunganon and Faraday	8331 84	86250		
14	Albert P. Sator	Townships North Shore of Lake Huron	1007 73	39080		
15	James Johnston	do do	3462 96	24984		
16	Hugh P. Savigny	do do	3295 06	25600		
17	Henry O. Wood	Tract of Land, S. E. Corner of Russell	213 98	2012	62	Township outlines.
18	John J. Haslett	Cape Vesey, Ordnance Reserve, into farm lots of 50 acres each	229 20	365	78	
19	A. P. Sator (A. Jones)	Township outlines, North Shore of Lake Huron	2403 98		28	Colonization Roads.
20	John Snow	Darling, and Lavant Road Line	859 80			
21	Charles Rankin	Sovern and Muskoka do	405 05			
22	William Drannan	Town Plot of Rokeby	690 86	200		
23	Charles Rankin	do of Williamsford	397 20	351		
24	John Lindsay	Exam. Survey of the boundary lines of Keswick Town Plot	125 87			
25	F. F. Passmore	Verification Survey of Enrolled Pens. lots, Fort Erie.	181 90			
26	John Lindsay	do do do and Reformatory Prison Farm and Yard, Penetanguishene	1441 17			Verification Surveys.
27	Dennis and Gossage	(Harrison Common, Toronto	226 00			
28	J. L. P. O'Hanly	Lot on Bridge Street, Ottawa (Ordnance Reserve)	53 87			
			\$68689 24	717046	184	

R E C A P I T U L A T I O N .
 716,492 acres subdivided into Farm Lots of 100 acres each, @ \$ 6.10 cents per acre.
 554 do do Town Lots of ½ acre each @ \$1.96½ per acre.
 717,046 acres.

184 miles of Township outlines and Colonization Roads @ \$26.19 per mile.

NOTE.—As this is the total amount of the accounts for Surveys completed and audited during the year on which advances were previously made, it does not correspond with the Accountant's Return of Monies paid for Surveys, which includes advances on surveys in progress.

THOMAS DEVINE, Head of Surveys, & C.

CROWN LANDS DEPARTMENT, Quebec, 31st December, 1859.

ANDREW RUSSELL, Asst. Commis.

APPENDIX 21.

CROWN LANDS DEPARTMENT STATEMENT OF OFFICE WORK FOR 1859.

Number of Plans compiled.....	784
do Instructions for Surveys prepared.....	95
do Plans, Field Notes, Diaries, Reports, Accounts and pay Lists, of Surveys of the Public Lands audited and examined.....	574
do Plans and Reports of Private Surveys examined, and are as calculated.....	160
do References for Letters Patent prepared.....	2227
do Descriptions for Letters Patent.....	1703
do Accounts examined.....	1600
do Circulars.....	1417
do Miscellaneous Statements.....	57
do Folio pages of Agents' Books written.....	2650
do Adjudications.....	2363
do Trespass Returns checked.....	35
do Squatters' Claims recorded.....	4600
do Letters Patent engrossed, examined and entered in the several Books of Record.....	1710
do Erections of Parishes, Townships and Villages in Lower Canada.....	38
do Specifications of lots in Towns, and Townships for sale, prepared.....	49
do Assignments examined and registered.....	662
do Agents Returns examined and entered.....	1588
do Accounts current prepared.....	159
do Statements of amounts available for public improvements under 16 Vic. cap. 159, Sec. 14....	168
do Statements for the Legislature and Blue Book.....	131
do Reports for the Executive Council prepared.....	768
do Letters written.....	10266
do Folio pages of Reports, Land Rolls, Assignments, &c., entered.....	193593
do Pages of Field Notes, Reports, Letters, &c., copied.....	5830
do Folio pages of Schedules of Crown, Clergy, and School Lands furnished to Timber Agents....	7330
do Returns of Lands patented, granted and sold for the use of County Registrars and Treasurers	367
do Folio pages of these Returns.....	2197
do Leases.....	23

ANDREW RUSSELL,
Asst. Comm. of Crown Lands.

CROWN LANDS DEPARTMENT,
Quebec, 31st December, 1859.

APPENDIX 22.
CROWN LANDS DEPARTMENT.
COMPARATIVE STATEMENT of Lotfiles received and Registered in the years 1858-9.

Years.	Western Branches.					Eastern Branches.					Province at large.					Names Indexed.				Enclosures.				Orders in Council.			
	Correspondence Mr. Tarbutt.	Late Surveyor General, Mr. Spragg.	Surveyors, Mr. Devine.	Accountants, Mr. Ford.	Total.	Correspondence, Mr. Collins, & Mr. Gencreux.	Crown Domain and Des. Esds. Mr. Judah.	Surveyor's, Mr. Bouchette.	Accountants, Mr. Ford.	Total.	Woods and Forests, Mr. Partridge.	Fisheries, Mr. Whiteher.	Commissioners on Miscellaneous Matters.	Transferred to other Departments.	Total.	Grand Total.	Names Indexed.	Enclosures.	East.	West.	Miscellaneous.	Total.					
1859	5471	1989	776	2618	10853	3051	603	473	463	4501	1881	450	552	50	2033	18357	24000	37000	48	113	44	205					
1858	4379	2100	930	1833	9242	1702	720	556	403	3381	1877	"	465	38	2380	15003	20000	33000	84	232	30	386					
Increase	1092	"	"	785	1591	1340	"	"	60	1210	4	450	87	12	563	3354	4000	4000	"	"	14	"					
Decrease	"	131	154	"	"	117	83	"	"	"	"	"	"	"	"	"	"	"	36	160	"	191					

MONTHLY DISTRIBUTION OF LETTERS.

January	1436
February	1450
March	1788
April	1534
May	1328
June	1333
July	1409
August	1953
September	1615
October	1413
November	1352
December	1706
Total	18357

DISTRIBUTION OF ORDERS IN COUNCIL.

Mr. Tarbutt	44
Mr. Spragg	51
Mr. Devine	7
Mr. Ford	11
Mr. Collins & Mr. Gencreux	29
Mr. Judah	14
Mr. Bouchette	5
Mr. Partridge	16
Mr. Whiteher	2
Miscellaneous	26
Total	205

LETTERS REGISTERED IN THE YEARS

1852	5021
1853	8765
1854	9071
1855	9107
1856	12258
1857	12871
1858	15003
1859	16357

LETTERS AND OPINIONS.

Attorney General West	44
Do do East	26
Received thro' Provincial Secretary	271
Returned by Post-Minster-General, not called for	117

ANDREW RUSSELL, Assistant Commissioner.
JOHN MORPHY, Registrar.
31st December, 1859.

APPENDIX 236.

WOODS AND FORESTS.

STATEMENT of Revenue collected during the year 1859.

		cts.	\$	cts.
Amount of Upper Ottawa Territory Collections by A. J. Russell.....	34,685	23		
Amount of Upper Ottawa Territory Collections per McLean Stewart.....	98,161	40		
Amount of St. Maurice Territory Collections by O. Wells & L. A. Dubord..	36,034	08	132,846	63
Amount of St. Maurice Territory Collections per McLean Stewart.....	1,210	36		
Amount of Lower Ottawa Territory Collections by Chas. E. Belle.....	22,520	97	37,244	44
Amount of Lower Ottawa Territory Collections per McLean Stewart.....	6,799	13		
Amount of Ontario Territory Collections by Joseph F. Way.....	24,102	38	29,320	10
Amount of Ontario Territory Collections per McLean Stewart.....	10,769	64		
Amount of St. Francis Territory Collections by G. J. Nagle.....	5,891	91	34,872	02
Amount of St. Francis Territory Collections per McLean Stewart.....	56	50		
Amount of United Territories of Huron and Superior, and Peninsula of Canada West, Collections by A. W. Powell.....	2,852	77	5,948	41
Amount of United Territories of Huron and Superior, and Peninsula of Canada West, Collections per McLean Stewart.....	4,630	41		
Amount of Saguenay Territory Collections by Geo. Duberger.....			7,483	16
Amount of Lower St. Lawrence Territory Collections by Chas. T. Dubé.....			12,133	46
Amount of Baie des Chaleurs Territory Collections by Jos. N. Verge.....			3,192	30
Amount of Madawaska and Chaudière Territory Collections by C. Dawson.....			1,551	99
			19,026	89
Total Ground Rents and Timber dues.....			274,619	42
<i>Amount Collected from Slides in 1859.</i>				
Amount from Ottawa Slides and Works.....	22,338	08		
Amount from St. Maurice Slides and Works.....	2,528	97		
			34,867	05
			309,486	47

P. M. PARTRIDGE,
Supt. Woods and Forests.

ANDREW RUSSELL,
Asst. Comm. of Crown Lands.

CROWN LANDS DEPARTMENT,
Woods and Forests.

Quebec, 31st December, 1859.

APPENDIX 23c.

WOODS AND FORESTS.

Dr. STATEMENT of Account of Supervisor of Cutlers, Quebec, for year ending 31st December, 1859. Cr.

1858 Dec.	1859 Dec.	1858 Dec.	1859 Dec.	1858 Dec.	1859 Dec.	1858 Dec.	1859 Dec.	1858 Dec.	1859 Dec.
\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
31 To Balance									
To Amount received from Crown Lands Department, Quarter ending this date									
To Balance									
31 To Gross Receipts for measuring, cutting, as per Statement									
Over received									
To Amount received from previous transactions									
To Amount received for duplicate specifications									
To Amount received for calbeche hire									
To Amount received for cutlers' licenses									
To Amount received from Deputy Supervisor (Montreal)									
31 To Amount received from the Honorable the Commissioner of Crown Lands									
To the following Amounts, transferred to credit of Receiver General in Oct, 1858, credited as receipts for cutting in lieu of fees received for licenses									
Balance to Credit of Contingent Account, being accumulated fractions									
31 To Balance									
By Amount deposited to credit of Crown Lands Department, Quarter ending this date									
By Amount deposited in Bank of Upper Canada, for year ending this date									
By Balance									
By paid Cutlers									
By paid Salaries of Clerks									
By paid Contingent Disbursements									
By paid Deputy Supervisor, (Sorel)									
By paid Deputy Supervisor, (Montreal) to meet expenses of Office									
By paid three Quarters Salary to 30 Sept									
By paid Supervisor of Cutlers Salary									
By Balance									

P. M. PARTRIDGE,
Supt. Woods and Forests.
CROWN LANDS DEPARTMENT,
Woods and Forests.
Quebec, 31st December, 1859.

ANDREW RUSSELL,
Assistant Commissioner of Crown Lands.

WOODS AND FORESTS.—STATEMENT of Fees paid to Cutters, for work performed in their respective Departments, during the season of 1859.

APPENDIX 23c.

Department.	Names of Cutters, &c.	Amount.	Total.
		\$ cts.	
Masts, Bowsprits, Spars, Oars and Handspikes, and square Timber.....	Ig. A. Dorval.....	852 54	2324 27
	Alexis Dorval.....	815 07	
	Oliver Gaboury.....	656 06	
	Edward Verreault.....	833 63	
	John Clark.....	833 46	
	J. B. Vachon.....	794 77	
	James Lynch.....	789 21	
	Denis Camillon.....	769 13	
	Jacques John.....	768 01	
	Stephen Lambert.....	737 95	
Square Timber.....	Louis Dorion.....	737 30	18750 78
	John Jordan.....	732 47	
	Thomas Redmond.....	728 40	
	William Bee.....	727 21	
	Joseph Larose.....	708 61	
	John O'Sullivan.....	674 62	
	Pierre Jennes.....	673 21	
	Olivier Gauvreau.....	651 77	
	Henry McPeak.....	650 58	
	Peter Gilgan.....	647 40	
Square Timber and Deals.....	Narcisse Valin.....	627 26	221 47
	James Scott.....	615 09	
	F. X. Beland.....	611 20	
	Pierre McNeil.....	605 24	
	Wm. Duggan.....	598 56	
	George Miller.....	523 31	
	J. S. Waterson.....	511 26	
	John Miller.....	501 43	
	Joseph Lockquell.....	480 31	
	George Donaghe.....	480 36	
Thomas Murphy.....	424 97		
Dennis Duggan.....	323 88		
J. B. Jarneau.....			

Department.	Names of Cutters, &c.	Amount.	Total.
Deals, Planks, &c.....	Thomas Malone.....	1455 03	12209 30
	James Myler.....	1430 19	
	Thomas Wilson.....	1391 19	
	F. X. Thompson.....	1248 84	
	Michael Power.....	1207 22	
	Michael Hamel.....	1200 03	
	Peter Gellee.....	826 75	
	Jerome Couture.....	771 82	
	A. F. Hamel.....	697 51	
	Benj. Lockquell.....	618 84	
Deals, Planks &c., and Staves.....	Wm. McKutcheon.....	550 70	1877 46
	Jean Couture.....	414 44	
	Chas. Couture.....	275 72	
	Jeffery Malone.....	887 76	
	Patrick Malone.....	589 60	
	Michael Murphy.....	400 10	
	Joseph Frederiek.....	1106 33	
	Clement Gironx.....	987 61	
	Louis Myrand.....	907 60	
	Chas. Corncut.....	901 93	
Robert Boyte.....	893 63		
Michael Gibbons.....	878 92		
J. B. Philbert.....	827 15		
Jacques Villeneuve.....	803 15		
Joseph Langlois.....	795 37		
Barth. Chartier.....	585 49		
Miles O'Brien.....	446 43		
John Curtin.....	316 60		
James Mackie.....	249 98		
		9700 25	
		45143 48	

N. B.—The Amounts paid to Cutters, as per detailed statement, is the gross amount of their respective earnings, out of which they have to pay, agreeably to the 27th section of the Act, their attendants and assistants, and all other charges inseparable from the execution of their duties.

ANDREW RUSSEL,
Assistant Commissioner.

P. M. PARTRIDGE, Supt. Woods & Forests.

CROWN LANDS DEPARTMENT,
Woods and Forests,
Quebec, 31st December, 1859.

APPENDIX 23f.

WOODS AND FORESTS—STATEMENT OF SALARIES Paid to Clerks employed in the Office of the Supervisor of Cullers, Quebec, for the year ending the 31st of December, 1859.

Names of Clerks.	Employed as	Department engaged.	Term of Engagement.	Salaries.	Amount.
Matthew Harbison.....	Deputy Supervisor.....	.....	For his salary as Deputy Supervisor from 1st Jan. to 31st Dec.....	\$ 1440 00	\$ cts.
Chas. S. Graddon.....	Cash keeper.....	.....	do do do.....	1200 00	
Alexander Fraser.....	Book keeper.....	.....	do do do.....	1200 00	
John Y. Cooke.....	Specification Clerk.....	.....	Season, from 1st May to 20th November.....	725 00	
John O'Kane.....	do.....	Timber Department.....	do do 31st December.....	800 00	
Alexr. McGillis.....	do.....	do.....	do do 30th June.....	193 71	
Jas. Prendergast.....	do.....	Deal and Stave Depart.....	do do 15th November.....	600 00	
Pierre Miller.....	do.....	Timber Department.....	Twelve months' salary ending 31st December.....	687 50	
Francois Quinn.....	do.....	General purposes.....	Season, from 1st May to 31st December.....	550 00	
Oct. Vozina.....	do.....	Deal and Stave Depart.....	do do 8th September.....	200 06	
Thad. Walsh.....	do.....	Timber Department.....	do do 31st December.....	500 00	
W. A. Lanniere.....	do.....	do.....	do do 1st November.....	400 00	
L. Hearne.....	do.....	do.....	do do 30th do.....	400 00	
Ed. Duggan.....	do.....	do.....	do do do.....	400 00	
Pierre Miller.....	do.....	do.....	Balance of Salary..... \$32 50		
Thad. Walsh.....	do.....	do.....	For Season, 1858..... 67 76		
J. B. Charlton.....	.....	.....	As required from time to time.....	100 28	9457 46
F. Newton.....	.....	.....	.....
C. Jordan.....	.....	.....	.....
W. Ferguson.....	.....	.....	.....
R. Smith.....	.....	.....	.....
R. Smith.....	.....	.....	.....
Lambert & Tessier.....	.....	.....	.....
J. B. Charlton.....	.....	.....	.....
				100 28	9457 46
					731 05
					\$10188 51

ANDREW RUSSELL,
Assist. Commis. Crown Lands.

P. M. PARTRIDGE,
Supt. Woods and Forests.

CROWN LANDS DEPARTMENT,
Woods and Forests,
Quebec, 31st December, 1859.

APPENDIX 23g.

WOODS AND FORESTS—An Abstract of the number of Pieces and Cubic Feet of each description of Timber measured and culled under the Superintendence of the Supervisor of Cullers at the Port of Quebec, during the Season of 1859, with the section of Province where the same was produced.

SECTION OF PROVINCE.	White Pine.		Red Pine.		Oak.		Elm.		Ash.		Basswood.		Butternut.		Tamarack.		Birch.		Hickory, Maple, Cherry.		Beech.		Hemlock.		Spruce.		Walnut.	
	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pcs.	Feet.	Pcs.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pcs.	Feet.	Pcs.	Feet.	Pcs.	Feet.	Pcs.	Feet.
1 Quebec and Montreal	7635	465013	84	4516	11	451	194	7166	165	9461					742	18113	14530	248029	H. 1	32					1	32		
2 St. Lawrence, from Montreal to Head of Lake Ontario	27177	2238258	2956	130833	1653	76109	15518	566578	527	24452	105	4578	23	977	1153	38050	94	2862	22	817								
3 Grand River and Lake Eric	1846	138371	297	18094	25465	1906518	6272	296181	8	363																353	22128	
4 Ottawa River and its tributaries, below Ottawa City	37835	2230920	146	6274	204	9114	9616	335334	4825	233204	132	8207	87	5003	3576	106599	242	6798	65	2841	8	314	2	73	7	233	2	72
5 Gatineau	1697	97425	1	45																								
6 Rideau	1611	118035			354	23196	2103	87929	874	44101	84	4705	1	55	591	20438	74	2236	{ 34	1097								
7 Ottawa River and its tributaries, above Ottawa City	171492	11238862	55276	2353155	491	11731	833	30345	470	21419	82	3765			474	12810	6	408	{ C. 17	689	1	40						
8 United States	49	3409			717	53400	803	34916	188	9872					253	7001	13	390	3	59	2	74						
Total	249306	16531193	58760	2512917	28895	2082519	35339	1358449	7057	342872	423	21255	111	6035	6794	203101	14950	261623	142	5535	11	428	2	73	8	265	385	222 00

OTTAWA SECTION, above Ottawa City—subdivided under the following heads :

SECTION OF PROVINCE.	White Pine.		Red Pine.		Oak.		Elm.		Ash.		Basswood.		Butternut.		Tamarack.		Birch.		Hickory, Maple, Cherry.		Beech.		Hemlock.		Spruce.		Walnut.	
	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pcs.	Feet.	Pcs.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pcs.	Feet.	Pcs.	Feet.	Pcs.	Feet.	Pcs.	Feet.
1 Carp and Quio Rivers	4870	278446	2271	142851	49	1394	156	7378	123	5440					309	7167												
2 Duchene and Chats Lakes	1005	80332	26	1502																								
3 Mississippi River	23121	1393587	2156	92325	213	4521	42	1365	248	11746	42	1977			80	2444												
4 Madawaska	36138	2455920	17095	840364	30	522	295	10627	43	2073					29	991												
5 Bonnechere	14440	1079952	6064	230336	8	346	12	272							43	1741												
6 Calumet Island, and Fort Coulonge River and Lake	19042	1140542	1758	64660	167	4101	175	4432	37	1115	28	1074			7	217	6	408	M. 3	59								
7 Westmeath, Les Allumette Isle and Lake, and Culbute	3620	220254	481	19307	4	92																						
8 Indian, Muskrat, and Snake Rivers	11135	670377	4400	160521	11	513	133	5599	14	736					1	47												
9 Petawawoe River	10757	1174120	14968	560809																								
10 Chalk River	3554	243325	1799	73771	3	99									2	109												
11 Deep River, Deux Joachim Rapids, and upwards	18610	1299823	1732	67278	1	13																						
12 Black River	19200	1202184	2526	98931	5	130	20	672	5	309	12	714			3	94												
Total	171492	11238862	55276	2353155	491	11731	833	30345	470	21419	82	3765			474	12810	6	408	3	59								

ANDREW RUSSELL,

Assistant Commissioner.

P. M. PARTRIDGE,

Superintendent Woods and Forests.

Crown Land Department,

Woods and Forests,

Quebec, 31st December, 1859.

APPENDIX 23h
 WOODS AND FORESTS.—AN ABSTRACT of the number of pieces of all Lumber, (Square Timber excepted) measured, culled and counted off, under the superintendance of the Supervisor of Cullers, during the season of 1859, with the section of the Province wherefrom.

SECTION OF PROVINCE.													
	Masts & Bos'pts.			Spars.		Oak.		Handspikes.		Lathwood.			
	Pieces.			Pieces.		Culled Pieces.	Counted Pieces.	Counted Pieces.		Counted Pieces.	Cords.		
1	Quebec and Montreal										2975½		
2	St. Lawrence, from Montreal upwards	395		172									
3	Ottawa and its Tributaries	37		217									
		932		389							2975½		
SECTION OF PROVINCE.													
	Pine Deals.		Plank and Boards.		Spruce Deals.		Plank and Boards.		Pine and Spruce Deals counted off only.		Standard.		
	Pieces.	Stand'd.	Culled.	Counted.	Pieces.	Stand'd.	Culled.	Counted.	Pieces.				
1	District below Quebec												
2	Quebec District	204013 2	2301		9508	9182 48			120889		153280 16		
3	Quebec to Montreal	523069	45890	5000	408520	473442 52	53006		99315		115786 46		
4	St. Lawrence, from Montreal upwards				561865	543610 53	90559						
5	Ottawa and its Tributaries	251608	294173 13	51543	1165	1200 10			788226		919635 28		
		951838	1126586 45	48200	1071058	1037437 7	148655		1014430		1188652 35		
SECTION OF PROVINCE.													
	Standard Staves.			West India Staves.			Barrel Staves.			P's.	Qrs.	P's.	
	Pieces.	M.	C.	Qrs.	P's.	M.	C.	Qrs.	P's.				M.	C.	Qrs.	P's.
1	Quebec and Montreal												
2	Montreal and Kingston	1667		6	2	1	14	8	1	2			
3	Kingston to head of Lake Ontario												
4	Grand River, and Lakes Erie, St. Clair and Huron, including River Thames	2454561	2337	9		24	3805	8	3	18	64	6	3
5	Ottawa and its Tributaries, including Rideau	58650	55	3	3	8	373	4	3	17			
6	United States		2393	9	2	3	4213	4		8			

ANDREW RUSSELL,
 Assistant Commissioner.

P. M. PARTRIDGE,
 Supt Woods and Forests.

CROWN LANDS DEPARTMENT, Woods and Forests, }
 Quebec, 31st December, 1859. }

APPENDIX 23i.

WOODS AND FORESTS.—STATEMENT OF TIMBER, Measured, Culled and Counted at Montreal, Lachine and Sorel, through the Office of the Deputy Snpervisor of Cullers, during the season of 1859.

QUANTITY AND DESCRIPTION OF TIMBER.

NAME.	SQUARE.		ROUND AND FLATTED.	
	Pieces.	Feet.	Pieces.	Feet.
White Pine.....	42240	2163106	12359	513753
Red Pine.....	665	27008	14	564
Basswood.....	226	10499	69	2226
Oak.....	443	24381	516	13471
Elm.....	984	35211	1950	70541
Ash.....	841	31561	381	12336
Maple.....	96	3060		
Birch.....	63	1986	23	690
Tamarac.....	1520	43389	7894	266845
Spruce.....	15	427		
Hickory.....	2	68	4	163
Hemlock.....	364	18299	61	1502
Beech.....	2	74		
Walnut.....	1	35		
Cedar.....			3241	114333
Spars.....			557	29908
	47461	2359104	27069	1026332

STAVES CULLED IN 1859.

Standard..... 7964 pieces.8022 9-10ths.
West India.....20600 do.

ANDREW RUSSELL,
Asst. Com. of Crown Lands.

P. M. PARTRIDGE,
Supt. Woods and Forests.

Crown Lands Department,
Woods and Forests.
Quebec, 31st December, 1859.

APPENDIX 23j

WOODS AND FORESTS—STATEMENT of Timber measured and culled at Montreal, Lachine and Sorel, through the Office of the Deputy Supervisor of Cullers, during the Season of 1859, and Section of Province where produced.

SECTION OF PROVINCE.	W. PINE.		RED PINE.		BASSWOOD.		OAK.		ELM.		ASII.		MAPLE.		BIRCH.		TAMARAC.		SPRUCE.								
	Pes.	Feet.	Pes.	Feet.	Pes.	Feet.	Pes.	Feet.	Pes.	Feet.	Pes.	Feet.	Pes.	Feet.	Pes.	Feet.	Pes.	Feet.	Pes.	Feet.							
1 Lower Ottawa Territory.....	40577	2011357	555	23790	226	10499	65	2216	984	35211	841	31561	96	3060	63	1986	1520	43380	15	427							
2 Upper Ottawa Territory.....	1466	145768	110	3218	.....	.....	108	7110	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
3 Belleville Agency.....	197	5981	.....	.....	.....	.....	240	15055	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	42240	2163106	665	27008	226	10499	443	24381	984	35211	841	31561	96	3060	63	1986	1520	43389	15	427							
SECTION OF PROVINCE.																											
HICKORY.					HEMLOCK.					BEECH.			WAL-NUT.			FLAT & ROUND TIMBER.			STANDARD STAVES.			WEST INDIA STAVES.					
Pes.		Feet.		Pes.		Feet.		Pes.		Feet.		Pes.		Feet.		Pes.		Feet.		Pes.		Feet.		Pes.		Feet.	
1 Lower Ottawa Territory.....	2	68	363	18299	2	74	
2 Upper Ottawa Territory.....	
3 Belleville Agency.....	
	2	68	363	18299	2	74	1	35	27069	27067	1026252	80	7904	6	6	3	129	20080	10	6	2	20	
	
	

ANDREW RUSSELL,
Assistant Commissioner.

P. M. PARTRIDGE,
Superintendent Woods and Forests.

Crown Lands Department,
Woods and Forests,
Quebec, 31st December, 1859

APPENDIX 24.

OTTAWA AND OPEONGO ROAD AGENCY,
Sebastopol, 7th January, 1860

TO THE HONORABLE P. M. VANKOUGHNET,
Commissioner of Crown Lands,
Quebec.

SIR,—I have the honor to submit for your information, a complete list of the Free Grant settlers, on the Ottawa and Opeongo Road, up to 31st December, 1859, showing the particular lots occupied, the periods at which they were severally taken up, the number of acres cleared and cultivated, upon each, together with the actual produce, which each settler has raised upon his grant, during the past year.

You will perceive, that the list now sent, contains the names of two-hundred and thirty-five settlers, of which number, fifty-one have been located during the year 1859, and also, that upon the portion of the road that has been completed, there is scarcely a lot unoccupied; while, but a few have been granted beyond the point to which it has been made. I had hoped that the Bureau of Agriculture and Statistics, would have finished some fifteen or twenty miles last summer, as then the lots along it would assuredly have been taken up quickly, and but few, if any, of the many men who came along here last season to take Free Grants, would have returned again to their homes without accomplishing their intentions; and as a consequence, the list now sent would exhibit at least, a hundred additional names.* My experience teaches me, that it is useless to expect men to go such a distance into the interior, unless the inducement of at least a good road is held out to them. With a passable summer road, however, distance does not seem to deter them, and if this road was once finished to Lake Opeongo, I have the opinions of many old and experienced men, to support me in asserting that, ere two years there would be a thriving settlement on the fertile banks of that now remote, but splendid piece of water. I therefore trust you will urge upon the Minister of Agriculture, the great importance of pushing on this road vigorously the ensuing summer.

In analyzing the accompanying list of settlers, I find it to consist of

19	Natives of	England,
150	do	“ Ireland,
4	do	“ Scotland,
27	do	“ Canada West,
15	do	“ Canada East,
14	do	“ Poland,
2	do	“ Germany,
2	do	“ United States,
1	do	“ Wales, and
1		Lot upon which a Church is erected.

235

The foregoing classification exhibits a most gratifying blending of men, of various nationalities upon Canadian soil; and the presence of the Poles and Germans forms a new and pleasing feature in the progress of the settlement. In the summer of 1858, these people were attracted to Canada by the report of the Free Grants, and came direct to Renfrew, when they arrived here, however, they found they had yet much to learn before they could venture, with but little means, upon uncleared lands, and consequently, they and their children hired out as servants, wherever they could find employers. By this means they have succeeded in acquiring a partial knowledge of the English language, as also, the experience necessary to enable them to use the axe with some effect, and to become permanent, and in time, prosperous settlers themselves.

In collecting the Statistics for this Report, I have personally visited every farm, and having cautioned the settlers against giving me an over estimate of their crops, (a thing none of them are ever much disposed to do, as they would prefer I should consider their lands of no great value,) I have obtained the Return of each man's crops, as they appear in the accompanying List. From it you will observe, that there have been 2,016 acres of

the Free Grants, cleared up to 31st December, 1859; that there were 1,090 acres actually cropped, while 87 acres are now sown with Fall Wheat.

Upon the 1,090 acres cropped, there were raised

8,515	bushels of	Wheat,	worth \$	1.00	per bushel,	\$	8,515
8,421	do	Oats	do	0.50	do		4,210.50
395	do	Barley	do	0.60	do		237
202	do	Corn	do	1.00	do		202
245	do	Peas	do	1.00	do		245
22,450	do	Potatoes	do	0.50	do		11,225
1,580	do	Turnips	do	0.15	do		207
149	Tons of	Hay	do	16.00	do		2,384
398	do	Straw	do	5.00	do		1,540
5,653	do	Sugar	do	0.12	per lb.		678.36
325	do	Molasses	do	1.00	per gal.		325
164	barrels	Pork	do	16.00	per barrel		2,624
85	do	Potash	do	22.00	do		1,870
4,667	do	Soap	do	0.10	per lb.		466.70
9,102	do	Ashes	do	0.05	per bushel		455.10

Making the total value of the crop, for 1859,

\$85,184.66

And showing the average value of the produce of each acre cropped, to be \$32.27; nearly \$8 an acre above that of last year. I now beg to draw your attention to the fact, that a large proportion of the land thus shown to have produced such a remunerative yield to the settler, had been previously cropped in 1857 and 1858, and this I regard as an unanswerable argument, against those persons who have so long, and so industriously endeavored to prove, by mere assertions, the utter worthlessness of the land along this road, for farming purposes. The accuracy of my Return, defies contradiction, and the value I have put upon each article, is somewhat *under* that for which it can *now* be sold here. In my Return, I have inadvertently omitted to include the important items of milk and butter, of which there has been a large quantity produced, neither have I taken into account, the sawed lumber, shingles, venison or furs, and if the value of these had been also included, it would considerably increase the average per acre. I must also mention, that there was scarcely a settler on the road, who had not some corn sown, but it was only a very few who succeeded in raising a few bushels, owing to the unusually late frosts in Spring, which cut down the young plants so soon as they appeared above ground. This too, leaves my average lower than it would be in an ordinary year.

On the Road and within the limits of the Free Grants, there have been for some time in successful operation, two Public Schools, viz: No. 2, Sebastopol, and No. 6, Grattan, both of which are well attended. Two Post Offices also contribute largely to the settlers' convenience and comfort; that at Sebastopol (where I reside) is served semi-weekly, and the other—Brudenell—is served weekly. Three stores—one in Brudenell and two in Sebastopol—are also endeavoring to supply the temporal wants of the settlers, while the Catholic and Methodist clergymen evince the most laudable zeal in supplying their spiritual necessities. Two Churches (Catholic) have been erected at the sole expense of the settlers, and some \$400 have been subscribed towards a third. There are also several taverns along the road where travellers can be tolerably well accommodated.

The Townships of Sebastopol and Brudenell are those farthest situated from the better settled part of this County, the former being the most westerly Township, while the latter lies still farther west, and forms a part of the "Temporary Judicial District of Nipissing." Some four years ago there were but *six* settlers in Sebastopol, while Brudenell could only boast of *two*. What a change since then! Sebastopol now contains close upon a hundred, while Brudenell can count nearly double that number, and the great majority of them are men with families. Sebastopol and another new Township (Griffith) adjoining have now been organized for municipal purposes, and will henceforth be represented by their Reeve in the County Council. Brudenell, not being within the boundary of any defined County, has not yet been organized (a circumstance which is much to be regretted), as in consequence of there being no Municipal Council there are no schools, nor is there any

statute labor performed upon the roads; neither can there be Pathmasters, Pound-keepers, Fence-viewers, or any of those Municipal officers so necessary to the well-being of every Township. The land in Brudenell is, I believe, fully as good as any to be found in Canada, and from the number and intelligence of those by whom it is now peopled, I am satisfied that the system of farming will soon be improved, and that it will rank as one of the most productive and prosperous Townships in the Province. Without the boundary of Brudenell, and to the North-west of it, a splendid piece of land has lately been discovered and is being, even already, settled upon, but as the survey should, in my opinion, always precede the settlement of Crown Lands, I take the liberty of recommending that but as little time as possible be allowed to elapse before another township is surveyed and opened for settlement beyond Brudenell, and along the line of the Opeongo Road.

The importance of this Road to Renfrew, and I might add, to all the country on this side of Ottawa, can hardly be exaggerated. Besides the benefits which an increase of population invariably confers upon a country like this, the Opeongo Road affords such facilities for the transport of the immense supplies required by the lumberers, and contributes itself so much of those supplies and of labor, that inducements are held out to the lumberers to manufacture more largely, and thereby benefit themselves and the Province generally.

Up to this time the want of Flouring Mills has been a great drawback to this settlement; but after this winter the want will no longer exist, as a good mill is now in course of erection by John S. Watson, Esq., upon his land in the 9th Concession of Brudenell. In the Township of Grattan, and distant one mile from this Road, a new saw mill has been put up, while that of Mr. Fergusson, at Balaclava, is but half a mile farther distant from the Road,—both mills being upon the same stream.

Apart from the natural increase of the settlers' travel upon this road, the "drive" upon it this year has far surpassed that of any former one. On yesterday over fifty double teams passed here, all heavily laden with supplies for the lumber shanties. In fact the business this year on and in the neighborhood of the Road is particularly brisk, and some of the oldest and most observant settlers in the County have recently expressed to me their surprise and gratification at the unmistakable signs which they are daily witnessing of the progress and prosperity of this particular portion of the County. Need I add, that to the developement of these signs, and to the advancement of every project calculated to promote the interests of the County, my best energies shall always be devoted.

I have the honor to be, Sir,

Your most obedient servant,

T. P. FRENCH,

Agt. O. & O. Road.

APPENDIX 25.

HASTINGS ROAD AGENCY.

Madoc, January 9, 1860.

SIR,—Herewith I have the honor to transmit a Report in detail, of the progress of settlement on this road during the past year, shewing the position of lots on the 31st December, 1859.

The number of settlers in possession is 306, of whom 78 were located during the year 1859, of the latter there were natives of

England,	-	-	16
Ireland,	-	-	28
Canada,	-	-	16
Scotland,	-	-	11
Germany,	-	-	6
United States,	-	-	1

Of the whole number of settlers

43 are natives of	-	-	England
139 " "	-	-	Ireland
45 " "	-	-	Scotland

46	are natives of	-	-	Canada
18	" "	-	-	Germany
4	" "	-	-	France
1	" "	-	-	Nova Scotia
1	" "	-	-	New Jersey
1	" "	-	-	New Brunswick
3	" "	-	-	Orkney
5	" "	-	-	United States

Total 306

The total population of the road is 728 souls. The total number of acres cleared and under cultivation during the year was 1657, of which 572 were cleared in 1859, there were also 424 acres chopped ready for burning, showing the large number of 996 acres reclaimed during the year, and the total of 2081 acres cleared and chopped on the road.

The total number of buildings is 252, including 2 saw-mills, 3 stores, 5 houses of public entertainment, and 1 school-house; of these 65 were erected during 1859, many of which are a superior class of buildings, evincing a prosperous condition, and confidence in the future on the part of the settlers. The increase in the live stock owned by settlers is also a very satisfactory indication of prosperity. The numbers are :—

Horned Cattle	-	-	226
Hogs,	-	-	120
Sheep,	-	-	26
Horses,	-	-	34,

Showing an addition of more than 100 per cent. to the stock of 1858. The following is a synopsis of the crops and industrial products of the year :

	bshls.	\$	cts.	
Wheat	4350	@	1 00	= \$ 4350 00
Oats,	4975	@	0 40	= 1990 00
Peas,	292	@	0 60	= 175 20
Rye and Barley,	279	@	0 60	= 167 40
Potatoes,	23716	@	0 40	= 9486 40
Indian Corn,	373	@	50	= 186 50
Turnips,	14066	@	00 30	= 4219 80
Hay,	tons, 101	@	20 00	= 2020 00
Maple sugar,	lbs 11894	@	00 8	= 196 52
Potash	cwts. 490	@	6 00	= 2940 00
Shingles	M. 130	@	1 25	= 162 50
Sawn lumber	M. 125	@	8 00	= 1000 00

Value of the year's products, \$27,659 32

Increase over the value of last year's products \$5851.

By adding the value of the labour expended during the year in clearing land, and the erection of buildings, to the value of the products as above, we are enabled to form a pretty accurate estimate of the productive value of the whole labour expended in the settlement, for purpose of comparison with other branches of industry.

Ordinary cost of clearing 572 acres @ \$12	-	-	-	\$6,864
" " chopping 424 acres @ \$8	-	-	-	3,392
Value of 65 buildings erected in 1859 @ \$50	-	-	-	3,550
Value of the products as above	-	-	-	27,659

Total realized value of year's labour \$41,465.

As many of the settlers are obliged to work outside for a considerable portion of their time, we cannot estimate the number who have worked steadily on their lots throughout the year, at more than two-thirds of the whole number or 200 men, and of those fully one half are inexperienced hands at bush work, and others expended a large portion of

their time in hunting, fishing, and other pursuits, the products of which are not included in my estimate. With all these draw-backs, however, it will be found, that the value of the year's work, gives a realized product of \$207 $\frac{1}{2}$ per man, realized also in the most solid and productive shape possible, for the interests of the country at large. If to this realized value be added the increase in value and accessibility of the public domain in the neighbourhood of the grants, it is evident that the same amount of labour could hardly be expended in a more profitable channel.

The agricultural season of 1859, was one of many vicissitudes all over the Province, and from all I can learn this settlement has been as much favored on the whole, as any part of Canada. The severe frosts of last June, which were general all over the Northern continent, were not so seriously injurious to the crops in this settlement, as might have been expected from our comparatively high latitude. The winter wheat was injured, and suffered subsequently, in many cases, from rust, so as to be on the whole a short crop. Spring wheat succeeded well, particularly the variety called "Fyfe wheat," which seems to be admirably adapted to our soil and climate; the crops of this grain averaged 22 bushels to the acre, it was planted in the early part of May, and was free from fly and rust. Potatoes were planted largely, and promised well in the early part of the season, but were thrown back, fully a month, by the June frosts; this occasioned a good many to be lost from the lateness of their maturity in the fall; but on the whole, the crop is satisfactory, and the quality good.

Hay was a very short crop all over this part of the Province; but those who have any to spare, are getting so high a price from the lumberers, that this deficiency is almost compensative.

Oats and turnips were also largely planted, and gave full returns; the former particularly has turned out a most profitable crop, as the settlers on the upper part of the road, are now selling for cash, at their own doors, ten cents a bushel higher than any estimate.

The season for sugar making, was very favorable, and was largely availed of. Indian corn was almost a complete failure, owing chiefly to the frosts in June; this grain, however, does not seem to be well adapted to our climate, and though it may be occasionally successful, I do not think it will ever be a staple product. The result of three years' experience leads me to think that the attention of the settlers will be more profitably and successfully directed to the raising of oats, hay, and green crops, for sale and fodder, and a sufficient quantity of wheat to supply their own breadstuffs. These with large crops of potatoes can be relied on, with as much certainty, as attends the farming operations of any part of the country.

The drive and traffic on the road has been considerably larger than in any previous year, this is attributable chiefly to the improvements effected in the formation of the road during last summer, by the Bureau of Agriculture. The Lumber Merchants operating on Egan's Creek, the York branch of the Madawaska and Papineau Creek, are getting the chief part of their supplies over the Hasting's Road, this winter, and the sleigh track from Madoc to the intersection of the branch roads, a distance of 70 miles, is as well broken as on any thoroughfare in the country.

The Post Office at Beaver Creek, in the Township of Tudor, is the only one, as yet, established on the road; it is served once a week from Madoc. The settlers on the upper part of the road are very anxious that the service should be extended to the junction of the branch roads; such an extension would not entail much additional expense, and would doubtless, contribute largely to the progress of settlement; it would also be a great accommodation to the Lumberers in that section.

No steps have been taken by the purchaser of the Mill site at Beaver Creek, for the erection of the required buildings and machinery, I would therefore respectfully suggest that the site should be re-sold, either at auction or private sale, requiring bonds with satisfactory security, for the erection of a Saw and Grist Mill forthwith; both are much required at this point, and from the large settlement which would be tributary, I have no doubt that they would prove sound undertakings, in a commercial point of view.

An excellent Saw Mill was erected last summer, by Mr. William Robinson, on lot No. 35, east of the road, Township of Dunganon, and has been in active operation for the last three months, to the great advantage and accommodation of the settlement. The title to the land upon which this Mill stands, as well as the quantity to be attached to the Mil

site, remain subject to your instructions. Mr. Robinson informs me that he is prepared to put up a good Grist Mill, immediately upon a favorable recognition of his claim to the land. This would be a most important step in advance of settlement, and would add materially to the value of the surrounding lands, the subject is therefore worthy of early consideration.

The number of lots sold in the Townships fronting on the road, is 123, of which 105 were sold at 4s. 3/4 acre, previous to the operation of the regulations of January, 1859, 15 @ 5s., and 3 @ 3s. 6d., since that date. There are a number of persons in occupation of lands, who have not made any payment, though the system of unauthorized occupation has been materially checked by the present regulations, and nearly all the lots so situated, were occupied previous to their publication.

There are a few settlers on the Eastern Branch Road, in the Township of Bangor, none of whom have made payments as yet. In this Township there is a fine tract of heavily timbered hardwood land, lying to the South and West of Reminiskeek Lake, which would well repay the expense of Survey.

With respect to the Western Branch road, between the Townships of Herschell and McClure, ten miles of which were completed by the Bureau of Agriculture, last summer, I am of opinion that it would be advisable to extend the free grant system to the lots fronting on this Road as well as to those on the Eastern Branch, as no sales have taken place since the lots were put into the market in July last, and it is important that both roads should be kept open with a view to the eventual completion of the throughfare, from the Ottawa to Lake Huron, by the Muskoka Road line, and these branches of the Hastings Road. If the lots were made free grants, I have no doubt they would soon be occupied and the four Townships would be much advanced in value and saleability.

In the unsurveyed Township of Cashel, east of Limerick and north of Quinsthorpe, there is also a large tract of good land, which has been occupied to some extent by squatters, it would appear to be desirable that this Township also should be surveyed and brought into market.

I find it impossible to collect accurate statistical returns of the products in the Townships off the Road, as the time necessary for their collection would be more than the duties of the office enable me to afford, but from my acquaintance with the settlers, and the knowledge of the produce brought into this market for sale, I am enabled to form a pretty close estimate.

The number of barrels of Potash sold in this Village by residents on the Hastings Road, and in the neighbouring Townships, in my agency, during 1859, was 428,—from this deducting 100 barrels produced on the Road, we have 328 barrels manufactured in the Townships, these at an average value of \$30, amount to \$9840.⁰⁰/₁₀₀. The other products of the Townships do not bear so large a proportion to those of the Road, as exhibited in this item, the manufacture of Potash being stimulated by proximity to a cash market, but they may be safely estimated as equal to those of the Road exclusive of this article, or

- - - - -	\$24619 00
Add 328lbs of Potash - - - - -	9840 00
Total value of Road products. - - - - -	27659 00

\$62118 00.⁰⁰/₁₀₀

Making the aggregate realized product of the labour expended in the settlement, sixty two thousand one hundred and eighteen dollars.

I am happy to be able to add that the settlement has been almost entirely free from crime of any kind during the year, two or three trifling misdemeanours make up the whole criminal Calendar, still as population increases the necessity for magisterial control necessarily follows, and as there are no persons possessed of the property qualification required by the existing Statute, it would be advisable that some provision should be made to meet this

requirement, for the back Townships. Tudor has been erected into a separate Municipality and sends one representative to the County Council of Hastings.

I have the honor to be,

Sir,

Your most obedient servant,

M. P. HAYES.

Agent, Hastings Road.

The Hon. P. M. Vankoughnet,
Commissioner of Crown Lands

APPENDIX 25.

SYNOPSIS of Report on the Hastings Free Grant Road Settlement for 1859.

Number of settlers in possession of lots on the 31st December, 1859,	- - -	306
Number of settlers located on the road during the year 1859,	- - - - -	78
Of whom there were natives of England	- - - - -	16
“ Ireland	- - - - -	28
“ Scotland	- - - - -	11
“ Canada	- - - - -	16
“ Germany	- - - - -	6
“ United States	- - - - -	1
		78
Total population on the road,	- - - - -	728
Number of buildings erected in 1859, including one saw-mill, 3 stores, 3 taverns	- - - - -	65
Total number of buildings on the road, including 2 saw-mills, 3 stores and 5 taverns	- - - - -	252
Number of acres cleared during 1859	- - - - -	572
“ “ “ chopped “ “	- - - - -	424
Total number of acres cleared and chopped on the road, up to 31st Dec., 1859	- - - - -	2081
“ “ “ acres under cultivation and pasture during 1859	- - - - -	1657

Crops and Industrial Products of 1859 :—

Wheat raised on the road lots, bushels	4350 @ \$ 1	\$4350 00
Oats - - - - -	4975 @ 40cts	1990 00
Peas - - - - -	292 @ 60	175 20
Rye and Barley - - - - -	279 @ 60	167 40
Potatoes - - - - -	23716 @ 40	9486 40
Indian Corn - - - - -	373 @ 50	186 50
Turnips - - - - -	14066 @ 30	4219 80
Hay - - - - - tons	101 @ 20	2020 00
Maple sugar - - - - - lbs	11894 @ 8	961 52
Potash - - - - - cwts	490 @ 6	2940 00
Shingles - - - - - M	130 @ 1 25	162 50
Sawn Lumber - - - - - M	125 @ 8	1000 00

\$27,659 32

Increase over the value of last year's products - - - - - \$5851 07

Horned cattle owned on the road,	226
Hogs “ “	120
Sheep “ “	26
Horses “ “	34

Hastings Road Agency,
Madoc, Jan'y 9, 1860

pr M. P. HAYES

A. H. R.

The Hon. P. M. VANKOUGHNET, }
Commissioner of Crown Lands.

APPENDIX 26.

TAMWORTH, January 14th, 1860.

SIR,—In accordance with instructions, I forward to your Department the Statistics of the Settlement of the Addington Road for the year ending 31st December, 1859.

During the year there have been chopped 406½ acres. 410 acres have been cleared, 119 acres sown with timothy and clover; ten bushels of rye, and four of wheat have been sown, and 1,517 apple trees set out.

1,008 acres are now cleared; of these, 213½ are laid down to grass. The remainder is ready for Spring crops.

The whole number of the population is now 699, showing an increase for the year of 117.

The increase of the population has fallen under that of the preceding year from the fact that provisions ruled so high from the commencement of the year until after harvest, that those who had made all their arrangements for settling, were obliged to defer doing so on account of the great expense. Flour of very inferior grades brought from \$10 to \$11 per barrel; pork and butter in proportion. And another drawback arose from the destruction of the Madawaska bridge. Several settlers had prepared to locate in the Township of Denbigh, near the River, and their supplies would have been much cheaper if obtained from the settlement, down the river, or from Renfrew, than if brought in from the frontier. After the loss of the bridge they returned to their families. Fourteen settlers have gone into that Township since last harvest, and two into Lyndock; six of them have their families with them; two are single, and eight expect to move their families in through the month of February.

All new settlements suffer more by frost than older ones from the fact that extensive clearings allow a freer circulation of air, which prevents the frost from lying; but where small patches are isolated in a dense forest, they are miserably sheltered from the air that is stirring over the tops of the trees, and the frost has a chance to quietly do its work of destruction.

The Addington Road Settlement has not been an exception to the general rule this year. All cereals and grass that were advanced, if not entirely cut off by the frost of June, were materially injured; and all late crops were destroyed by the early frost in September. This loss is felt by the settlers at present, and will continue to be so into the succeeding year. Many settlers that depended mostly on their Fall crop for supplies—and if an ordinary yield had been obtained, they would have had a surplus—have now to purchase their provisions. The almost total loss of the Fall crop deterred the settlers from sowing much this year, so that but a few bushels have been sown. Yet with the unusual casualties of this year, and the ordinary obstacles that beset a new settlement, no one is discouraged;—all are sanguine in the hope of being able to succeed. Peace, contentment and good feelings are predominant.

I have the honor to be,
Sir,

Your most Obedient Servant,

(Signed.)

EBENEZER PERRY.

The Hon. P. M. VANKOUGHNET,
Commissioner of Crown Lands,
Quebec.

APPENDIX 26.—(Continued.)

Abstract of Productions of Gift Lots on Addington Road, 1859.

ARTICLES.	WEIGHT AND MEASURE.	VALUE.	TOTAL VALUE.	REMARKS.
Maple Sugar.....	16,158 lbs.	\$ 0 10	\$ 1,615 80	
" Molasses.....	748 gals.	0 75	561 00	
" Vinegar.....	893 "	0 25	223 25	
Cooper Work.....			52 00	
Sawed Lumber.....	164,000 feet	6 00	984 00	
Shingles.....	291,000	1 25	363 75	
Deer.....		3 00	309 00	
Fur.....			416 00	
Flannel.....	127 yards	0 50	63 50	
Full cloth.....	67 "	0 90	60 30	
Timothy Hay.....	384 tons	15 00	577 50	
Wild Hay.....	281 "	6 00	1,688 00	
Winter Wheat*.....	472 bush.	0 50	236 00	*The Winter Wheat from frost and rust was nearly valueless.
Rye.....	158 "	0 75	110 00	
Peas.....	333 "	0 60	199 80	
Barley.....	348 "	0 80	274 40	
Spring Wheat.....	2,432 "	1 00	2,432 00	
Oats.....	4,555 "	0 40	1,782 00	
Corn.....	515 "	0 40	206 00	Corn did not fully ripen on account of frost, and I have put both articles below the value of good samples.
Buckwheat.....	31 "	0 50	15 50	
Potatoes.....	11,656 "	0 45	5,245 20	
Turnips.....	11,075 "	0 20	2,215 00	
Potash.....	75½ "	24 00	1,818 00	
Beef.....	11,125 lbs.	0 04	445 00	
Pork.....	13,025 "	0 05	651 25	
			22,546 85	

The estimated value in the above extract is the current price of the article in the Settlement.

(Signed.)

EBENEZER PERRY.

NATIONALITY OF SETTLERS.

Canada West.....	89
" East.....	19
United States.....	11
England.....	24
Ireland.....	26
Scotland.....	4
Prussia.....	4
Denmark.....	1
Cape Breton.....	1

178

The Settlers own—Horses.....	29
" " —Cows.....	75
" " —Sheep.....	25
" " —Yoke of Oxen.....	35

APPENDIX 27.

BOBCAYGEON ROAD, Dec. 31, 1859.

To the Honorable the Commissioner of Crown Lands, Quebec.

SIR.—Herewith I have the honor to submit statements of the number of settlers on the Free Grants on the Bobcaygeon Road to the 31st December, 1859; shewing the number of lots located, number of actual settlers, number of persons in each family, acres under crop, acres cleared, houses, barns and stables built—viz.:

Number of lots located	- - - -	195
“ actual settlers	- - - -	168
Total number of persons in families	- - - -	697
Houses built	- - - -	126
Barns and stables	- - - -	32
ACTUAL SETTLERS.		
English	- - - -	31
Irish	- - - -	96
Scotch	- - - -	14
Canadians	- - - -	22
Swedes	- - - -	3
Germans	- - - -	2
		168
Number of acres cleared	- - - -	776
“ “ under crop	- - - -	371

As follows—

90 acres wheat, 1620 bushels	@	\$1 00	\$1620
138 “ potatoes, 20700 bushels	@	50	10350
87 “ Turnips, 15400 do	@	20	3080
25 “ Corn, 500 do	@	1 00 p.	100 500
150 tons Beaver Meadow Hay	@	8 00	1200
8000 lbs Maple Sugar	@	10	800
400 gals. Molasses	@	60	240
50,000 feet Lumber sawn	@	6 00	300
10,000 shingles	@	1 50	150
10 tons Timothy Hay	@	20 00	200
200 Deer	@	3 50	700
Furs			1500
6 brls. Potash	@	25 00	150
Total	- - - -		\$20,790

The balance of the 371 acres under crop were planted with vegetables which, although of great value to settlers, may not be worthy of being included in a report.

The quantity of crop raised on the lands sold in the Townships opened up by the Bobcaygeon Road will, for this year, be somewhat inferior to that on the Free Grants, but I feel sanguine that next year they will be larger, as you will see by the following memorandum of sales in Galway, Sommerville and Minden, which latter Township was opened for sale on the 1st September last, and at the same time it will be taken into consideration that Sommerville was nearly all sold before this agency was established, and that Galway has not been half surveyed

Lands sold in Galway in 1859	- -	2700 acres.
“ “ Sommerville “	- -	7000 “
“ “ Minden in 4 months	- -	4200 “

Total - - - 13900

Besides these sales many arrearages have been paid on lands in Sommerville in consequence of the increased value caused by the opening of the Bobcaygeon Road, and I have no doubt that when the lands in the lately surveyed Townships of Snowdon, Sutterworth and Anson

are placed in market, as also the Townships of Stanhope and the balance of Galway, now under survey, the sales will be more than double what they are now, this will be proved by the fact that more than 100 persons have offered payment already, and many of them wish to pay in full for lots in these Townships, which could not be accepted, as the lands have not yet been placed in market, and so determined are these persons to secure the lots, that most of them have moved out and are in actual possession and working on the lands.

Twenty-five families are settled on and near the boundary line between Stanhope and Minden, where, and to the Eastward, land of excellent quality is reported by those who have gone so far.

I would respectfully recommend that a road be located as soon as possible, running Eastward and Westward from the Bobcaygeon Road, commencing at the boundary between Minden and Stanhope, and to run to the Hastings Road, to Mr. Peterson's line, and Westward to the Muskoka Road, and that the lots on this road be Free Grants.

I would also suggest the propriety of surveying Lot No. 3 Free Grant, in Minden, reserved, and laying it off into a village flat. I have had several applications from mechanics and traders for lots, they stating that if allowed to purchase a village lot each, they would move out at once.

One person has squatted already, and has built a store, and is now doing a good business. I have every reason to believe that a town would spring up rapidly if it was opened for sale.

A saw-mill has been erected at Kinmount during the last six months, and is found of great benefit so the settlers, as it saves 18 miles of carriage for lumber.

Mills are very much wanted at Gull River and in the townships adjacent, and parties are prepared as soon as the privileges are ready for sale to erect mills at once to meet the demand.

We have to thank the Hon. the Postmaster General for opening three Post Offices during the year, viz.: one at Silver Lake, in Galway, nine miles, one at Kinmount in Somerville, eighteen miles, and the other at Gull River, in Minden, thirty miles from Bobcaygeon; these have been of great benefit to the settlers.

The Bobcaygeon Road is completed to a distance of 36 miles from Bobcaygeon, and a winter road is made 3 miles further to the rear of Minden, where the settlers moving in to the Eastward have made a winter road for themselves, on the boundary between Minden and Stanhope, about 3 miles long.

At this point, viz.: three miles to the Eastward, a good location has been found for a bridge between Little and Big Bushkonk Lakes, on the Gull River chain of waters, making a good opening for the road to run eastward to the Hastings Road.

I have the honor to be, Sir,

Your obedient servant,
(Signed,) RICHARD HUGHES,
Agent Bobcaygeon Road.

APPENDIX 28.

R. J. OLIVER'S REPORT ON THE MUSKOKA ROAD.

A great number of lots are registered for by parties from a distance, who could not bring on their families this Winter, but have promised to do so in the Spring. These are a better class of settlers whom I have favored as an alternative. In most cases I have got them to commence chopping.

Several of those about to settle will also purchase Crown Lands in the rear, and have chosen their front lots with that object in view. Some of them have desired me to get Crown Lands secured for them, preparatory to their purchasing them in the Spring.

The settlers already in are a mixture of Irish, English and Scotch, with three Germans: and upon the whole are intelligent and apparently industrious—the Symington family especially. Steps are being taken to secure a post delivery once a week. On my journey up the Road last week, this was universally called for, and I have promised to see to it. A subscription has also been entered into for building a school-house and a house for Public worship, which will be accomplished in the Spring.

The "rock" prejudices are giving way, and the settlers generally are satisfied that their homes will ultimately become profitable to them, looking to the probability of the road being extended into the better land Northeast of them, and thereby creating a large tract of agricultural and milling country.

APPENDIX 29.

To the Honorable P. M. VANKOUGHNET,
Commissioner of Crown Lands,
Quebec. }

FREE GRANTS OFFICE,
St. Jean Port Joly, 2d Jan., 1860.

SIR,—I have the honor to transmit to you my first Annual Report on the development of colonization on the Elgin Road, effected on the free grant system put in operation in Lower Canada, during the year 1859.

Although the date of the opening of this office has been so soon followed by that at which it becomes my duty to address this report to you, I venture to hope that the few following items of information, respecting the new settlements on this road will prove clearly that the work of colonization is entering upon a new stage of development, and that the prospects for the future are most flattering.

I desire to state, and I do it with pleasure that the rural population highly appreciate the efforts which are being made in favor of colonization in Lower Canada.

I feel authorized to say, that the trial of the system of free grants of land made with a view to immediate colonization is calculated to demonstrate the excellence of that system.

I have already had occasion to relate the circumstances which prevented me from attending closely to the colonization of the Elgin Roads, until about the 20th of June last. Before beginning to make free grants I visited the settlements on the said road, in order to satisfy myself as to the value of the work done by the occupants, and thus to be enabled to assure them in the possession of the lots they had chosen or cleared.

From the 20th of June to this day, I have granted 183 lots or 17,692 acres of land. Activity and industry reign throughout the settlements formed of these grants. I may be permitted to say here that the Canadian is a steady, patient and persevering clearer of land, and that the desire to colonize is natural to him.

The Elgin Road runs through six Townships. The quality of the soil, which is everywhere good, improves by degrees towards the frontier. There are several water powers in these Townships, as well as rivers of some consequence watering a fine forest, abounding in game. Two saw mills are being built at this moment and will be ready to work early this spring. A grist mill is to be built next summer. In the vicinity of the Taché Road and not far from the Elgin Road, to the north-east, there are large groves of maple trees which might at once and without difficulty be turned to a profitable account.

This branch of industry, so important already, is about to be considerably extended in consequence of a great number of persons settling on the Elgin and Taché Roads.

The number of resident families amounts already to 24, which comprise 24 men, 21 women, and 99 children. Of the latter 54 are boys and 45 girls, and the whole together amount to 144 souls.

The live stock consists of 9 horses, 1 colt, 13 cows, 2 heifers, 7 oxen and 13 sheep, forming together 45 head of cattle.

The number of acres of land cleared during the year, or made ready for burning by resident settlers, amounts to	-	-	-	457½
The number of acres prepared by non-resident settlers is	-	-	-	252

Making in all - - - 709½ acres.

The number of minots of grain harvested is - - - - - 819½
 Potatoes - - - - - 853

Giving in all a harvest of - - - - - 1672½ minots.

The produce harvested may be classed as follows, according to the kind, quantity, and a rough estimate of value :

Wheat	21	minots	@ \$1 25	¢	minot	=	\$26 25
Barley	362½	"	@ 0 60	¢	"	=	217 40
Rye	18	"	@ 0 80	¢	"	=	14 40
Peas	11	"	@ 1 25	¢	"	=	13 75
Oats	407	"	@ 0 40	¢	"	=	162 80
Potatoes	853	"	@ 0 40	¢	"	=	341 20

Quantity 1,672½ minots. Value \$775 80

If to these items there be added that of the maple sugar made in the vicinity of the Elgin Road last spring, estimated at 50,000 lbs., and valued at about - - - - - 5,000 00

The result is a total of \$5,775 80

which these few new settlers have had to divide, for the most part, amongst them. Nevertheless, it seems to me to be well to remark, *en passant*, that out of the number of resident families mentioned above, eight families, having together thirty-three children, were unable to have any share in these bounties of the soil, not having had it in their power to establish themselves in time to be able to profit by them.

No natural casualties injured the crops or disturbed the labours of the settlers in the course of last year; but the difficulties of their position as the first and only settlers, poor and without protection, compelled them to use seed of inferior quality and, therefore, yielding poor returns in comparison with what might have been obtained from seed of good quality.

The recent date of the opening of the Elgin Road for settlement not permitting me to present more ample information, I have reason to believe that the above statistics, shewing actual progress, are such as to prove the importance of the efforts made in favor of colonization.

The inhabitants of the old parishes in the vicinity of the new settlements have shewn a desire to second the efforts of the Government by founding aid societies, which furnish seed grain to the poor settlers. It will readily be seen that, apart from the intrinsic value of the aid thus offered, such benevolent proceedings are calculated to encourage the young settlers, and in fact they shew themselves very grateful for the interest thus felt for them.

Before concluding, I think it may be well to mention that numerous applications for lots on the Taché Road are daily made at my office. I am informed, moreover, that a pretty considerable number of lots in certain Townships, and even some entire Townships, are already occupied by settlers anxious to secure for themselves the possession of the lots of their choice. Other lots, I am assured, are occupied by several settlers at a time, who dispute the title to them with each other. This eagerness, although it is to be regretted and constitutes a source of embarrassment, shows clearly how strong is the desire to colonize and how great the need of acquiring new land among our population in the country parts.

It is notorious that the Taché Road will traverse a spacious territory, having a soil of great fertility, watered by several streams, and covered with a magnificent growth of trees. This territory will become the scene of agricultural and commercial operations extending throughout the whole length of the said Road.

It is equally true that the inhabitants of those Townships which will be ranged along this Grand Trunk of the colonization Roads of the lower St. Lawrence, will find good market for their produce, through the traffic which will unavoidably arise with the numerous lumbering establishments on the River St. John, distant about a day's journey from the Taché Road.

It seems to me to be beyond a doubt that the lands in the townships traversed by the Elgin and Taché Roads will be rapidly bought up by rich settlers, as soon as the pioneers to

whom free grants are made shall have pushed forward a little their work of clearing. In order to meet the demands for land which the opening of these Roads is thus about to create, it will be desirable, it seems to me, in the interest of the settlers, as well as of the Government, to take the necessary measures for effecting the sale of lots situated in the twenty-two townships which the Taché Road is to traverse.

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

STANISLAS DRAPEAU,
Agent for the Elgin and Taché Roads.

APPENDIX 30.

ANNUAL REPORT of the Superintendent of Fisheries, for Upper Canada, for the year 1859.

To the Honorable

P. M. VANKOUGHNET, M.L.C.,
Commissioner of Crown Lands,
&c., &c., &c.,
Quebec.

HAMILTON, 31st December, 1859.

SIR,—During the year which has now just ended, I have travelled over every part of the coasts of Lakes Ontario and Erie, for the purpose of leasing the Fishing Stations upon the shores and islands of those Lakes, in obedience to the instructions received from your office under date 18th February, 1859.

These instructions related to the leasing of the Fisheries contiguous to Crown Lands, and to those opposite to private property. I have from time to time transmitted to the Department the results of those visits and my efforts to carry out your instructions. The waters opposite private property were to be leased only when desired by the proprietors or occupants. In reference to such stations, I have already reported my entire want of success in inducing any proprietors to take leases of fishing stations adjacent to their own property; and as others could not land to draw their nets or cure their fish, it would be impossible to get them to take leases.

In my efforts to lease Fisheries connected with Crown properties, I have been almost equally unsuccessful, owing to a variety of circumstances to which I have called your attention in the various letters which I have communicated to your Department. The chief of these obstacles have been :

Firstly.---A combination amongst the fishermen neither to lease the fisheries themselves nor to allow others to do so. These places are Burlington Beach, Long Point, Turkey Point, Presqu' Isle, Cape Vesey, Cobourg, and perhaps some others.

Secondly.---The assumption, in most cases perhaps a pure assumption, to gain time, that twenty-one years occupation has given them a title even against the Crown. The fishermen at Burlington Beach, near Hamilton and Cape Vesey, in the County of Prince Edwards, have set me at defiance on this point. The Crown property at Cape Vesey contains 1260 acres, occupied by eight families of squatters, under the influence of Henry L. Wingfield.

Thirdly.---In some places leases would no doubt have been taken, had not the parties felt that there was an uncertainty about the security of their tenure, fearing, as they did, that lawless fishermen would with impunity have encroached upon their stations.

Fourthly.---Occasionally, too, I find an unwillingness to bind themselves by leases, from apprehension that the fisheries would fail; and that they were failing in many places from the reckless manner in which the fish are caught and killed, as well as from the unseasonable time of taking them, I cannot deny. In obedience to your instructions of the 18th February, I proceeded to the most important portion of the fisheries, from the extreme end of the Point opposite to the False Ducks, and from thence along the Lake shore to the

Wellington Beach; during my progress, I made an estimate of the value of the different fishing stations, after first determining the limits or boundaries of each lot. In all cases, I regret to say, the sums offered by the occupants prove to be below my estimate of their value, and, in accordance with my instructions, I beg herewith to hand you my report of the same. The reasons advanced by the fishermen generally, as a justification for their low proposals, has its origin in the apparent uncertainty of the *catch*, which I find has greatly fallen off in this and other stations, from 1857.

In my calculations of their value I have duly considered this, and I have fortified my own judgment by availing myself of all the local information to be had from the residents near the stations, whose opinions I should rely upon, as they have no interest in the matter either one way or the other.

You will observe by the offers made from the Wellington Beach, the statement of which has been enclosed, a revenue of \$334 has been realized from twelve stations.

One William Young has made a tender of \$500 for the whole Beach, consisting of fifteen stations, which I accepted conditionally, that if I failed in obtaining that amount from the parties in possession, he should have it. When this circumstance became known to the fishermen, it produced much excitement amongst them, which induced Mr. Young to withdraw his tender, and I was thus left to deal with them as best I could, and succeeded in realizing the above amount.

At the sale of lands advertised to take place at Simcoe on the 31st ult., I offered the different fishing stations around Long Point at public auction, and, notwithstanding there was a large and respectable attendance of the inhabitants generally interested in the fisheries, I had no offer made me equal to the upset price, and, consequently, no leases were granted.

Immediately after the sale, however, I was offered by Mr. Buckwell a sum of \$300 for the exclusive right of fishing on the frontage of the Townships of Walsingham, Charlotteville, Woodhouse, Walpole and Rainham, with all the privileges the Fishery Act of 1858 conferred (as per his letter of the 31st ult. herewith.)

The general depression of trade, aggravated no doubt by the disastrous failure of crop last year, as well as the small catch of fish during the same period compared with former years, render it difficult to get a fair average value this year for the fisheries. The fishermen advance all these causes as a justification for offering such small rentals, expressing themselves, however, at the same time willing to pay more, if this season should close more prosperously than the last. While I admit that these objections to pay the upset price are entitled to every consideration, I beg also to state that I am satisfied the fishermen have combined together for the purpose of preventing fair competition when the stations shall be offered for sale by public auction.

On my return from Simcoe to this City, from the numerous communications I found at my office connected with the Burlington Beach Fisheries, I decided on remaining for a few days to lay out the different stations along the said Beach.

As in all former cases, the upset price made by me of their value (which is \$30 each station, being twenty-two in all on the beach) is more than the fishermen offer, their proposal being \$10 only each lot.

There yet remain but two courses to be adopted,—one will be to accept the tender offered at \$10—limiting, however, their privilege to the use of sixty-six feet on the shore from high-water mark, and that only for fishing purposes. If this rule is adopted, all the land on the Beach in the rear of this reservation can readily be leased for an equal amount, if not more, or sold, as it is now in a high state of cultivation, and through this means a fair value secured to the Crown. This course appears now necessary, or some other that will be the means of convincing the occupants of those stations that, while you have instructed me to treat them with liberality, the right of title by the Crown will be vindicated.

Since I left Toronto on the 17th July, I was assiduously engaged among the fishermen on Burlington Beach, and along the frontier as far as Niagara, endeavouring by every possible means to induce them to comply with the provisions of the law, to rely on the liberality and justice of the Government, and accept leases under the Act without trouble or coercion.

I was met by the fishermen with complaints of injustice and objections to the conditions and wording of the leases ; and at Burlington Beach I have been opposed by combinations of the fishermen, who had come to mutual agreement of \$10 each for fishing stations, with full possession of the ground they now occupy, such proposals being inadmissible.

I have therefore been compelled to adopt the only alternative by which any fair rental can be reasonably hoped for—that is, to put the several stations up at public competition, agreeably to your instructions. In pursuance of this plan I advertized for tenders for the stations on Burlington Beach, to be opened on Monday, the 25th July.

I delayed the adoption of this course in the hope that a sense of their own interests would in the end induce them to accept leases, and from a desire to relieve you from constant and frivolous applications to be admitted to continue their destructive practice of using fine mesh nets, thereby destroying the young fish in immense quantities.

Another obstacle to the profitable leasing of the Fisheries is found in the refusal of some of the parties owning land on the waters edge to allow a landing place to the fishermen, who might otherwise be willing to lease the stations in front of such properties.

I have endeavored to be as lenient with the fishermen as I possibly could, consistent with my duty to your Department, believing that the best course was to render the measure as palatable as possible, to introduce its provisions gradually, and to try to get the parties to accommodate themselves to its enactments, without exciting their prejudice against it. The introduction of such a measure as the Fishery Act, affecting the mode of livelihood of a large number of people hitherto unrestricted in their operations by Acts of Parliament, requires a good deal of careful management and forbearance, to prevent the excitement of feelings hostile to the Government and the Law; and it has ever been my study to convince the fishermen that it would really be to their interests to yield a ready submission to the provisions of the Act.

On my recent visit to Sarnia, in the prosecution of my duties as Superintendent of the Fisheries, I ascertained that the most valuable part of the fishing grounds bordering on Lake Huron and the River St. Clair, was held by Mr. Samuel Hitchcock, under a lease from parties who purchased it in July, 1856,—a portion of the Ordnance Lands at Sarnia—from the Home Government.

I have already enclosed you a copy of the memorial of the conveyance referred to, which I obtained from the Registrar at Sarnia, for your inspection.

The fishing-grounds covered by Mr. Hitchcock's lease are by far the most valuable on Lake Huron south of the Fishing Islands. Jan. 1857 they yielded 2,800 barrels, which, at Detroit market value, \$5 a barrel, were worth \$14,000. Mr. Hitchcock pays a rental of \$600 a year.

On a visit to Amherstburg I examined Bois Blanc Island alluded to, and found Mr. James Cousins preparing for his Fall Fishing. On the Island there are two good stations both occupied by him. In the year 1857 he acknowledges to have taken on it 120 barrels White Fish, at \$10, - - - - - \$1200 00
and 15 barrels Herrings at \$5 - - - - - 75 00

\$1275 00

He now informs me that the fishing has since greatly fallen off, which I believe to be the case, being corroborated by disinterested parties, but is still a valuable fishery.

On my arrival in Windsor I waited on Colonel Prince to close with him for a lease of Turkey and Peach Islands, in terms of his tender under date 15th ult., for Turkey Island fishery, with one chain of land around the Island, \$25 per annum, and for Peach \$50. He has written to you for an extension of his lease to five or nine years, which I did not feel myself authorized to grant, but which has since been closed.

I then proceeded along the coast from Sandwich to Amherstburg, a distance of 18 miles, visiting the fishermen, who are principally French Canadians. I offered them leases covering the water in front of their lots, about the width of one hundred acres, taking their side-lines for a guide in the water, for \$5 per year.

After having disposed of Bois Blanc Island of which I had the honor of transmitting a detailed report under yesterday's date. I had to return to Windsor, not being able to reach the Islands in this vicinity owing to the roughness of the weather and the agitation of the Lake, though three different attempts were unsuccessfully made to reach thes.

islands with a boat and crew; my time, however, was not lost, having met the principal parties tendering for the Fisheries on them, to whom I have granted leases, but afterwards they totally declined to complete them by failing to furnish the necessary securities.

Point Pelée (Main) consists of a long narrow neck of land projecting into Lake Erie from the front of the Township of Mersea in the County of Essex, for a distance of ten miles, and supposed to contain 1,000 acres, which has been settled upon by Squatters many years since, numbering ten families, who are desirous to purchase their respective locations from the Government at a fair price—say 6s. 3d. per acre, and expressed their willingness to pay a yearly rental for the Fisheries, lying opposite to their respective lots, if the Government would guarantee to them a title for their improvements, of \$10 per year.

I endeavoured, under the circumstances, to persuade them to take leases at once with one chain of the Beach for fishing purposes, under a promise on my part to recommend to the Government to cause a survey to be made allotting to each their respective lots, for which they are prepared to pay a reasonable price for their possession to secure it in fee simple.

While discussing this subject they informed me that they had been, since the year 1852, subject to claims for rent preferred against them, both for the Fisheries and the land, by Mr. James Paxton of Amhersburg, also a Fisherman, who exercised ownership under a lease from the Crown Lands Department, bearing date 1852, at the yearly rental of \$50, who is still desirous to continue that lease at the said rental, including land and the fisheries. I was not, however, aware of this fact until he applied to me for a lease of the Fisheries also; but he is not willing to give more than the original \$50 per year, including both privileges. I offered him the Fisheries, however, at the sum mentioned, with a chain of the Beach, which he declined without including the land. I learned besides from himself personally that he is in arrears under his former lease for \$350, say seven years at \$50—\$350.

The said James Paxton informs me that he has recently effected a definite arrangement with the Government for the purchase of Fighting Island, situate in the Detroit River, and that in his purchase he has secured the right of fishing thereat, in consideration of the excess value upon it by the Commissioners.

By reference to my communication of the 2nd July last, you will perceive the principle upon which I have proceeded from the beginning. Every means in my power has been used to secure compliance with the provisions of the Act, but with partial success; and it now seems that I have carried mildness and forbearance to the extreme, and if the Act is not to remain a dead letter and the Government and their Agents set at defiance, it is necessary to adopt a different course. I despair of leasing Burlington Beach, and other important Fisheries, unless some means can be devised to secure quiet men who may be disposed to lease them in the enjoyment of their rights. We are completely at the mercy of this class of lawless men.—I find it impossible to get any of the inhabitants living in the neighborhood to inform against the Fishermen, not, however, from any want of interest in having the provisions of the Act carried out, but from fear of the consequences to themselves and property; and an Agent whom I employed to inform me of any violation of the Act was severely beaten by them. Under these circumstances it has been quite impossible with the limited powers bestowed upon me to carry out my instructions, or bring to justice the violators of the law.

Having detailed in the communications, to which allusion has been made above, my proceedings during the past year in leasing the Fisheries on the Lakes and Rivers, and in securing the erection of Fish Ways over the Mill Dams on the streams most frequented.

The subjects of chief importance for my attention during the ensuing year, will be the completion of the Fishing Stations, securing the erection of the Migration or Fish Ways, and the prevention of fishing, both at the improper seasons, and by the objectionable means which have proved so destructive to the fish.

I have hinted at some of the difficulties which I have met with in attempting to carry out the first of these measures—the leasing of the Fisheries, and shall, at the close of this Report, suggest the means, which it appears to me necessary to adopt for effecting this important object. As to the second—the attaching of Fish Ways to the Mill Dams on the streams of chief resort by the fish.—I shall also have something to add to what has been given in my previous Reports. In attempting to put into effect this portion of the law, I have been so entirely unsuccessful, that I plainly perceive that more rigorous measures must be adopted.

In reference to the time during which the several kinds of fish may, with due regard to their propagation, be caught, as well with regard to the manner of taking them, I shall feel it my duty to recommend some changes.

The immense value of the Fisheries of our great Lakes, as well as of the innumerable smaller bodies of water which so thickly dot the map of Upper Canada, and of the streams which flow into them, will certainly justify the use of every means necessary to protect them from destruction, and to bring them back to their original prolificness. Many of the rivers which once abounded with the choicest fish, are now entirely or almost forsaken. Many of the streams running into Lake Ontario, were once the resort of myriads of Salmon, (the Salmon proper from the Ocean.) I have seen them from 1812 to 1815, swarming the rivers so thickly, that they were thrown out with a shovel, and even with the hand. Now it is rare to see one in those same waters, and the question occurs, is it not possible to entice them back to their favorite haunts? One cannot but feel deeply at the loss—the calamity I may say,—which we have sustained in the destruction of these noble fish. After all the reckless and destructive agencies which have been used, the great numbers which are still found in some parts of the Lakes show their vitality, and give us the best guarantee that no very expensive means need be used for their preservation.

The Lake Huron Fisheries, in 1856, yielded 27,037½ barrels (and I am certain this was far below the true estimate), or say, at 120 fish to the barrel, 3,244,520 fish. The *catch*, too, in Lake Ontario is still abundant, in some cases even prodigious. In my Report for 1857, mention is made of 47,700 White Fish at a haul—say nearly 400 barrels,—taken at Wellington Beach. At Burlington Beach, during 1856, there were taken 1,900,000 herrings and 86,400 white fish; at Port Credit, 470,000 fish, two-thirds of them being the Salmon, and at other fishing stations on Lake Ontario, 200,000 to 300,000 fish. The entire *catch*, according to the lowest estimate for 1856, amounted in value to \$500,000. Yet, how little has been done to protect and develop these literally inexhaustible riches.

Of the abundance and quantity of the fish of Lake Huron and Georgian Bay, nearly the same remarks may be made. The entire coasts of the British portion of the great lakes and St. Lawrence, within Upper Canada, extend over some 5000 miles, most of them abounding in Salmon-Trout, White Fish and Herrings, besides a great variety of the less numerous kinds, as the Maskinongé, Sturgeon, Pike, Pickerel, Bass (black, white, and yellow), speckled Trout, Chub, Perch, Suckers (black and white), Mullet, &c. This is exclusive of the almost innumerable inland lakes, the largest of which, Lake Simcoe, is 40 miles by 50; these, literally swarm with a great variety of choice fish. Nor have I included in this estimate any of the large and valuable rivers, tributaries of the lakes and of the St. Lawrence.

I have also sought information from parties who have manifested much interest in the protection of our valuable Fisheries in reference to the natural haunts of the Salmon and White Fish, and their habits, &c. I beg to refer you to a letter from J. Y. Leslie, Esq., Collector of Customs, Brighton, which will be found appended to this Report.

The leasing of the Fisheries to prudent and responsible men would be one corrective measure, and it would, too, have the effect of ridding certain localities of a reckless and lawless class of men who are doing their best to depopulate our waters.

There is a subject of great importance, in reference to the Salmon Fisheries of Lake Ontario, which, I have long thought, should have been brought under your notice. It is the existence, in Lower Canada, of various kinds of standing (brush) weirs, or a kind of fish traps, all along the south side of the St. Lawrence from St. Thomas, Montmagny, to Three Rivers. Those which remain along the shore the year round prevent the Salmon from ascending the river, and are doubtless one of the chief causes of the scarcity of Salmon in Lake Ontario compared with former years. I have, therefore, recommended their removal. In their place, the fishermen would still have the use of the gill nets.

GENERAL RECOMMENDATIONS.

1. Seines may be used from the first of September until the twenty-fifth of October. A provision of this nature is all important, for, as the law is at present, great numbers of fish are swept from their spawning ground while depositing their ova.
2. Gill nets may be used at all seasons in deep water in the open Lakes. The nets to be rated at a half cent per square yard. No gill net be allowed to be set nearer than two miles of seining ground.

3. Inspectors of fish should be appointed at all the stations.—This would not incur any expense to the Government, and would be of immense advantage to the fishermen, by securing the packing of their fish in good condition for the market. Such inspectors would also make efficient Overseers of the several fishing stations, and would be a restraint upon the lawless fishermen, and reliable sources of information on all points touching their stations.

4. A small steamer to visit the Fishing Stations.

5. Some rivers, say two, entering Lake Ontario to be set apart as nurseries for fish, in which no fishing should be allowed except with a hook and line.

Our object being to restore the fish to their original abundance, no means necessary to bring about this much desired object ought to be left untried.

I would recommend the Rivers Credit and Moira as the two to be set apart for this purpose.

6. The spear in all cases to be disallowed.

7. The word "Pickerel" should be inserted in the 36th section of the Act, and the word "Pike" in both the 35th and 36th section, and the word "black" to be struck out of the 35th section.

8. The penalty imposed in section 42 of the Act should be increased to £5 for the lowest, and £40 or £50 for the highest.—A fine of only two pounds, as at present, seems to exercise no check over the fishermen, for they can afford to pay such a small fine. I would rather see the fine £10 and £50.

9. That the 73rd section of the Fishery Act, 22 Vic., Cap. 86, be repealed.

My reasons for wishing this are, first: that our markets in Hamilton and Toronto, (and I presume other markets also,) are flooded with fish after close time here, and especially about the middle of November, and when I have attempted to fine the parties for it, others have come forward and sworn the fish were taken in Lake Huron, although in many cases I have been certain that they were caught in Ontario. This being the spawning time, the fish are brought to the market with the ova running from them.

If close time be not applied to Lakes Huron and Superior, fish will soon become as scarce in those lakes as in Lake Erie. Lake Ontario, to which great numbers of fish migrate every year from the Ocean, has not felt the effects of this devastating system to the same extent as Lake Erie. Besides, the fishermen of Lake Ontario and Erie complain of the partiality shown to the fishermen of the Upper Lakes.

10. That the 23rd section of the Fishery Act be amended to read as follows:—"It shall not be lawful to fish with any kind of net or seine in Burlington Bay, nor Dundas Marsh, nor in the inlets or waters connected therewith."

All of which is respectfully submitted.

I have the honor to be,

Sir,

Your obedient servant,

(Signed,)

JOHN McCUAIG,

Supt. of Fisheries for Upper Canada.

BRIGHTON, 31st December, 1859.

SIR,—In reporting the proceedings of a meeting of fishermen held in Brighton last year, I took occasion to advert in a cursory manner to the seine as an engine for catching White Fish, and to express an opinion that it would ultimately have to give place to the gill net. I now beg to revert to the subject; but first, let me observe that it is much to be regretted that the natural history of the White Fish of the Canadian Lakes has not been sufficiently studied, and enough of facts recorded to make us even reasonably acquainted with their habits. In the meantime, and until the subject is taken up by some competent person and thoroughly and scientifically investigated (and it will repay the trouble), we ought to apply what little knowledge we already possess in the practical endeavour to render the mode of fishing the Lakes as little likely to injure the permanent supply as possible, instead of which the plan generally adopted will eventually render White Fish as rare as Sea Salmon in the Lakes, and enhance the price to such a degree that they will be found only on the tables of the wealthy.

The White Fish, I believe, remain the greater part of the year in deep water towards the middle of the Lakes, but periodically frequent certain spots favourably situated for depositing their spawn, in a sandy or gravelly bottom in comparatively shallow water, where the *ova* are exposed to a certain degree of light which appears necessary to the vivifying process, and also to the influence of a higher temperature, which likewise seems requisite to the development of the first stages of embryo life.

THE SPAWNING GROUNDS

Are (on Lake Ontario, at least) near the shore; there is generally on and between them and the deep water, a considerable tract of the bottom of the Lake covered with a species of *Algæ Conservæ*, and an aquatic moss on which the White Fish feeds, for he unlike most other fish is a vegetarian, and eschews cannibalism. I think it also extremely probable that, like his congeners of the sea, he frequents for the purpose of re-production, the place where he was himself produced, and does not migrate to any great distance unless actually driven from his natural and favourite haunts.

From these premises (assuming them to be in the main correct) it will at once be seen that the practice of fishing with seine, by which the spawning grounds from their proximity to the shore are swept as with a broom (in this case the besom of destruction), the fish are interrupted in depositing their spawn, captured before that necessary and tedious operation is complete, and brought on shore without discrimination as to size or condition, must eventually either exterminate the species or drive them from their accustomed and accessible haunts.

That this is practically the result of *seine* fishing I have little doubt; for the gradual decrease in the number of barrels shipped at this port where that system prevails, has been very decided for the last three years; in 1856 there were 802 barrels exported, in 1857 530 bbls., and in 1858 only 107 barrels.

Seines are also liable to another objection of nearly equal force, for though the mesh may be limited to a certain size, it by no means saves the small fry, on which next year's crop depends, from destruction, for when a great number of White Fish are enclosed in a seine the small are crowded on shore by the large, and being when young an extremely delicate fish, they are killed in the press, so that few escape; and the take is often so large of these inferior fish that they cannot be saved, hence many barrels are sent away imperfectly cured, and the character of the fish spoiled in the market.

But the moral effect of seine fishing, as it is now carried on, furnishes, perhaps, as grave an objection to its continuance as can be urged, for it is found from experience that where it prevails, idleness, drunkenness and other kindred vices spread with alarming rapidity; and in many respects the population resembles that of a locality where gold has recently been discovered in *small* quantities. To such an extent has this demoralizing influence prevailed in some instances, that I have known twice, and even three times the usual wages offered *in vain* to harvest hands—who preferred the chance of a night's fishing to earning an honest penny at their legitimate occupation as agricultural laborers; and I question if the time absolutely *lost* by the fishermen, and the grain left to suffer, by those whose business it is to take care of it, being seduced by a gambling spirit to the fishing beach, do not more than balance the sum paid for White Fish, large though that undoubtedly is in the aggregate.

These objections do not, however, apply to the gill nets, for they are generally set in deep water, sometimes in 200 feet, and when they are once *shut* they remain in *statu quo* until they are taken up, usually the following day,—they consequently neither interfere with the feeding places nor sweep the spawning grounds, and the smallest size of mesh being 2½ inches, they do not commit the indiscriminate slaughter of the Seines; and taking comparatively large fish and fewer at a time, no difficulty is found in preserving and disposing of them. Neither do the moral objections affecting the Seines apply to them, for only persevering and steady industry can expect to make anything by Gill Nets, they are therefore used only by those who intend to make a livelihood by the business, and are therefore free from those spasmodic alternations from activity to idleness, so injurious to all concerned in seine fishing.

For these, and a great many other reasons too numerous to enlarge upon within the limits of a letter, I should recommend, if any legislative action be taken in

regard to amending the Fisheries Act, that Seine fishing for White Fish should be prohibited *after two years*, and a rate put upon each Gill Net Boat, and that in the meantime, in consideration of its vast commercial importance, and the great interest of the subject as a question of Natural History, that some person of competent scientific acquirements should be commissioned to study the habits of the various kinds of fish in the Lakes, and accumulate and arrange all the facts available for the formation of a general system of fishing, based upon proper and intelligent principles.

I am Sir,
Your obedient servant,
D. YOUNG LESLIE.

APPENDIX No. 31.

Report of the Fishery Overseer for the Division of Lakes Huron and Superior, for 1859.

COLLINGWOOD, 31st December, 1859.

SIR,—I have the honor to report that, in accordance with your instructions, (as far as my time would admit) I have visited most of the Fishing Stations on Lake Huron, and a few on Lake Superior.

As I am not in a position this season to make a detailed report on each Station, I enclose the following statement of facts personally ascertained, and of information received from reliable sources.

When I commenced my duties in May last, I found there was a great dislike to the new Act, and a prevalent idea that the intention of the Government was solely to tax the fishermen. This feeling was encouraged and kept up by interested parties. After holding meetings, explaining the true nature and the intent of those who framed the Act, namely: "to preserve the fisheries and to protect Canadian fishermen," I found no difficulty in carrying out my instructions, and many of the most violent opponents of the "Fishery Act," in the first instance, are now its greatest advocates and stoutest supporters.

I can assert, without fear of contradiction, that on these lakes, with the exception of two individuals, I have not met with the slightest opposition since June last. The most strenuous advocates of the Act are those for whose benefit it was framed—the resident fishermen and local traders.

The old established mercantile firms of the Sault Ste. Marie, (American side) who have been extensively engaged in the fisheries of these lakes for many years, were the first to "take hold" of the leasing system. They have invariably tendered higher than Canadians, and paid in advance; in the prosecution of their fisheries they will employ a Canadian half-breed just as soon as one from their own side. One of these gentlemen, who has leased the Duck Islands at a high rent, has carried out a plan which has not been attempted by any other lessee; he has left his station unfished, and employed a boat's crew to prevent trespassing, and although he loses the whole rent for 1859, I believe that he will make up the loss in 1860-'61. These islands have been overfished; I found upon them a complete fishing village, fourteen houses, wharves, etc., erected by the Americans from the Sault, Mackinaw and Detroit. I also found on all our principal stations similar establishments. A very shrewd remark was made by an old Indian, in broken English, to me on this point, at Horse Island, one of their largest fishing grounds:—"What for you come now to see about fish? Why not come before, ten years gone? American been here, build house, chop wood, bring big boat, catch all fish, cheat poor Indian, sell him bad whiskey and bad goods; now no fish. You make take care of fish!"

The seine fishers object to clause 30 of the Act, because the size of the meshes is such as to gill herrings, and thus cause a great loss of valuable time in ungilling them by hand instead of (as formerly) shovelling out by means of shovels made for the purpose. If the meshes were one quarter of an inch smaller on the square this inconvenience would be obviated. Among twenty-two nets examined last season, I did not find one which could be legally used as the law now stands; the average mesh was $1\frac{1}{4}$ of an inch, many of them 1 inch.

If the clause is retained, a time should be set; due notice given by hand-bill to the seine fishermen; and after a fixed date all seines found in use with an undersized mesh, should be confiscated.

Finding the small measure to be universal, and that if I seized one I must seize all, and thus put many poor fishermen to serious loss, I merely warned the parties and notified them that their nets were not in accordance with the Fishery Act.

In the matter of tenders for fishing stations, I have not in any case, where the person tendering has offered a reasonable rent, refused to accept, and in no instance have I declined the tender of a poor person, white, half-breed, or Indian, at his own offer, however low, for the ground he had been accustomed to occupy.

I have issued 97 Leases, of these 12 are to Indian bands, 14 to the Hudson's Bay Company, the remainder to practical fishermen, or the merchants and traders employing fishermen. Most of these leases include a number of people, as I persuaded the fishermen in each locality to join together amicably, and unite in one Lease for the ground they have been accustomed to occupy. For instance in the one lease from Sable River to Port Franks, 22 separate parties of seiners are concerned; at Kincardine 14; Saugeen 10; the Fishing Islands altho' given to six parties, in reality 16 persons were concerned, three of these employing seining gangs of 16 men each. In the lease to the merchants of Penetanguishene, of the Shawnaga Fisheries, all of the fishing population are concerned. From Meaford to Vail's Point, leased to three parties, 17 were concerned with separate crews and boats. At Collingwood, leased to one party, seven crews were engaged. The lessee of the Ducks, Mississaga Straits, and Grand Batture, will probably yearly employ 40 to 60 separate boats and crews.

I estimate the number of grown up persons engaged this season, under our Leases, at 917. The Lads under 16, the numerous bands of Indians, and those employed by the Hudson's Bay Company at their 14 different fishing stations, will number some 2,500 more.

If I had been sufficiently acquainted with localities, on Lake Superior, so as to give reliable information and define boundaries, I could have issued more leases, and I have every reason to believe that in 1860, there will be several parties engaged on Lake Superior, exploring for fishing stations only.

I cannot state with any exactness the catch at each station, during the past season; but from a calculation I have made, and from information collated, I am of opinion that the take for last year on our own side of these lakes was equal to 26,000 barrels. And in addition to this amount, during the fishing season of Fall and Spring, there were not less than 4,000 people living upon fish. The Hudson's Bay Company depend upon fish for the support of their respective posts, from September till June. A great portion of the Indians, and the half-breeds depend upon fish, from September till sugar-making.

In 1857, the officer in charge of the Hudson's Bay post at Fort William, (Lake Superior), besides the Winter supply for the post, and the daily rations of fresh fish to all hands, shipped for Detroit 733 barrels.

In June 1859, the main article of diet at Michipicoten Fort, (Lake Superior), was saltfish.

I am sure that under the leasing system, new grounds, particularly on Lake Superior, will be discovered, the quantity of fish taken will be increased, and a superior class of fishermen will be established on these lakes.

Owing to the unusual stormy weather of the past season, the fisheries, especially on exposed shoals, have failed, and great numbers of nets have been lost or destroyed. The *take* is therefore below an average.

The quantities of Oil made are so trifling as to be scarce worth noticing, being about 1,500 gallons. The effect of the 11th clause of the Fishery Act, will be to increase the manufacture of Oil. The only place where it is now made to any extent is at Goderich, where an enterprising man pays the fishermen for the offal which they formerly threw into the lake. Many of the lessees boil Oil for their own use. I have taken every opportunity of inducing the fishermen to make the offal into Oil; it is easily made, and a saleable article at 75 cents per gallon.

The fish taken at Point Edward, Goderich, Cape Rich, and Collingwood, is principally packed in boxes with ice and sent by rail to regular agents, in Canada and the United States, and is paid for with cash.

A large portion of the fish taken on the east coast of Lake Huron, from Point Edward to Cape Hurd, including the Fishing Islands, is sent to the States in barrels, and paid for part with cash and part with American goods. These goods, however, pay duties on their entrance into Canadian ports between Sarnia and Saugcen.

Two of the Lessees of the past season, occupying the Isle of Coves, and Rabbit's Island, sent their fish per the Collingwood line of steamers to Chicago, paid for principally in cash. From Chicago they were sent by rail to some of their relations in the State of Missouri, at a total cost to the producer, from the light house at the Isle of Coves, of \$2.50 per barrel, and sold there for \$12.

The remainder or far greater portion taken in Lake Superior, Georgian Bay, at the Ducks, Manitoulin, Cockburn, and St. Joseph's Islands, Mississaga Straits, and Sault Ste. Marie rapids, with the exception of the Hudson's Bay Company's stations and a small part of the coast from Cape Croker, *via* Owen Sound, Collingwood and Penetanguishene to the Naishcotyang River, is also sent to the States, and paid for with American goods *paying no duties*.

I estimate that three-fourths of the fish taken in our waters never enter a Canadian port. The greatest market is Detroit. The collector of that port states the value of fish exported in 1859 to be over \$150,000.

A large portion of our fish is sold at the fishing stations to the Captains of American schooners, and paid for with smuggled goods and whiskey.

Seines are used at Point Edward, from thence along the beach to Port Franks, at Kincardine, and Inverhuron, for bait at Baie due Dard, Port Elgin, Fishing Islands, Owen Sound Bay, Nottawasaga Bay, and on Lake Superior at Fort William, Michipicoten Harbor and St. Ignace Island.

Mr. S. Hitchcock, of Sarnia, has paid Messrs. Zwoski & Co., two years, for a small piece of Point Edward, \$600 per annum, and now pays Mr. Blackwell \$400 per annum for the same ground. He told me that the Grand Trunk works had injured the fisheries. His books shew annual sales of \$2,000 and upwards to Detroit and Cleveland, besides a local sale, and 120 barrels salted.

At the Fishing Islands on one occasion a few years back, on Main Station Island, 1,000 barrels and odd of herrings were landed in two hauls of the seine; 700 and then 300; at Cigar Island 500 barrels were taken at one haul. At Smoke-house Island, on one occasion, the seine was full as it could be, and for want of barrels and salt thousands of herrings were left in it. It is said that there has never been a good haul on that station since,—in fact it is not now used. The greatest haul this season was at Main Station, of 152 barrels.

At Fort William (Lake Superior), near the mouth of the North branch of the Kaministiquioia River, 30 to 40 barrels of white fish have been taken at a haul with a very inferior class of men to manage the seine. To be successful in seining requires a trained gang and implicit obedience to an experienced foreman.

In the Nottawasaga Bay, during the Spring, only for the vast quantities of ice packed 20 to 30 feet deep near the projected terminus of the Georgian Bay Canal, there would be excellent seining.

I have no doubt that under the protection afforded to lessees by the Fishery Act, valuable seining grounds will be discovered on Lake Superior, and in several places on the Georgian Bay.

I am not aware of there being any pound-nets used on our waters this past season; but two brothers from Cleveland worked one close to our boundary, between Drummond Island and Tenby Bay, St. Joseph's Island, and took vast quantities of fish of every kind, seriously injured the local fishermen, and gave great annoyance to the Indians, half-breeds, and all the other residents in the neighborhood. When a large kind of pound-net is set in the channel, every fish is caught, large and small; the leaders extend 1½ to 3 miles on each side, and are seldom lifted. If they were to be generally used the fisheries would be destroyed, and the legitimate class of gill-net fishermen would soon be obliged to follow some other pursuit for a living.

Scoop-nets are used in the Sault Ste. Marie Rapids nearly all the year, two men in a canoe with poles and one scoop-net can, during the season, catch two barrels of white fish

per day. I received from an American fisherman a high tender for the small Island on our side of the rapids, for a scoop-net station. This island was, however, reserved by the Indians in their late treaty.

Hooks are only used to any extent off Goderich, Kincardine and Inverhuron; and last season between Cape Rich and the Christian Islands, and will be used next season by the lessee of Cabot's Head Fishery. The greatest obstacle to their being more generally used, is the difficulty of catching bait. The hook fishing in a place where bait can be had is the most profitable of all modes, the fish so caught are generally of a larger class; the outfit and loss from stormy weather are trifling, as compared with the net fishings. On the 5th Sept., 1859, at Inverhuron, I saw fish landed, from one set of hooks, averaging 39 lbs each. From reliable information received through various parties, I believe that on Lake Superior, about Pic Island, Thunder Cape, St. Ignace, Nepigon Bay, Otter Head, and other places, Trout weighing from 60 to 90 lbs. can be taken by competent hook fishermen, and large sized Trout can also be taken in many places on Lake Huron hitherto untried.

Spearing and trolling are carried on to a great extent, chiefly by Indians and half-breeds, on all parts of these lakes. The fish are taken on the honey-combed shoals and other places where nets cannot be set. Where this kind of fishing is pursued, fish of all kinds cannot spawn unmolested.

The most experienced fishermen say that their regular net grounds are frequently seriously injured by the spearing of wandering Indians. Whether it is owing to the blood or to the torchlight they do not know; but three-fourths of the lessees would be glad to have spearing strictly prohibited, except upon the grounds leased to the various bands of Indians.

The number of fish taken by both the above methods is occasionally great. I know of an instance at Vail's Point, in the Township of St. Vincent, where, in one night, two persons, with one spear and birch bark for a torch, filled and emptied again their boat three times; and on a shoal between Cabot's Head and Barrière Island, the Cape Croker Indians frequently in a few hours (as it has been described to me) "bloody the water" for acres around, and fill their canoes with trout in a very short time. One of them this Fall, on the same shoal, in two hours, killed 82 Trout. It is unsafe to set nets on this shoal, and, consequently, only for the spearing and trolling, this alone would offer a safe breeding ground for a large extent of lake. Many other shoals are similarly situated. At Baie du Dard spearing has been carried on to a great extent, and the fishery nearly destroyed. On Lake Superior, in September 1858, John Finlayson, a subordinate officer of the Fort William Post, with a common spoon hook and line, caught, in two hours and a half, (paddling), over four miles of coast, between Pigeon River and Big Trout Bay, seventy-four Trout, averaging five pounds each. He told me that he was tired of pulling them in, or could have filled his canoe two or three times. On the 27th September, 1859, on the shoals between Horse and Yeo Islands, Joseph Trudeau, with a common spoon hook and a railroad spike for a sinker, caught (sailing) one hundred and fifty-two Trout in six hours. I saw the fish next morning; they averaged eight pounds each, and some of them weighed sixteen pounds. At the same time, and on the same shoals, greatly to the annoyance of the lessees, four boats of Indians and half breeds were similarly occupied, tacking about the shoals, with two trolling lines attached to each boat. I was told that in 1858, on the same shoals, an Equimico Indian in one day caught two hundred and fifty Trout of about the same weight. In October 1859, E. Boucher, of Vail's Point, in two hours caught, with trolling tackle, fifty-eight Trout. On the 27th of the same month, round and amongst the islands at the entrance of the Georgian Bay, Indians and half-breeds were catching, with the trolling line, two to three barrels of Trout per day. In and about Collingwood harbour, and other places in the Georgian Bay, there would be capital Black Bass rod fishing but for the wholesale slaughter in the spring, when the Bass run into the rushes to spawn; in April 1859, off Collingwood harbor, ten to fifteen boats were engaged every night spearing Black Bass.—The spearing has also tended towards exterminating the speckled Trout in this neighborhood.

Gill-nets are in general use on these Lakes, having an average sized mesh of 5½ inches stretched. At Yeo Island, this season, one of the boats used a 7 inch mesh, and although not taking so many as the 5 inch mesh, the average catch in weight was equal.

On Lake Superior, 6 to 7½ inches is a common sized mesh. Off Thunder Cape, Pic Island, and other places, where the fish will run 10 and 15 to a barrel, a large meshed net may be used to advantage, as the large fish sell best.

During the season numbers of nets are lost, or so entangled and torn as to be useless, and when the fish are "on," Lessees must have nets and barrels or miss their best chance for the season, there being no place on these Lakes where a dépôt of either is kept, and frequently in the midst of the "run" the Lessee has to leave his station, and wander about for days and weeks till he finds nets and barrels. I suggested to the Warden of the Reformatory Prison at Penetanguishene, that he should employ some of the prisoners in making nets and barrels suitable to these Lakes; both trades are easily and quickly learnt at very little outlay for "plant."

The nets made by machinery in the United States, and at Musselburgh in Scotland, are said not to be so good as hand made nets. I could find a ready sale for a large yearly supply of nets and barrels. The greatest haul in Gill nets that I have heard of during the past season, was at Cape Rich (Mr. Curtis,) of 754 Trout to 2000 yards of net, and 600 White Fish to 1300 yards. At this station a fair haul to 1200 yards of net was considered to be 250 to 300 fish; they are now taking 150 to 250. At the Fishing Islands on the outside Shoals, on the 8th November last, five boats with 15 to 20 nets each, averaged of White Fish 10 barrels to each boat; the same parties had previously taken on the same Shoals 60 to 70 barrels per boat of Trout. About the same date the Lessee of Rabbit Island, close to Cape Hurd, having lost nearly all of his nets, was fishing 4 nets at a time, and taking 60 to 80 trout, averaging 40 to a barrel at each "lift." At the Fishing Islands I leased to a half breed a small piece for Herring and gill net fishery, between the seining grounds. He took 120 barrels in a few weeks within his own family. On the 7th October, S. Boucher, at Vail's Point, with 700 yards took 250 trout. On the 26th, off Hay Island, the Lessee took 235 trout to 8 nets; 30 fish to a net was considered a fair average take, off these Islands. At Grand Portage, and off Pigeon River head-land, Lake Superior, in August, 1858, I saw numbers of Indians who were waiting for their presents go out in their canoes about 2 miles, some of them had not more than 100 yards of net—they would set in the evening and next morning bring in 30 to 40 Trout, averaging 4 lbs each. Off Collingwood, in November, the greatest haul was 515 White Fish to 1600 yards of net, and 282 trout to 1500 yards. They have made several hauls these last few days of 100 to 180. Our harbor has been open since the 4th of April. In 1857, on Lake Superior, near St. Ignace Island, Clarke, late pilot of the Rescue, with 2 men in 5 weeks filled 175 barrels with Trout averaging 18 to a barrel. I have been informed that Strowger this last season on Captain Dick's ground, at Michipicoten Island, with 8 men in 6 weeks took 700 barrels; these fish would be worth, at least, \$8 per barrel, being chiefly large red Trout.

With reference to the point of preservation on these Lakes, I think that under the present Fishery Act, and the addition of Rules to totally abolish spearing (except on grounds reserved for the Indians,) and the prohibition of trolling during the "spawning time," the fish will not for many years perceptibly decrease; for, owing to the storms, honey-combed and inaccessible shoals, there will be many places in all parts of Lakes Huron and Superior, where fish of all kinds can spawn unmolested by Gill Nets. If the netting, trolling, and spearing is allowed to be continued as at present, the fisheries, in a few years, will be destroyed. The fish will have no shoals where they can spawn undisturbed, and the number of persons pursuing them will annually increase.

Had it not been for the timely passage and enforcement of the Fishery Act, the Speckled or Brook Trout in the neighbourhood of settlements, or steamboat communication, would in a few years have become extinct. Within the last ten years, Speckled Trout were plentiful, and of large size in the Georgian Bay; they now are very scarce, and of very small size. In July and August, 1845, whilst engaged in surveying the present Town of Meaford, about 20 miles West of Collingwood, situated on Big Head River, I kept a party of eight men for upwards of six weeks, chiefly on Speckled Trout. I had only 400 feet of net, and set close in shore on the North side of Big Head River, near to the present steamboat wharf. It was placed in the evening and raised next morning. The take averaged 10 to 15 per night, of an average weight of 2 lbs. each, some weighing 4 lbs., and one weighed 6 lbs. Trout as heavy as 5 and 6 lbs. were then frequently taken

in that stream. In May, 1852, whilst surveying the Town Plot of Thornbury, about 14 miles West of Collingwood, situated on Beaver River, I kept myself and party for over 8 weeks, chiefly on Speckled Trout. I have taken with a fly of an evening in the first rapids, 40 to 50 lbs., weighing 2, 3 and 4 lbs. each. I have seen Olmstead's son, (13 years old) spear 15 to 25 lbs. per day (in daylight,) many of them weighing 5 and 6 lbs. In Pretty River, Silver Creek, Black Ash Creek, now within the limits of the Town of Collingwood, Speckled Trout were plentiful since the Railroad was opened. In Mad River, which runs through Nottawasaga and Osprey, they are still plentiful. In Demoniah River, Manitoulin Island, and other streams, they are also abundant. In Garden and Root Rivers, and various branches of the Sault Ste. Marie Rapids, and in the small creeks in the Bay above the Rapids, they are still plentiful. The half-breeds and Indians with nets and spears take large quantities for the American boats. I saw a string last season of about 40, averaging 1½ lbs. each, sold to the steward of the "North Star" for 30 cents per lbs; these had been taken in nets. On Lake Superior there are hundreds of creeks and several large Rivers full of Speckled Trout; Current River, McKenzie River, and various creeks in Thunder Bay, near to Fort William. Capt. Dick, of the "Rescue" has taken very large Speckled Trout in Current River. On the various Lakes (16 in number) on Michipicoten Island, and a creek running into the Quebec Harbor, they are plentiful, and of large size. In a creek near to Michipicoten Fort they are said to be numerous, and in nearly all the streams from Gros Cap to Current River they abound. I have been told by reliable parties—men who have been in the Hudson's Bay Company's service for years—that in the Rivers entering into Black and Nepigon Bays, they are to be seen as large as the Salmon Trout, weighing 10 to 13 lbs. Three or four years ago, a party of Americans from Rochester, came up to Beaver River in the depth of winter, hired men and boys at high rates of wages, for the purpose of catching Speckled Trout through holes cut in the ice. They took away with them several sleigh loads. In 1857, (Feb'y) I purchased at Thornbury 82 lbs of Speckled Trout, taken by two men in 4 hours, thro' holes in the ice, with pieces of venison for bait. I believe that if the hole is made over a school every fish will be taken. There is no sport or ingenuity of any kind required; but with a short stick and 4 or 5 feet of string, a hook, and a piece of raw meat, they can be jerked out as fast as the bait can be replaced. It is generally said that the saw dust from the mills is the cause of the destruction of Trout; this, however, cannot be the case in Beaver River and many other streams, where they were once plentiful and now are scarce. I attribute their destruction principally to the spear, to netting the mouths of the streams, and the want of Fish Ways to Dams. For two years in succession a small meshed net was kept constantly across the mouth of Beaver River; Pretty River, Big Head River, and Silver Creek have also been netted.

In a mercantile point of view the Speckled Trout are not of much value, although on Lake Superior I have seen them barreled with other fish; but as regards the expenditure of money on our steamers amongst our boats and fishermen, half-breeds and Indians, sport, amusement, attraction to strangers and tourists, I look upon their preservation as very important. I heard the landlord of the Chippewa House, at Sault Ste Marie, say that if it was not for the Speckled Trout he must close his house. Our hotel keepers at Collingwood also know the importance of the Speckled Trout fishery. Parties of wealthy men from all parts of the States, annually visit our waters for this sport alone, and remain for weeks and months, spending their money freely on our steamboats and at our hotels, &c., and hiring our boats and fishermen at high wages. Spearing, undue netting, and bobbing in the ice, injure the streams in this neighbourhood so much, that the total destruction of Speckled Trout was imminent; and immediately after the passing of the Fishery Act, some of the settlers on Beaver River and some of our people in Collingwood, formed a Fishing Protection Society, and during the last season their increase was noticed.

Having already addressed to the Department several special Reports on the subject of the coasting trade, and smuggling over these Lakes, I need not further enlarge thereupon. The business of fishing, trading and smuggling have hitherto gone hand in hand together. If there was no revenue derived from the leasing system on Lakes Superior and Huron, the protection and encouragement given to our own fishermen and traders by the presence of a Government boat and crew would fully justify the attendant expense. I beg leave to

urge the necessity of more effectually repressing the practice of smuggling on these waters, so unjust to Canadian dealers, and injurious to the populations. If a proper check was put upon such illicit traffic, it would cause a large and active Canadian trade to spring up, peculiarly beneficial to the steamers running from Collingwood to Sault Ste Marie and Lake Superior; to the Northern Railroad, and of vast importance to the City of Toronto. Vessels would be started from the Ports of Sarnia, Goderich, Saugeen, Owen Sound, Collingwood and Penetanguishene, dealing principally with Canadian Merchants, and bringing into Canada Ports the produce of Lakes Superior and Huron, which now finds its way to Detroit and other Ports on the American side.

I have, during the past season, on all occasions when within a reasonable distance, visited the light house keepers, and frequently been of service to them. On one occasion, (Sept. 5th) during the longest and most severe gale of the season, I was instrumental in saving one of the light-house keepers, his wife, boy and assistant from starvation, although within a short distance of the main land. I allude to Chantry Island, opposite Saugeen. I found them without a particle of food, no means of reaching the shore, and no prospect of being able to communicate with the people of Saugeen. On the day I was there 2 men and 2 women were drowned within a few miles, going into Port Elgin, in a large Mackinaw boat. The Saugeen fishermen who have splendid sea-boats, did not lift their nets for 9 days during this gale, and no small boat dare venture out. The new Light Houses are highly eulogized by the American Captains of the Collingwood and Chicago Line. Of an ordinarily clear night, the Isle of Coves and Collingwood revolving lights can be seen from 24 to 30 miles. If a light was built on the outer Duck Island, a Steamer on the Collingwood and Chicago route, would scarcely at any time be out of range of a light. I am aware of several instances in which the Light House Keepers have been of material assistance to our lessees. The Isle of Coves Light House is a rendezvous for the lessees between Cape Croker and the Duck Islands. The lights have been kept up in a very efficient manner during the past season. Three Light Houses are much needed on Lake Superior, and two on the North Channel, or the Channel between the Manitoulin Island and the North Shore. The Collingwood and Sault Ste Marie Line of Boats always follow this route, and during the fall the Chicago Line also, being a sheltered navigation upwards of 150 miles.

My journal will show the number of times I have visited each station on these Lakes; the distances so travelled being as follows:—in open boat, 5,712 miles; by steamer, 2,294 miles; by railroad, 1,555 miles; and 99 miles by stage, making in all 9,660 miles of travel. I have also attended 22 public meetings,—received 341 letters and written reports and answers to the number of 440,—filled and entered (describing metes and bounds of stations and courses, and distances of lines) 303 leases, inclusive of duplicates and triplicates for Indian bands and Local Superintendents in charge. Among the letters written were numerous special reports to the Crown Lands Department, regarding the Fisheries, the Laws, Smuggling, Revenue, Indian Affairs, and the Mineral and Agricultural capabilities of the lands around these lakes. I made a survey and plan of part of the coast with soundings near the proposed terminus of the Red River Road, on Lake Superior. I also made a diagram of soundings and points of the Quebec Harbor, Michipicoten Island, and laid down buoys, and the same off Gros Cap, at the request of the Captain of the "Rescue." Since I laid up the boat, I have been constantly in the office from 10 A. M., until 5 P. M., up to date, and have not received the slightest aid or assistance from any person, except in the copying out of some notices by Mr. Moore, in the early part of the season, at Sault Ste. Marie.

In the discharge of my duties this season, with the exception of 12 days work at various times, I was absent from home, from the 4th May until the 29th November. The greater portion of the Leases, and a large number of the letters and reports were written at the various fishing stations. I have received much aid from the undermentioned Government officers: A. McNabb, Crown Lands Agent at Saugeen; R. Carney, Stipendiary Magistrate at the Sault Ste. Marie; J. McWatt, Collector of Customs at Collingwood; P. Ferguson, Deputy Collector at Collingwood; S. S. Walsh, at Goderich; William Simpson, at Penetanguishene, and R. McIntosh, at Kincardine, and from Captain Rowan, of the steamer "Islander," Captain Dick, of the "Rescue," and Mr. Wright, of the steamboat

“Ploughboy.” And I have invariably been kindly received by the officers of the Hudson’s Bay Company, at their respective posts on Lakes Huron and Superior.

In concluding this Report, I state plainly, that with the class of half-civilized people I have to deal with on these Lakes, over an extent of coast-line equal to 4,000 miles in one direction, and with a large majority of our lessees residing at stations remote from law and redress, that I cannot protect our fisheries from encroachment—our lessees from depredations, annoyance and trespass, unless I am clothed with powers of summary jurisdiction similar to P. Fortin, Esquire, in Lower Canada. I have during the season reported many instances strongly corroborative of this statement, and the last case reported regarding the willful trespass upon the lessee of Michipicoten Harbor, in Lake Superior, despite the notice from the lessee, is a very strong one.

I have the honor to be,
&c., &c.,

(Signed,) WILLIAM GIBBARD,
Overseer of Fisheries for Lakes
Huron and Superior.

The Hon. Commissioner
of Crown Lands.
&c., &c., &c.,

APPENDIX, No. 32.

REPORT OF THE SUPERINTENDENT OF FISHERIES FOR LOWER CANADA, 1859.

OFFICE OF THE SUPERINTENDENT OF FISHERIES,
Quebec, December 31st, 1858.

The Honorable Commissioner of Crown Lands.

SIR,—In relation to my operations in the River and Gulf of St. Lawrence during last season I have the honor to report :

I left Quebec on the 27th May, my first point of destination being the Saguenay River District.

The principal fishery at the mouth of the Saguenay is the Tadousac Salmon Fishery, generally yielding from 1,400 to 1,500 fish. Previous to the present system being adopted, it had been fished by the Hudson’s Bay Company, and was one of their posts for trading in furs and fish.

Having understood that they had sold their nets and “what right they had to the fishery” to Mr. Thomas Simard of Murray Bay, I had notified him by letter that no arrangement that he might make with the Company with regard to the fishery would be recognized, and that it would be necessary for him to obtain a license from the Superintendent of Fisheries. On my arrival I found Mr. Simard in occupation ; and having understood that he had made arrangements with the Company in ignorance, I consented to accept from him the amount he had agreed to give the Company (\$200) tho’, I gave him plainly to understand it would give him no prior claim to the next season’s occupation, inasmuch as an offer of a much larger sum (\$500 for the station) had been tendered to me.

Having arranged all things satisfactorily with Mr. Simard, I proceeded to lay off the different stations along the shore, in such a manner that no one Fishery should interfere with another, and also with a view to make each station productive.

Most of the fishermen along the Saguenay are poor men ; I therefore considered it advisable to charge them a mere nominal sum for their license certificates ; each of these Stations will, in a short time, become of much greater value ; and they will then be able to pay something more for their licenses, and will, at the same time reap a rich harvest from a system which, I venture to assert, cannot be surpassed.

June 2rd.—Crossed the St. Lawrence to Rivière du Loup, and then by steamer to Quebec.

June 10th.—Left Quebec for Rimouski and the Gulf ; crossed from Rimouski to Godbout River ; marked out the net and fly fishing division for the lessees, and put Mr. Alfred Blais (who had been recommended by Mr. Chapais, M. P. P.) in charge as “fishery

overseer," with instructions to see that the requirements of the Fishery Act, and conditions of the lease were fulfilled.

According to the terms of the lease, possession could not be had of the Hudson's Bay buildings, till the 15th November, but on my arrival I found that the Agent, (Mr. McKenzie), was preparing to leave the station, and he very kindly gave the lessee of the Godbout, (Mr. Holiday), permission to occupy the house and stores.

June 16.—Left Godbout and proceeded along the coast, issuing licenses to such parties as had fisheries along the shores. In Trinity Bay, settled a dispute between some of the fishermen in relation to their stations, and found the men without exception, not only satisfied, but well pleased to take licenses, as it secured them against all other parties, who might otherwise plant their nets so as to destroy the fishery.

While at Trinity Bay, application was made to me by Mr. Morin, Notary, on behalf of J. Maclure, for a fishery at Isle de Caribo. It appeared that a brother of the applicant had died, and that they wished to force the widow to give up possession. I told the Notary that I would make myself conversant with the facts of the case, before granting a license, consequently, a few days after (having been delayed by most terrific weather at Trinity Bay), I started for Isle de Caribo; ascertained the merits of the case, and found that the widow was still desirous of continuing the fishery, and wished to obtain a license for that purpose, which I accordingly granted her.

Isle de Caribo appears admirably adapted for a Salmon Fishery station, and in a short time by guarding all the rivers, this and many others will become very valuable stations. I found at this place a family of Indians, (Antoine Vallin), who appeared by their industrious habits to have made themselves a comfortable home. From all parties I heard of their industry and integrity, which had been evinced on two occasions during shipwreck, and of the great assistance they had been to the shipwrecked and drowning crew. The old man had had for a long time a Salmon Fishery station, and I consequently granted him a license at a nominal rate. To his son, also, I granted a license to fish at the mouth of the little Trinity river, an inconsiderable stream below Isle de Caribo.

Left Caribo and proceeded along the coast,—towards evening we were obliged to come to an anchor in the Calumet river, the wind having died away, where my Indians told me a considerable quantity of Salmon were formerly taken.

TUESDAY, June 21st, 4 A. M.—Left the Calumet river and proceeded to the Pentecost, but after a few hours was obliged to return, a heavy wind and tide being dead against us. Explored the Calumet river for some distance, found the remains of a house that had been occupied by some fishermen, also a smoke house, used I presume for smoking Salmon. This must evidently have been a good Salmon river, but I suppose the spear has destroyed it, as the Indians told me they used to spear Salmon in it. In the evening a fox and bear came out on the beach. The Indians went in pursuit, and in about an hour returned with the bear across their shoulders.

June 22nd, A. M.—Wind still continued to blow heavy from the east with heavy rain; not able to leave the Calumet. 2 P. M.—Walked a few miles along the shore towards English Point; found two men from Green Island fishing for Salmon and sea Trout opposite Egg Island. They had not been very successful, granted them a license.

June 23, 6 A. M.—Wind lulled, made preparation to leave the Calumet; sent back the boat to Trinity Bay by Pierre Vallin; and started off in canoe, surf very heavy.

2 P. M.—Arrived at the Pentecost river after a long and dangerous journey; the canoe being too heavily laden; had no opportunity of exploring this fine river, but understood there are few or no Salmon in it, from some local cause; I believe the clay deposits. It is a beautiful river and looks in every respect well adapted for Salmon; formerly large quantities of sea Trout were taken, but the river has been destroyed by seining.

Left the Pentecost river, and proceeded towards the Cawees; here there is a very good Cod fishery establishment; arrived at a log hut near Isle de Mai, where from its appearance I think there could be a very excellent Salmon Fishery establishment. June 24, 6, A. M.—Heavy fog with rain, got under weigh and proceeded onward amid thick fog and mist, very dangerous canoeing; not knowing where to go, being unable to see the length of the canoe ahead, amid deeply indented bays and creeks.

10 A. M.—Weather clear, and being able to see our way proceeded to the Little Mar-

guerite, where we arrived at 1.30. At the mouth of this small river I perceived shoals of young Salmon fry; at 2.30 arrived at the Marguerite and found Joseph Langlois, Antoine Blais, and Joseph Vallin, Indian, Salmon fishing. They had very little success; granted licenses to each at nominal rates, as they had been so unfortunate.

June 25th.—Left the Marguerite in a boat owned by an Indian, the weather being too rough for a canoe, and started for Seven Islands, where we arrived at 2 P. M. Mr. McKenzie stated that he had been at the Moisie a day or two before; that Captain Fortin had not arrived, and that the Fishermen would not give up the river to Mr. Holiday. I had hoped that Captain Fortin had arrived long before, but hearing he had not I immediately started for the Moisie; but the weather becoming calm was obliged again to take to canoe, and proceeded onward to about half way to Moisie; left the canoe on the shore and walked the remainder of the distance (about nine miles,) and arrived at the Moisie river about 9 P. M.; found that the "Canadienne" had arrived the same evening, and that Captain Fortin had gone up the river to order the men off from the fishing stations. Friday, June 26th.—Fine weather; visited some of the stations; found that there were nearly as many stands of nets as there were last year.

Monday, June 27th, 9 A. M.—Measured off the boundary on the seaboard to constitute Mr. Holiday's limit (one mile on each side of the river); notified the parties who had nets within the limits to remove them. Mr. Holiday informed me that immediately on his arrival he had sent written notifications to the parties who were fishing, that he was lessee of the river, and that he expected them to remove their nets; but that they would not do so without some direct authority.

Tuesday, June 28th.—Fine weather; visited the different fishing stations; notified the owners of the schooners that they were not, on any consideration, to throw the offal in the river; examined into the matter of Guimette, Maturin and Talbot, who had written to the Commissioner, requesting permission to continue their fishery in the river. I found that the houses they had mentioned as having built were not worth \$10 each, and as regards the places where they had set their nets, I found there had been nine stands of nets set where certainly not more than three stands of nets should have been placed; and in relation to the applicant Guimette, I could find that no such person was on the river, but, on further inquiry, I ascertained that he was a shopkeeper at Cap St. Ignace, and who, for appearance sake, I presume, had sent his son, a boy of about 15 years of age, to the Moisie this season, with the other applicants; and I much fear that the system generally in vogue is for the merchant or shopkeeper to fit out the fisherman, and one can well understand who would reap the benefit from the fishery.

It is much to be regretted that neither Captain Fortin nor myself were enabled to put the lessee in possession of the river Moisie at the commencement of the fishing season, for most of the parties who had formerly fished this river had (notwithstanding the Government notice of the lease of the Salmon rivers) gone over from Gaspé, Bonaventure, and the South Shore, and were in occupation on our arrival, and though they quietly took up their nets when requested to do so, they had occupation of the river two-thirds of the whole fishing season, and Gaspard Maturin (who had a schooner at the Moisie) took upwards of 150 barrels of Salmon (the produce of the fisheries) to the Quebec markets, the value of which the Government or the lessee must sustain; for, I could scarcely recommend a prosecution of the fishermen; who, as I said before on being officially notified took up their nets, though they are to be censured for occupying the river after seeing the Government notices regarding the leasing of the Moisie and other Salmon rivers.

Appointed Mr. Hugh Chisholm Fishery Overseer for the District from Seven Islands to Mingan river, and gave him the necessary instructions regarding his duties.

Made arrangements with Captain Fortin for a division of our duties, so that there would be no necessity for our occupying the same field of labour.

Canadienne got under weigh for the Labrador and lower ports.

Wednesday, June 29th.—Proceeded up the river to lay off the boundary between the netting and fly fishing divisions. 1. P. M.—Arrived at the camping ground of Messrs. Bacon and Williams, the lessees of the fly fishing limits, (17 miles from the mouth of the river). The nets having been taken up (and Mr. Holiday being busy in preparing his nets) the fish had a clear run for a few days and shoals of enormous Salmon were constantly pas-

sing upwards. There have been such a stock of breeding Salmon in the Moïsic this season, that in a few years the catch will be more than doubled.

Heavy rains having set in, I was therefore unable to define the upper limits of the river. I shall endeavor to explore the Moïsic at some future occasion, as it is a most valuable river.

On my return to the Post, information was laid before me by the Fishery Overseer, to the effect that Dominique Lepage (one of the Codfishermen) had been throwing fish offal in the river, though he had been warned not to do so. Summoned the offender and convicted him on confession of judgement.

It will be necessary that the Superintendent of Fisheries should have authority to define the anchorage ground for the numerous schooners that frequent the Moïsic and other rivers, for though it would possibly be a hardship to prevent them from anchoring in the rivers, yet due care should be taken that they do as little injury as possible.

Numerous applications have been made to me for lots of land for fishing purposes, for, though the Act permits the occupation of the unoccupied wild lands for carrying on the fisheries, yet, at certain places where the men congregate to cure their fish, disputes arise as to occupation; some wishing to hold more land than they can directly use, while others are put to inconvenience from not having enough.

Having proceeded up the river, I temporarily laid off the net from the fly fishing limits; giving each of the lessees a letter describing the limits assigned to each party. I now gave final instructions to the Overseer, and on the 11th July left the river Moïsic and crossed to the South Shore, landed at Cape Chatte, and from thence proceeded to St. Anne des Monts.

The inhabitants along the shore are all (more or less) engaged in the Cod fishery, the principal parties being Mr. LeBoutillier, Mr. Lamontagne, and Mr. Lesperance. These houses generally employ a large number of boats, and likewise purchase from the fishermen generally. The catch along the District has been very successful; Mr. LeBoutillier alone secured above 2000 quintals of Cod fish; the others in proportion.

The St. Anne and Cape Chatte Rivers are well adapted for Salmon, and in a short time they will be very valuable. The catch in these rivers is not large, but it only requires a little care to be taken to prevent spearing, and a due observance of netting to cause them once more to abound in salmon.

There is no Mill Dam on the St. Anne's, though on the little St Anne's (a mill stream) there is one belonging to Mr. Sasseville, but on which I told him for the present there is no necessity for building a Salmon pass. Cape Chatte River is well adapted for Salmon, and a great many are taken in it, though none in comparison to what ought to be caught on this river. There is a Mill Dam about eight miles from the mouth, which I visited. I found this a most magnificent river, and when the impediment of the Dam is overcome, the fish have a clean run of some twenty miles, with good spawning ground. The man at the mill informed me that he had that day seen swarms of Salmon at the pool near the foot of the Dam, but I was sorry to hear that the people along the banks (principally squatters) were in the habit of fishing with flambeau and spear.

Hired a pilot boat and proceeded towards Matane; passed several vessels Mackerel fishing. Arrived at Matane and found several nets in the river; ordered them to be taken out. This is also a very valuable river, as the fish have a clean run of above 30 miles without any impediment, save the Mill Dam at the mouth.

The owner, Mr. Bradley, had, after frequent notice given him, built a fishway, but from letters I have received from the residents, it is not built in accordance with the model; and is, therefore, of little or no utility.

From Matane proceeded to Metis, visited the Blanche and Tartigo, (intermediate rivers) and also the Mill Dams on the Metis, one belonging to Mr. Price, the other to the Hon. Mr. Tessier. Between two and three miles up this river there is a very high Fall, but between the Mills and the Fall there is some very fine spawning ground for Salmon.

Left Metis for Rimouski, and having visited this place in the Spring, I did not go up the river. I found that one man, a notorious poacher, had been at his old practices, that he had killed a large quantity of Salmon with the spear, but that he had been summoned and convicted; he has since absconded.

Left Rimouski in the steamer Saguenay, and arrived at Quebec on Tuesday, July 9th. Having heard that some people were spearing in the Jacques Cartier river, I drove out for the purpose of ascertaining who the parties were that were breaking the law; called on Mr. Langevin, (who resided during the summer at the river) and was told by him that he had heard there had been spearing carried on, but that he could give me no direct information.

Called on the Dubés, who I suspected were some of the parties who had been spearing, and cautioned them of the punishment that would be inflicted on them should they again be convicted of spearing salmon, and I am sure that nothing but the severest penalty will stop them from such evil practices.

Found that during my absence from Quebec H. Atkinson, Esq., had finished the fishway on his Mill Dam, at the Etchemin river, so that we may hope to find that river soon stocked with Salmon as it was formerly, there having been an excellent Salmon Fishery at the mouth of the river, previous to the Mill Dam being built.

August 10th, left Quebec for Green Island to examine the Mill Dam on the river.— Served Mr. Bertrand with a notice to build a fishway, which he promised to do immediately. Drove to Rivière du Loup, examined the Mill Dam on the river, the whole of the water being left off; the immense height of the Dam will cause an outlay of at least \$200 in the construction of a fishway. I have hitherto declined prosecuting the proprietor, as he intended addressing the Department, praying to be relieved from building the same.

Having been informed, on my arrival at Quebec, (by Mr. Doucett, Clerk of the Peace) that two persons from the Saguenay had been convicted by Mr. Radford, Magistrate at l'Ance a l'Eau, for spearing salmon in the river St. John, and that in default of paying the penalty imposed by law, they had been sent to the Quebec gaol; but that from some cause the men had been liberated from prison, under a writ of Habeas Corpus.

Knowing that Mr. Radford at all times exercised great care in the discharge of his Magisterial duties, and as he had written to me on the subject, I waited on the Judge who had ordered the discharge of the prisoners, and proved to him that there was no error on the part of the convicting Magistrate, and that his whole proceedings had been in accordance with the law.

I regret to say that much evil has arisen from the discharge of these men, (who were notorious spearkers; they had often been cautioned that they were breaking the law, but they were determined to brave it.) They returned to the Saguenay district, stated that there was no law against spearing, and it happening that a large party of Indians being then at the Saguenay, they immediately commenced spearing on the different rivers, and the consequence has been great destruction of Salmon from the use of the vile spear; and as regards the men (Delaires) who had escaped punishment, the convicting Magistrate wrote me that unless they were punished, there would be no use in attempting to deter any others. I therefore went down to the Saguenay, went up to the river St. John's, and obtained sufficient evidence to convict them of another breach of the law. I therefore summoned the parties, who, with great humility, attended the Court, confessed their guilt, and on their expressing contrition and promising never to offend again, I fined them in the minimum penalty, the complainant remitting his share of the fine and costs. The conviction of these men had a very salutary effect, for, as before stated, the inhabitants, seeing their return from gaol, naturally conceived that there was no law to prevent them from spearing; and thus, it was absolutely necessary that they should be punished and the dignity of the law upheld, as also to shew others that the Act was a reality. I would also state that the counsel for the prisoners, (in Quebec) when he found that he had been misled by the men, and that there had been no error in the conviction, wrote to the men, cautioning them not to commit a like offence, and indeed did all he could to remedy the evil that had been committed.

Francois Bouillianne, of St. Catherines, had been summoned by Mr. Radford for a breach of the fishery law, but had treated the matter with contempt. I went over to the Bay of St. Catherines, found he had a trout net set for catching Salmon, caused the same to be removed, and had him served with a summons for breach of law.

On the day appointed to try the case, defendant did not make his appearance, but having heard from good authority that he was absent from his home for some time, even prior to the service of the summons, I declined to proceed *ex parte*, and held the matter over to a future occasion.

There is no part of the whole coast where so much opposition to the law has been experienced as in the district around the river Saguenay, owing, I fear, to the ill advice the poor illiterate men receive from those from whom we might expect better things, and who, instead of being friends to the fishermen, are in reality their worst enemies.

Having arranged matters at the Saguenay, I returned to Quebec, and during the few days there visited the Lakes and Rivers in the vicinity. In the River St. Charles there has been a good many Salmon taken this season; great injury has been done this river this season from persons killing the young *par* and *smolt*. Some protection must be afforded to the young Salmon or the river can never become well stocked with fish.

It is not generally known that the young Salmon smolt return to the river the ensuing season Grilse from 3lbs. to 4lbs. weight. How satisfactory it would be to find that the River St. Charles could produce enough Salmon to supply the wants of the city, and most assuredly it will if due care be taken to prevent the destruction of the young Fry, Par and Smolt.

Having received information that certain gentlemen were Salmon fishing on the St. Anne's River, (after close season), I sent to ascertain if the information I had received was true; the parties were caught in the act of fishing, they had hooked two Salmon; upon receiving the report of the parties I had sent down, I immediately issued summonses against them, and they, knowing it was useless to defend the case, confessed judgment, and were convicted and paid the penalty.

Saturday, September 17th.—Left Quebec in steamer *Lady Head* for Gaspé and Baie de Chaleur; arrived at Gaspé Basin at 9 P. M.

Gaspé Bay and Basin, second only on this coast to the Baie de Chaleur, receives the waters of three fine Salmon rivers, the Dartmouth, the York, and the St. John's, which formerly abounded with large quantities of Salmon; latterly, from injudicious netting and spearing, the Salmon Fisheries have been nearly destroyed; so much so, that the fishermen had forsaken the fisheries on their own shores, and had frequented most of the rivers on the North Shore, where, I am sorry to say, they were following the same destructive practices which had so much injured the fisheries on the South Shore.

Happily this evil has been put a stop to in a great measure. Gaspé and Bonaventure, together with portions on the North Shore, have been divided into Districts over which overseers have been appointed. The main object to be kept in view is, the increase of the Salmon Fisheries, which can only be brought about by a system of judicious netting, and the abolition of the spear and drag nets.

Monday, September 19th.—Examined the beach lots at Gaspé for which applications have been made, (and reported on the same in my letter of the 20th to the Department). The person who had been appointed to oversee at Gaspé Basin (including the York and Dartmouth rivers) having accepted another situation, this station had been without an overseer till 1st August.

I have every reason to believe that the Indians have been selling speared Salmon to one or more of the shop-keepers at this place. The party is known to me, tho' the evidence would not be clear enough to convict him: I shall, however, cause him to be narrowly watched.

The "Canadienne" arrived at Gaspé while I was there; had some conversation with Captain Fortin, to whom I had sent a license book early in the season, for the purpose of granting the necessary licenses to the fishermen. Captain Fortin had acted with great judgement in granting the licenses in this district. The inhabitants were fully convinced that the system was adopted for the preservation of the fisheries. Ultimately they will be the gainers in the increased value of the fishing stations, from an abundant supply of fish.

Having arranged all matters at Gaspé, I proceeded onward to the Baie de Chaleur; visiting and giving the necessary instructions to the overseers at Douglastown, Mal Baie, Pabos, and Port Daniel.

On my arrival at New Carlisle I was informed that Mr. Hamilton had been purchasing speared Salmon from the Indians. He had left home for Quebec the morning of my arrival. I gave instructions to the Overseer to obtain, if possible, the necessary evidence to convict Mr. Hamilton of the offence. I also requested Mr. Martel (advocate) to conduct the prosecution should he find the evidence (that would be laid before him by the overseer) sufficient to obtain a conviction.

From New Carlisle I proceeded onward to Bonaventure and New Richmond, the district of Mr. Ralph Dimock, a most efficient overseer, who had exercised so much diligence in his official duty as to have prosecuted and convicted several parties for illegal fishing in the Cascapedia and Bonaventure Rivers. He had also seized two barrels of speared Salmon from Indians and others, (which I have given to two charitable institutions in this city: the Finlay Asylum and Sisters of Charity or Grey Nuns). The energy and determination he had evinced in the discharge of his duty will doubtless deter others from like offences in the future.

One general complaint was the evil that has arisen from permitting the Indians to spear Salmon for their own use. In the Baie de Chaleur above 300 barrels have been taken, and conveyed across the New Brunswick side of the river and sold.

The Grand Cascapedia is a most valuable Salmon river, and ought to yield from 500 to 600 barrels annually. The great yield of certain parts of the Bay in former times exceeds belief. At Maguasha Point above 7000 barrels have been taken annually by one person.

The overseer having informed me that he had seized some speared Salmon from the Indians, and desiring my instructions in relation to prosecuting the parties, I desired him to act in accordance with the regulations I had previously sent him, and to make no distinction of persons. After my departure I was glad to find that he had convicted the parties before H. Mandersen, J. P., and Captain Fortin, who arrived at the river at this juncture. Leaving the Cascapedia I drove on to the Maria and Nouvelle districts, in charge respectively of Finlay Cook and E. McEwen. These districts were formerly very valuable, and yielded an abundance of salmon. For the first time for many years there has been a tolerable catch of salmon in the Baie de Chaleur and Ristigouche. The causes that have led to the increase of Salmon in this locality this season, are two-fold; the first arising from the partial protection that has been afforded, but more particularly it arises from the fact that the fishery had been brought to so low an ebb, that it has been considered by the Indians useless to go up the rivers to spear; hence, for these few years past there has been comparatively little spearing in the Ristigouche and the tributaries, in consequence of which the fish have spawned in safety, and thus the inhabitants have reaped a tolerably rich harvest this season.

The produce of forty salmon (if permitted to spawn in safety) in any river, must give a return of 2,000 barrels annually. It is a pity that the history of the Salmon is not more generally known, for it would induce a better care of so valuable a fish.

So great has been the abuse of the privilege granted to the Indians, and so glaring has been the evil, that I may with safety say that at the least 200 barrels of Salmon have been speared by them in the Baie de Chaleur, and sold to the shopkeepers at Campbelltown and Dalhousie, where unfortunately, at the present, there is no law to prevent the sale of speared Salmon.

There is nothing to justify the Indians in spearing Salmon, particularly in the Baie de Chaleur and the Ristigouche, for they have excellent farms, large grants of the best lands, and every thing to render them comfortable. Why then should they be permitted to destroy valuable public property?

The inhabitants along the shore, both of Canada and New Brunswick, were loud in their denunciations of the great abuse that has taken place, and with the exception of a few shopkeepers, they all requested me to put a stop to spearing by Indians or any others. In my intercourse with the people of New Brunswick, I found a strong desire to co-operate in the preservation of the fisheries, and they would gladly adopt similar laws to our own. So much do they now see the necessity of it, that the gentleman that owns the largest Salmon Fisheries on the Ristigouche, wrote to the New Brunswick government stating that he would willingly pay a license fee if the government would adopt a similar system to that of Canada; others are desirous of doing the same thing, and it is very pleasing to find that the Fishery Act of Canada is thought worthy of being copied by the sister Colony.

I am aware, also, that it is the desire of the New Brunswick government to co-operate with Canada as regards her fishery laws.

During the last Session, a Committee of the House did me the honor to write me on the subject, and had it not been that the House closed earlier than usual, doubtless similar laws would have been adopted.

The Honorable Mr. Hamilton and other gentlemen, members of the Council, and Assembly of New Brunswick, have promised to do all they can as soon as the House meets, to assimilate their laws to our own, indeed it had been my intention to have waited on the members of the government and to have submitted to them the importance of the matter; having told Mr. Hamilton that I thought of doing so, he immediately gave me a letter of introduction to the Provincial Secretary, but, conceiving it would be prudent to consult and take counsel with you, I decided on deferring taking any other steps before I had an opportunity of so doing.

My attention having been directed by the overseer, Mr. McEwen, to the difficulty he had experienced in relation to the River Ristigouche, I paid particular attention on my journey up the river to the position of the several islands, and if it be that the whole of them belong to New Brunswick, I can only say, that each one is named, and its position fairly laid down on a map; it will be difficult to determine which are islands and which are portions of the main land, for I could without difficulty have stepped across to some of the so-called islands, while on the others it was only necessary to lay a plank on which to reach some of the largest.

In appointing overseers on the Ristigouche it will be necessary that they have joint jurisdiction on either side, so that each may have a right of pursuing an offender should he escape from one side of the river to the other, otherwise, do what we may the law will be evaded.

In branching off from the Ristigouche to the Metapedia I was surprised and delighted to find a new road opened out and running along the banks of this valuable river; of the construction of this road I can only say that it equals almost any that I have passed over, indeed as far as I went over it, it was, where finished, like a bowling green, and reflects great credit on all the parties concerned in the construction.

It will be a boon indeed to the traveller who wishes to cross from New Brunswick or Bonaventure to the St. Lawrence, besides opening up a tract of valuable land, rich and fit for all agricultural purposes. It will also render valuable the fisheries of the immense Lake Metapedia, for a few thousand pounds could be easily got out of it, provided there are good roads for conveyance.

It is intended that this road shall come out at St. Flavien, if so, the journey will be made in half the time it now takes to cross the Metis road; besides the great advantage of being able to transport produce over the road, which it is impossible to carry over the old one.

My duties on the Ristigouche having now closed, and having given the necessary instructions to the overseers, I proceeded to Dalhousie, pledged myself to the people of New Brunswick that I would do all I could to bring about a similarity in the fishery laws, I left in the Steamer Arabian, and arrived in Quebec on the 6th October.

Before closing this report I would desire to make a few remarks, on a subject of much interest in relation to the inland fisheries.

It is more than twelve months since, a proposition was made to me, to lease some of the Lakes in the Eastern Townships. To the first application I dissented, being of opinion that the residents on the borders of the Lakes, should not be debarred from fishing.

A short time since, the same gentleman make a new and somewhat different proposition; and which had not that objectionable feature.

Having had an opportunity (on several occasions lately) of personal communication with the party, and having had his views and intentions more fully explained, I hesitated not for a moment, to submit the proposition to your consideration; feeling assured that by the adoption of the measures proposed, it was securing to the Eastern Townships in particular, such a means of prosperity, that few can realize.

You are aware that it is the intention of Mr. DeCourtenay (should he obtain the lease) to carry on the fisheries in the Eastern Townships on a very extensive scale; by the system of artificial propagation of the more valuable species of fish.

In one of the Lakes applied for there are large quantities of Sturgeon, a fish that is little valued in our locality, yet, nevertheless, very valuable; not only as food, (when properly prepared after the Italian mode) but also an account of the Isinglass that can be obtained from it, and which is only to be had in its pure state from the Sturgeon.

It is the intention of Mr. DeCourtenay to combine the manufacture of isinglass with the development of the other fisheries.

When we consider the valuable results that have arisen by the adoption of fish breeding in European Countries; we may reasonably hope, that like results may arise by the adoption of the same system; more particularly as Mr. DeCourtenay has a thorough and practical knowledge of the whole subject (obtained in France and Italy), and is well aware of the capabilities of the waters which he is desirous to lease; the value of which will be enhanced by their vicinity to the Railroad, thereby opening the Markets of the South and West, for the consumption of any quantity of fish that may be bred in the Lakes.

Mr. DeCourtenay has been a resident in the Townships during the last two years, has given employment to very many labourers in the vicinity, and has the means and the intelligence to carry out the system, on the most extensive scale.

I certainly feel it a source of gratification, that a gentleman of such large experience and public spirit should come forward (at his own cost) in support of a system, which by the sanction of the Government I have inaugurated in Canada.

In relation to the licenses issued, it will be seen, that not more than one half the coast has yet come under the system owing to the lateness of the season, when we were able to commence operations. This season our duties must commence earlier, so that every portion of the coast will come under the operation of the system.

Experience having shewn me that in different localities the fish spawn at different periods, it will be necessary therefore to vest in the commissioner of Crown Lands the authority to determine the close season in the various Districts. In most places (though not in all) the fish have spawned by the month of December; it will be doing no injury to allow Trout fishing to begin on the 1st day of January in each year, unless in certain waters to be named by the Superintendent of Fisheries.

The compulsory inspection of Salmon has become a necessity, and which will do much to put a stop to the destruction of Salmon by the spear.

In relation to that section of the Act that refers to the Bounty, the accompanying returns will shew the number of vessels that have come under its operations during the past season. It will be seen that not all who obtained licenses have received certificates; owing in some places to their not having complied with the requisitions of the law, others may not have been able yet to prefer their claims. This boon has been greatly appreciated by the fishermen and an impetus has been given that will soon make itself felt throughout the whole fishing community.

When it is considered that France gives a bounty of ten francs—equal to eight and four pence per quintal; and the States from three to four dollars per ton; and when we reflect that by the operations of the Reciprocity Treaty, the United States fishermen have acquired the concurrent right of fishing in our waters, it is reasonable to suppose that some assistance must be rendered to our people to enable them to compete with those who receive so much assistance from their own Government. When the system is abolished by France and the United States, I shall no longer be its advocate.

There is one light in which to view the operations of the "Bounty Claim." By it, a nucleus is formed, which, if fostered may grow into large proportions; and as a necessity is felt for a Militia force, surely a little fostering care should be shewn to endeavour to create a Marine force, and as our fishermen are a very hardy and enduring race, we may easily, by a proper and systematic enregistration, form a Marine Corps, which would (if required) be of some service. As it is my intention to address you more fully on this subject I would now conclude—and have the honor to be.

Sir,

Your Obedient Servant,

RICH. NETTLE.

Supt. of Fisheries, L. C.

SYNOPSIS OF OVERSEER'S REPORT.

HENRY SIMARD—*Saguenay District.*

Commenced duties as Fishery Overseer 15th June, 1859.

17th June.—Served summons on Napoleon and Xavier Delaire of River St. John's Saguenay, for spearing Salmon in contravention of "Fishery Act."*

Caused Richard Morin to remove a second net that he had set in Ance la Barque in contravention of instructions received.

20th June.—Joseph Tremblay occupied a Station at Pointe Cariole without license; gave him a certain time to pay the license fee; the matter afterwards arranged.

Entered a complaint against Paul Ross (Indian) for fishing with a *Negog*, within the limits of Thomas Simard, Esq.; summons granted by the Magistrate, and judgment rendered in default.

5th July.—Visited the Districts of Mal Baie.

10th " Went up the St. Marguerite river.

17th " Summons granted at my request against Jean Baptiste, and Jean Baptiste Philippe (Indians) for having taken Salmon in the River Marguerite, leased by—Blackwell, Esq. The parties were convicted in default by the sitting Magistrate J. Radford, Esq.

Again visited the St. Marguerite, having heard that Indians were spearing; found that no spearing had taken place.

July 20th.—Went to Baie Laval with Mr. Witcher who confiscated the nets of Peter McDonald, he having barred the river, and fished with nets the meshes of which were only three inches.

July 23rd.—Visited the River St. John in the matter of the Delaires.

July 24th.—Went to Baie St. Catherine, and confiscated the nets belonging to Francois Bouillianne the meshes being contrary to the dimensions necessary.†

Sept. 3rd.—On complaint of C. Cimon, Esq., M. P. P., went to the Grand Lake at Mal Baie to obtain evidence against parties who were charged with netting the said Lake for Trout; could obtain no evidence sufficient to convict.

The Overseer has been engaged generally in the duties pertaining to his office.

ALFRED BLAIS—*Godbout Division.*

Appointed this day, June 13th, Fishing Overseer of the Godbout District; and commenced my duties by assisting the Superintendent of Fisheries in marking off the limits of the Godbout Bay Salmon Fishery for the guidance of the Lessee, Mr. Haliday.

Went up the river in a canoe with the Superintendent to order off a party of Indians who were netting above the place where the Lessees of the Fly fishing portion of the river were encamped.

Served C. Gagnon with a summons to appear before the Supt. of Fisheries to answer a charge preferred by J. Poitras (the Lessee's agent) for persisting in placing a net within the limit assigned to his employer; the defendant not appearing at the time of the return of the summons, he was convicted in default, and by the instruction of the Superintendent, removed the said net.

Went up the river, and was shewn by the Superintendent the place he had marked out, as a boundary, between the Net and Fly fishing districts; above which I was not to allow any net to be placed, nor was Fly fishing to be allowed in the river set apart for netting.

Had occasion on several nights to watch the upper pools of the river; heard that Indians had been spearing; a *Negog* or spear found in that locality.

July 2nd.—The following parties were guilty of forcible entry by breaking into the premises of Antoine Blais, and taking therefrom a certain net, then in my custody, by process of law seized; having been set in contravention of the Fishery Act.—Viz: Cyriac Gagnon, Joseph Nadeau, George Belisle, Andrew Belisle and David Belisle. These men should be punished, to deter others from such and other offences of a like nature.

* These parties were convicted before J. Radford Esq., J. P. and sent to Quebec Jail. (See Report.)

† This is the party who evaded the summons of the Magistrate and against whom an action is now pending.

Visited Trinity Bay stations, absent three days.

Up to the 1st August, few if any Salmon had been speared. Had no difficulty with Indians; but from that time to the 12th August, great destruction had taken place by the bad advice that had been given to them by P re Babel the Missionary; I told P re Babel I was sorry to find that it was only on his arrival, that the Indians had violated the law,—at least openly. That I conceived his position should rather have led him to use his influence to cause them to respect the law, that the law must be maintained, and the men would certainly be punished, and thus, seeing that he had led them into error, he would lose all moral control over them.

Great injury has been done to the Lessees by the spearing that has taken place, for the river was swarming with fish, in consequence of the severe gales having carried away most of the nets in the bay and river. *

HUGH CHISHOLM.—(*Moisic Division.*)

Tuesday, 28th June.—Received an appointment as Fishery Overseer, and certain written instructions from the Superintendent of Fisheries.

Visited the different Schooners and cautioned them not to throw the fish offal in the river.

After repeated cautions, laid complaint before the Superintendent of Fisheries, who convicted and fined Mr. Dominique Lepage, for having thrown fish offal in the river Moisic.

Remained at the Moisic, until the close of the Salmon Fishing; saw all the nets up according to law.

In accordance with instructions, proceeded along shore to Mingan.

30 Miles east of Moisic, is Birch river extensive Cod-fishery, carried on by Mr. L'Esperance. The whole line of coast, from Moisic to Mingan, tolerably settled with Cod-fishermen from Gasp  and elsewhere, wherever Cod are fished for they are to be found; nine rivers between Moisic and Mingan, formerly had Salmon in abundance in them, they are now becoming scarce, something must be done to prevent their destruction; no nets should be set in small rivers. In Moisic river 175 barrels of Salmon taken, (formerly 600 to 700 barrels, see report). Codfish taken this season in Moisic Division, 38,386 quintals; very few Mackerel taken this season. Herrings tolerably numerous, but of an inferior quality. Whalers met with good success. Whales very numerous on the Labrador. Captain Stewart, of Gasp , had killed seven, the others in proportion.

The whole of the Cod-fishermen on the coast, would prefer to pay a small rental for their Cod-fishery Stations, than to hold under the present system, if their lots were marked off for them by the Superintendent of Fisheries, as they would not be liable to be trespassed on, when they have their limits terminated by measurement.

GASP  DIVISION.

BERNARD CONLEY,—(*Douglas Town.*)

Appointed "Fishery Overseer" for Douglas Town District, and received written instructions from the Superintendent of Fisheries.

Visited the St. John's river on different occasions, to see that the netting was carried on according to law.

* This Overseer has sent no return of the quantity of fish taken within his station. The Lessees of the Fly fishing limits killed above 150 Salmon. The Lessee of the net fishing was very unfortunate, having been compelled to purchase material which was of little use in the fishery, and also in consequence of the boisterous state of the weather during the principal run of fish. Quantity taken by Lessee in nets, 479 pieces.

Average number of Cod fishing vessels, frequenting the Godbout, each season, is 57, large and small.

In relation to the spearing, it is very much to be regretted that the Missionary should have acted so injudiciously, as he appears to have done, it is so contrary to every thing I have experienced from the other Missionaries, especially P re Arnaud, who appears to be loved by the Indians, and much esteemed by all others.

My official duties have brought me in contact with very many of the Clergy, and from all I have received great kindness and assistance, and it appears to be their anxious desire to aid, with all their influence and power, the operations of the "Fishery Act."

R. NETTLE

In former years, 70 barrels of Salmon were formerly taken by one fisherman in the St. John's river.

Indians should not be allowed to spear Salmon; they find a ready market in Gaspé Basin, for the sale of speared Salmon.

Salmon nets should be up by the 15th July.

Present occupants of stations, desire to have their licenses renewed as they look for more success, now the fisheries are protected.

JOHN GEMMEL,—(*Mal Baie.*)

Great destruction has been committed heretofore, within the Township of Mal Baie, by the killing of Salmon and Trout by every illegal means.

Visited the river at the "Barachois" several times, and took every trouble to warn the fishermen against illegal fishing, and at the same time shewed them that the "Fishery Act" was made for their benefit, and to increase the quantity of fish; and that, by their carefully observing the law, they would in a short time find the coast and rivers, plentifully supplied with Salmon.

One person took 64 Salmon from the Spawning Ground last fall; he will be strictly watched this season.

Spearing eels *in rivers* by torchlight should be prohibited, as it is only a blind to evade the law.

Would respectfully suggest, the compulsory inspection of all Salmon, and that if one speared fish be found in the barrel, the whole should be forfeited, and the owner fined.

JAMES REMON, (*Pabos Division.*)

Received appointment as Fishery Overseer for the Pabos District, with written instructions from the Superintendent of Fisheries, in relation to the duties of my office.

Visited the whole of my District, and notified all parties to fish in accordance with the Fishery Act, which I explained to them.

Received complaints from parties that obstructions were placed in the entrance and channel of the Grand River. My jurisdiction did not extend to that river.

Took proceedings against certain persons who had been netting the upper waters of the Little Pabos. They were convicted by the nearest Magistrate and fined.

Mill Dam on Grand River, belonging to the Gaspé Mining Company—Charles Kelly, Esquire, Agent, and no fishway attached thereto.

Warned the Codfishermen, that a heavy penalty would be enforced if they continued to throw the "offal" in the Salmon rivers.

Notified all parties interested that they would be required to take out "licenses" to fish for Salmon the ensuing year, which they desire to do. *

WILLIAM PHALEN, (*Port Daniel Division.*)

Received an appointment as Fishery Overseer for Port Daniel district, and according to instructions visited the whole of the Salmon fisheries in my district.

Besides the Coast fisheries there are three rivers—West, Middle and East.

The Saw mill on West river prevents the Salmon from coming up—owner, William Carter, Esquire. No fishway attached; according to instructions from Superintendent of Fisheries, I served the owner with printed notice. Salmon steps to be built early in the Spring, as soon as the river is low.

Saw mill on East river, no obstruction to Salmon.

Visited all the fisheries on the 1st August, and saw that all nets were up.

Notified Codfishers not to throw offal in the rivers, caused great excitement, especially among the women; told them the consequences, when they considered it better to conform to the law.

Had a meeting with Mr. Dimock, (fishery overseer for New Richmond,) at the office of Mr. Marlet, Advocate, in relation to the affair of Mr. Hamilton, who was said to have bought a quantity of speared Salmon, of the Indians. Mr. Dimock will prosecute if evidence can be found.

* No licenses have been issued in Baie de Chaleur this season, time not permitting it being visited.

RALPH DIMOCK—(*New Richmond Division.*)

Acting under the authority vested in me as Fishery Overseer, I proceeded up the Grand Cascapedia, and caused the removal of certain nets set in the river above tide water.

Visited the Shore Fisheries and caused a bag net to be removed.

After the removal of the net, the inhabitants and fishermen expressed their gratification at the interest the Government has taken in the Fisheries, seeing that no foul fishing would be allowed.

Caused the doors to be placed in the nets as prescribed by regulations.

Drove to the Bonaventure River, caused the nets of E. Porrier to be removed, the same being illegal in size of mesh, and placed as a barrier to the main channel.

Several of the nets in the harbour being placed contrary to law, and some of them being too small in mesh; caused the illegal ones to be removed, and the rest set in conformity with the law.

Notified R. Montgomery, Esq., not to allow his men to throw Mill rubbish in the River, Mr. Montgomery complied with the law, and expressed his satisfaction with the Act.

Visited the Little Cascapedia, and found all correct.

Laid a complaint before N. Cavagnah, Esq., J. P., against Mr. Arsineau, for having extended his net further into the main channel of the river than the law allowed—the Magistrate ruled that two-thirds of the whole breadth of the river might be occupied. *

Feeling convinced that the navigation was impeded, and the channel obstructed by this net, I told them I would send for Captain Fortin. Soon after Mr. Arsineau called on me, and said he would place his net where directed, which was accordingly done and the channel was left clear. Mr. Lynd caught a Salmon 4 feet 8 inches; all that have been taken in this district have been large fish.

August, 8th.—Entered a complaint against B. Zest for netting Salmon out of season, and the charge being fully proved before H. Mandersen, J. P., he was convicted and fined \$13.00 and costs, which were paid.

“ 12th.—Searched the premises of R. Montgomery, Esq., for speared Salmon, but found none.

“ 30th.—Seized 13 Salmon that had been speared by the Indians.

September, —Obtained judgment against James Harrison for spearing Salmon—penalty and costs \$13.25, which was paid.

“ 21st.—Seized two barrels of speared Salmon on the premises of A. Arsineau, and on complaint before N. Cavanagh, Esq., J. P., the owners of the Salmon (Mr. Lawlor, plasterer, of Quebec, and A. Arsineau) were convicted and the penalty paid.

Gave the speared fish in charge of the Magistrate; awaiting orders from the Superintendent of Fisheries.

“ 28th.—Obtained a summons for Louis MésheU, senior, and Louis MésheU, junior, for killing Salmon with spear; and handed them to the Bailiff for service.

Went to New Carlisle in the matter of Mr. Hamilton, who was reported to have bought a quantity of speared Salmon from the Indians: sufficient evidence will, I think, be obtained to convict Mr. Hamilton of the offence.

Notified the fishermen that they must be prepared to take out licenses this coming Spring; they are all desirous of doing so, and wish that their different stations should be allotted to them.

Having received instructions from the Superintendent of Fisheries to continue the prosecution of the parties (MésheU) referred to above, I was much indebted to Captain Fortin, who sent his men and had them brought before the Magistrate, before whom they were convicted and the penalty paid.

FINLAY COOK,—(*María Division.*)

When appointed Fishery Overseer, proceeded up the Ristigouche with A. McEwen, Fishery Overseer for the Nouvelle Division, having heard that Indians were spearing and white men were dragging the rivers. Found that the Indians were spearing great quantities of Salmon, was not able to prevent them, as they came down the New Brunswick side

* Wrong judgment. A portion of the river channel must be left open, equal to one-third the whole breadth of the stream.

of the river and sold their Salmon in Campbelltown. Unless the Fishery laws of both Provinces are the same, no good can ever be done.

Visited all the Stations within my own Division, and found them all fishing in accordance with the law.

The Indians have speared a large quantity of Salmon in Canadian waters, and have, during the night time, taken them to Dalhousie and Campbelltown.

At the close of the netting, visited my Division, and saw that all the nets were taken up.

The fishermen are all willing and desirous of complying with the law, which they know to be for their advantage.

ARCHIBALD McEWEN,—(*Nouvelle Division.*)

Immediately on my appointment as Fishery Overseer, I proceeded up the River Ristigouche, by the advice of John Meagher, M. P. P., as the Indians were spearing large quantities of Salmon.

The Indians having heard of my visit kept on the New Brunswick side of the river.

For three weeks they had been spearing large quantities of Salmon by torchlight, and had sold them to the shopkeepers and traders in New Brunswick. The inhabitants on both sides of the river destroy large quantities of Salmon by means of drag nets while the fish are on their spawning beds.

Until New Brunswick has the same laws as Canada it will be little use to attempt to save the Salmon Fisheries in this Division.

The net-fishing in the Ristigouche and Baie de Chaleur has been better this season than for many years before. One stand of nets at Cross Point has averaged a hundred a day for three weeks.

No spearing or drifting should be allowed under heavy penalty.

Visited the various Stations in my Division and found the nets to be set in accordance with the law, except in a few cases where they overlapped.

The people are all pleased with the care the Government are taking to preserve the fisheries, and the people of New Brunswick would gladly have the same laws.

If all the Islands in the River Ristigouche belong to New Brunswick it will be difficult to determine what are Canadian Fisheries, and which belong to New Brunswick; however, as they are mostly above tidal water if joint authority be given, and the laws are made the same, it will be a very little matter, as most of the evil is done above the tide waters, and where the fish go to spawn.

THOMAS BOYLE, (Temporary Overseer),—(*Gaspé Basin Division.*)

Commenced my duties in the River St. John, North Shore.

Aug. 1st.—Visited the different stations in the Division assigned to me, saw all the nets were up, people willing to comply with the law, tho' with some occasional reluctance.

Observed fishing lights in different parts of the rivers on several occasions; visited them and found they were fishing for eels.

Oct. 24.—Caught two men spearing trout, informed the nearest Magistrate, who let them off, it being their first offence.*

It will be seen that the Gaspé Whalers have been again successful in their season's operations; the total quantity of oil from 27 whales, being 1,641 barrels. Total value, at \$16.00 per barrel, \$26,256.00.

* Wrote to the Overseer for the names of the parties who had broken the law, and also of the Magistrate who had "let them off." R. N.

The following are the returns from Gaspé, New Carlisle, and Magdalen Islands; the fish being generally exported to the Mediterranean, the West Indies, and to South America.

GASPÉ.		Quantity.	Value.
FISH.—Dried and Smoked		78185½ cwt.	\$236720
do Pickled in Barrels		2427 do	1928
do Oil.....		6140 gal.	3042
N. B.—Whale Oil is generally taken to Quebec market.			
NEW CARLISLE.		.....	\$241690
FISH.—Dried and Smoked		52279 cwt.	\$171212
do Pickled in Barrels.....		14550 do	21468
do Oil		29109 gal.	12216
MAGDALEN ISLANDS.		.....	\$204896
FISH.—Dried and Smoked		12429 cwt.	\$29271
do Pickled.....		101380 brls.	215485
do Oil		27971 gal.	15490
do Skins, (Seals, &c.).....		5515	5097
QUEBEC.		.....	\$265343
FISH.—Dried and Smoked		116 cwt.	\$1272
do Pickled.....		175 brls.	1502
do Oil.....		238 gal.	140
MONTREAL.		.....	\$2914
FISH.—Pickled.....		593 brls.	\$7473

The quantity of fish taken by the vessels of other countries, is more than equal to the quantity exported from our own ports; and for home consumption, the quantity may be estimated at about 175,000 cwt.

The Returns can never be correctly given, until every vessel shall be compelled to enter the Custom House, and give correct Returns. Probably one third of the coast fishing vessels, arrive in port, and never think of entering their cargoes, which all should do without exception; for never can Quebec take her proper position, as the emporium of the fish trade, unless all vessels enter their cargoes at the Customs, and compulsory inspection be had on all sorts of fish.

The terminus of the Grand Trunk Railroad being now at Rivière du Loup, will greatly facilitate the operations of the fishing interests, for with little difficulty the markets of Upper and Lower Canada, may be supplied with fresh fish every day, consisting of Salmon, Mackerel, Cod, Halibut, Herrings, and indeed with almost every variety of fish, and it will become even more valuable should the Grand Trunk operations proceed towards Rimouski or Métis.

RICHARD NETTLE,
Superintendent of Fisheries, L. C.

APPENDIX 33.

ANNUAL REPORT OF PIERRE FORTIN, Esquire, Magistrate, Commanding the Expedition for the Protection of the Fisheries, in the Gulf of St. Lawrence, during the season of 1859.

The Government schooner "La Canadienne" which I have the honor to command, was ready to sail on the 7th of May, but a north-easterly gale detained us in the harbor of Quebec until the 10th, when the wind, changing to the south-west, enabled us to set sail for the Gulf of St. Lawrence; and on the morning of the 14th, we cast anchor at Percé.

A portion of the coast of the District of Gaspé was covered with snow; the weather was cold, and the spring backward. The codfish however had already made its appearance on the banks nearest to the land, and our fishermen were at work.

The herring, which at this season is used as bait for the cod, was plentiful, and I was told that codfishing promised to be remunerative in the Bay of Chaleurs.

We left the same evening for the Magdalen Islands, and on the morning of the 16th, we dropt our anchor in Pleasant Bay. I at once visited Amherst Harbor, with Mr. Fox, the Collector at that port. It was already crowded with fishing vessels—we counted one hundred and fifty schooners at the least, most of them from Nova Scotia, and especially from the Gut of Canso; the remainder were from Prince Edward's Island, the United States, and the Magdalen Islands; nearly one hundred other vessels had already left that port, some fully loaded, and the remainder half loaded with herring.

The herring had been quite as plentiful this spring, in Pleasant Bay, as during the preceding years, but our fishermen had not been able to take them in such quantities as last year, owing to the great number of seines that were in use, and interfering with one another. Herring fishing had commenced about the end of April, which was somewhat earlier than usual, and had just closed, although the day previous to my arrival at the islands, there had been taken, at a single haul of the seine, enough to load fifty small boats.

I have already remarked in several of my reports, that the herring taken in the spring as they come close to the shore, to deposit their eggs, in convenient places, in shallow water, were small and lean. Though not so valuable as those taken in the autumn, they form a most important article of export to warm climates, particularly to the West Indies, where fat fish cannot be preserved.

Another advantage with this fish, is the facility it affords of being salted in bulk, that is to say, that on its being brought out of the water, it may be thrown into the hold of the vessel without being drawn. It is necessary however to cover it with a thick layer of salt. It can then be kept for three or four weeks, and even for several months, and it is often conveyed in that state to the markets of Nova Scotia and the United States, but generally, the fishermen, on reaching their homes, with the assistance of their wives and children, put the herring in barrels before they sell it. It is then worth about ten shillings, or twelve shillings and six pence per barrel of two hundred pounds. When in the hold of the vessel, it can be bought for three shillings for every two hundred pounds weight.

Early spring fishing of the herring in Pleasant Bay, and in the Bay of Chaleurs, has the advantage of being generally remunerative, without interfering with the cod fishery, which does not commence until a few weeks later. I particularly recommend to our Canadian Shipowners who fit out vessels for the fisheries, to send them by the end of April, in time for the herring fishery at the Magdalen Islands, and to go and sell their cargoes in Halifax, where they will often realise a sufficient sum of money to buy their fishing tackle, and all the salt required for the season.

The schooners of Amherst Harbor and of House Harbor, fitted out for hunting seals on the floating ice in the Gulf of St. Lawrence, had returned in the beginning of May from their hazardous expeditions, each vessel bringing the spoils of from two hundred and fifty to six hundred and fifty of these amphibious animals. A number of these schooners had been obliged to proceed long distances in quest of ice-fields; some had reached the Straits of Belle Isle, others the open sea, beyond the Island of Cape Breton. A schooner belonging to that fleet and quite new, was literally cut to pieces by the ice off

Sydney; fortunately the crew of the ill-fated vessel was picked up by another schooner sailing in company.

The proceeds of the seal fishery this year, at the Magdalen Islands, are estimated at about six thousand seals, worth more than twenty thousand dollars, divided between about two hundred and eighty fishermen.

The latter can very seldom take any part in the herring fishery, as they are busy melting their oil when that fish appears.

On my arrival at the Magdalen Islands, I was required to take cognizance of a case of assault and battery; and on the 19th, I settled a difficulty between two fishermen, on account of damage done to a fishing boat by a schooner.

I have already stated that there were about one hundred and fifty schooners in Amherst Harbor, on my arrival at the Magdalen Islands. Amherst Harbor is known to be small and shallow, its entrance being only nine feet deep and very narrow. These one hundred and fifty vessels had to be placed in regular order, so as to allow a free egress and ingress to vessels, and also (which was of still greater importance,) they had to be prevented from throwing their ballast into the harbor. Both duties I performed.

I was told that ballast had been thrown in previous to my arrival, but then there was no one to enforce the requirements of the Fishery Act, and the guilty parties could not be found. The inhabitants, however, entertain every hope of being able to put an end to this very injurious practice, even during my absence from the islands, now that the municipality of the Magdalen Islands have named a Harbor Master, whose duty it will be to watch and superintend all vessels at anchor in the harbor, and report any infringement of the law.

On the 19th, having left on shore one of my officers, Mr. F. Bouchette, with four men, to assist the Collector of Customs and to maintain order in the harbor during my absence, we sailed for the Bay of Chaleurs; and on the following day we cast anchor at Paspebiac.

There were in the harbor, three barks, three brigs, four brigantines and seven schooners. All these vessels were employed in fishing, in the importation of goods or fishing tackle from Europe, or in conveying dried fish to foreign markets. Two of them were preparing to sail for the Brazils, with cargoes of dried cod fish packed in barrels and pressed. I tendered my services to the Collector of Customs and other public officers, and having left with the master carpenter in the employ of the Messrs. Robin, the measure for a fore-top-mast, to re-place the one carried away by a gale of wind on the morning of the 16th May, we left on the 21st and arrived the same evening at New Richmond.

On the 22nd I repaired to the Indian village at the mouth of the Grand River Cascapedia, and there I explained to the Indians assembled the provisions of the fishery laws, and particularly the Regulations for the Salmon Fisheries adopted by the Governor in Council. They all appeared to be satisfied with the regulations, excepting only the one prohibiting the sale of fish speared by torchlight; they, however, pledged themselves to observe them faithfully. I next visited Mr. Dimock, an able and zealous magistrate, settled on the Grand River Cascapedia, who informed me that not a single salmon had been killed, to his knowledge, on the Grand River Cascapedia, last year, after the month of July, and that during the spring of the present year, the salmon was seen going down to the sea by hundreds, and in greater numbers than ever, which proved that salmon had not been killed as formerly, during autumn and winter, and had not been disturbed in the places where they had resorted to spawn and perform the important act of reproduction. Mr. Dimock also promised to do all in his power to enforce the observance of the fishery regulations.

On the 23rd I went to Bonaventure, where I met the principal inhabitants of the place. Mr. Kavanagh, J. P., informed me that my visits of last year to the Bonaventure River had prevented, to a great extent, the illegal destruction of salmon. I distributed copies of the Fishery Act, and received assurances on all sides that its different provisions would be enforced. I reached Paspebiac the same evening, and remained there until the 27th. Caplin had already been caught at Paspebiac and at New Carlisle. It was used to a certain extent as bait for the cod fish, but the greatest portion was used as manure and is said to fertilize the ground to a very high degree.

At Carleton, Maria and Caplin River, the herring fishery had been pretty good; at Bonaventure and Paspebiac it had been indifferent.

Everywhere on the shores of the Bay of Chaleurs, parties were preparing expeditions for the cod fishery on the north shore of the River and Gulf of St. Lawrence; but Bonaventure, Paspebiac and Port Daniel supply the greatest number of fishermen, who, in the spring of the year, leave their homes and families to go and pursue their arduous calling on the coasts of Labrador, which are so inhospitable, but at the same time so rich in fish of the finest description; and they return in the autumn with the fruits of their labors.

This year, the number of fishermen leaving for those shores was greater than ever, on account of the great abundance of cod fish of late years. They took with them the timber and other requisites for the formation of new establishments.

We reached Percé on the morning of the 28th, and on the same evening we cast anchor in Gaspé Basin.

On the 29th I went to the Anse-aux-Cousins and the Anse-aux-Morts to see some Indians settled there to the number of seven or eight families, and employed in salmon fishing in the North-west and South-west Rivers. I explained to them the various provisions of the Fishery Act and Regulations, relative to the preservation of salmon, particularly insisting on those prohibiting the taking of salmon after the first of August, which provisions though allowing the Indians to kill these fish before that period with the spear by torch-light, prevent them from selling them to white men.

This last provision of the law meets with strong opposition from the Indians, and I feel persuaded that it will be very difficult to enforce it, as they can carry their speared salmon to Gaspé Basin during the night, where they can easily find parties who, for goods of a trifling value, not only buy the fish already taken, but secure it before hand, although aware that the law forbids such a practice, and that they are encouraging the wanton destruction of the finest fish in our waters. It is well known that salmon killed with the spear bring only half price.

Being obliged to sail for the Magdalen Islands, to be there during the mackerel fishery, I was unable to grant licenses for salmon and trout fishing in the rivers that empty themselves into the Bay of Gaspé, in pursuance of the instructions received from the Crown Lands Department, and dated, Toronto, May 11th, 1859; but I caused notices to be put up, that I should return about the 12th of June to attend to the matter.

Several vessels from Europe with salt and fishing tackle, were at anchor in Gaspé Basin. On the 30th May, at 3 p. m., we set sail, and at 12 o'clock, noon, on the following day, we dropt our anchor in Pleasant Bay. During my absence, the officer I had left at Amherst had succeeded effectually in maintaining peace and order in the harbor, where no ballast had been thrown to his knowledge. Complaints were made that several vessels riding in the bay obstructed our fishermen, and hindered them from setting their nets for the mackerel in a satisfactory way, and that the crews of these vessels were in the habit of visiting, during the night, the fishermen's nets near to them, and appropriating the fish to themselves; however, these complaints could not be substantiated.

On the 1st of June, at 6 o'clock in the morning, we were under sail, and I visited ten schooners, at anchor, some in Pleasant Bay and others in the offing. I caused the first to leave, and distributed to all copies of the Fishery Act. I warned the crews not to throw the offal of the fish into the water near the fishing grounds, and not to use any set lines or bultow lines in contravention of the law.

From thence until the 9th, when I left the Magdalen Islands, I was occupied with my officers in enforcing the observance of the regulations made by the Governor in Council in the month of May last, applying specially to the Magdalen Islands, and in particular to Pleasant Bay.

Our object was to keep free the entry of Amherst harbor and that part of Pleasant Bay situated opposite, as also the channel of Sandy Hook, and to prevent the nets from being set less than two hundred yards from each other, with a view of allowing the fish a free passage to the shore, and enabling vessels to come into the harbor.

There were upwards of three thousand nets set in Pleasant Bay, the greatest number belonging to foreign fishermen. As I have already stated, there were in Amherst Harbor about one hundred and fifty schooners, of which about a hundred had been engaged in the herring fishery.

The crews of these vessels amounted together to at least fifteen hundred men, a portion of whom had never come before to the Magdalen Islands. Many of them were not acquainted with the provisions of the Fishery Act, and very few knew anything at all about the new regulations. We had to make them known,—and above all, to cause them to be observed. We all set to work, my officers and myself. Almost every morning we got under weigh and cruised in the channel, with a view to keeping it free. I ordered those I saw under-running their nets, to place them beyond the limits that I had fixed, conformably to the Regulations, by means of buoys. They conformed to my directions unless prevented by stress of weather. When the owners of the nets were unknown, I caused them to be taken up by my men, and placed where fishing was allowed, taking care that they should experience no damage. I had the satisfaction of observing after a few days, that not only was there no obstruction to the navigation in Pleasant Bay, but that the space required by law had been kept between each net.

In the harbour, all the vessels were lying in order, so as not to impede the navigation; and, generally, peace and tranquility had continued uninterrupted.

Notwithstanding all these precautions to secure to the mackerel a free ingress into the Bay, very few shoals of that fish were seen, owing to the frequent westerly and south-westerly gales, which kept them off the Banks, according to the opinion of old fishermen. Had the wind blown from the east, the mackerel would have been forced to seek shelter in the Bay.

The results of the mackerel fishery were therefore very indifferent. A few fishermen, whose nets happened to be on the line of passage of the shoals of mackerel, caught a quantity sufficient to indemnify them for the cost of their outfits; but the others caught only a few barrels.

It proved a severe loss to a great number of poor fishermen, who, in the hope of realizing large profits, (for mackerel was scarce in the markets of Halifax and Boston, and commanded a high price,) had laid out considerable sums on their outfits, and beyond the means of several of them.

For some years past hundreds of fishermen from Nova Scotia, and particularly from the Gut of Canso, have come to Pleasant Bay for the mackerel fishery, bringing with them very considerable outfits, some having fifty nets each. Unfortunately they have met with little success. They have come this year in greater numbers than ever; but as I have already stated, few of them have been successful. They were greatly discouraged; and few vessels are expected next year, in the month of June, at the Magdalen Islands.

It is not expected that the proceeds of the mackerel fishery in Pleasant Bay will exceed ———

On the 9th, a great number of nets had already been taken up; and, for some days past, little or no fish had been caught. The fishing season was considered to be over.

Other avocations requiring my presence elsewhere, I gave directions to weigh the anchor, and on the following evening we arrived at Gaspé Basin, having called at Percé on our way.

As early as the 11th, I directed my attention to the Salmon and Trout fisheries of the Gaspé rivers. I first visited the fishing stations in Gaspé Basin, and, on the following days, the south-west and north-west rivers, and the river St. John. I examined every salmon-fishing station; caused all nets that were too close to each other to be removed, and insisted upon there being a distance of at least two hundred yards between every net that remained in the water. I also took particular care that no obstructions remained in the main channel. Afterwards I granted to each occupant of a station a license to fish for Salmon and Trout. I fixed the upper and lower limits of each fishing station, in order to remove all pretext of dispute between neighboring fishermen. The prices of the licenses were proportioned to the importance and value of the stations, higher prices being charged to parties occupying fishing grounds at the entrance of the river, where fish are caught in greater abundance, and lower prices to others.

On the 16th, I despatched my long-boat, under the command of an officer, to the Peninsula to examine all the fishing stations of that locality, and direct the fishermen to call on board for their licenses. As they came opposite the Bluff, a squall from the north-west upset the boat, and out of seven men four only could be saved.

Notwithstanding the strenuous efforts made and the prompt assistance rendered by Captain H. Boulanger, whose schooner (the Eugénie) happened to be riding at anchor close by, three of the crew disappeared for ever in the deep. I hastened with Capt. Bernier to the spot where the accident had happened, but our efforts to recover the bodies were fruitless. During the following days the boats crews dragged the bay, on a radius of half a mile round about the spot, and on the afternoon of the 18th they picked up the body of Calixte Fortin. He was buried on the 19th, in the cemetery at Gaspé.

Having left directions for the suitable burial of the others, should their bodies be recovered, I gave orders to set sail for the north shore of the River and Gulf of St. Lawrence; at 8 o'clock p.m. we doubled Cape Gaspé, and on the following day we cast anchor near Mingan.

On the 20th, I visited the Mingan river. The Hudson's Bay Company had not set any nets this year, and the waters were so high that very few Salmon had gone up. Mr. Anderson, one of the superior officers of the Hudson's Bay Company, sent me the deposition of Mr. Comeau, an agent of the same Company, in which that gentleman complained that certain fishermen (all of them British fishermen) were engaged in fishing in the Rivers of the Seigniory of Mingan and near the coast.

Mr. Comeau maintained that the proprietors of the Seigniory of Mingan had the exclusive right of fishing and hunting within the limits of that Seigniory, and that the Hudson's Bay Company, as the lessees of the Seigniory, had a right to the exclusive privilege of the proprietors.

As I was bound by my instructions to grant licenses to fish for Salmon and Trout in all the rivers on the north shore, as they were granted on the south shore, and also for fishing in the rivers of the Seigniory of Mingan, occupied by the Hudson's Bay Company, I did not deem myself justified in entertaining Mr. Comeau's complaint; but I told Mr. Anderson that I would protect, to the utmost of my power, all the property of the Company.

In the afternoon of the 22nd, I visited the fishing establishments at Long Point, enumerated in the following schedule, beginning at the east:—

Stations.	NAME OF THE OCCUPANT.	Number of Men Employed.	Number of Boats.
1	P. Vautier.....	13	4
2	Joseph Béliveau.....	6	2
3	Daniel Bisson.....	6	2
4	Placide Aspino.....	6	2
5	Clem Homes.....	9	3
6	Edouard Huart.....	9	3
7	James Walker.....	15	5
8	Jean Albert.....	6	2
9	Philippe Bisson.....	9	3
10	Patrick Day.....	5	2
11	Clarence Hamilton.....	50	20
12	Pierre Béliveau.....	9	3
13	Richard Mauger.....	9	3
14	John Baudin.....	3	1
15	Peter Couture.....	6	2
16	Réné Dupuis.....	2	1
17	Pierre Saint Cœur.....	8	3
18	Jean Marie Deschênes.....	2	1
19	Hilarion Roy.....	18	4
20	Antoine Roussy.....	8	3
		199	69

STATIONS lying a mile and a half West of Long Point.

Stations.	NAME OF THE OCCUPANT.	Number of Men Employed.	Number of Boats.
1	Thadée Leblanc.....	3	1
2	Edouard Leblanc.....	3	1
3	Jean Basque.....	6	2
4	Pierre Rousseau.....	2	1
		14	5

It is worthy of note, that last year, there was on that part of the Coast, but one establishment, with eight fishing boats.

Codfish had not yet made its appearance at Long Point, and our fishermen were obliged to go and fish at the River St. John, a distance of ten or twelve miles; however, they found the fish sufficiently abundant on the fishing grounds. On the afternoon of the 23rd, I stopped at Thunder River, where I found, riding at anchor, fifteen fishing Schooners from Gaspé, Quebec, and the Magdalen Islands.

Three new fishing establishments had been formed at that place, two of which belonged to fishermen from St. Thomas. I settled a difficulty between two fishermen, respecting the right of possession to a fishing station.

Caplin had made its appearance at Thunder River, about the 16th of June, and Codfish a few days later, but not in great quantities, and the fishermen complained much of the absence of fish, on the fishing grounds since.

We left the same evening, and on the 25th, in the morning, we anchored at River Moisie. I immediately communicated with Mr. Holiday, the lessee of River Moisie, and having obtained information as to the number of fishermen that were fishing in the River, in contravention of the law, and of the places where they could be found, I prepared to carry out my instructions and put the lessee in full possession of the River, by requiring the other fishermen to remove their nets. I went up the River in the afternoon, and met with the following fishermen :

Francis Mabee,	with 2 nets,	had taken 5	barrels of Salmon,
Germain Dupuis,	" 3 "	" 8 "	" "
Felix Poirier,	" 5 "	" 12 "	" "
James McIsaac,	" 2 "	" 5 "	" "
Artémise Béliveau,	" 3 "	" 8 "	" "
James Thompson,	" 2 "	" 3 "	" "
James Conning,	" 3 "	" 5 "	" "
John Adams,	" 5 "	" 12 "	" "

I pitched my tent the same evening, near John Adams' Station, eight miles from the mouth of the River. Next day, I saw the following fishermen, viz :

Philippe Renouf,	with 2 nets,	had taken 5	barrels of salmon,
Hugh Conning,	" 3 "	" 4 "	" "
C. Mercier,	" 2 "	" 2 "	" "
Nazaire Dupuis,	" 2 "	" 7 "	" "

I arrived at noon at Messrs. Williams and Bacon's Camp, about 16 miles from the sea, and one mile below the first rapid. These gentlemen have purchased from Government the right of killing salmon with the fly. They had arrived on the grounds a fortnight before, but the waters were still too high to allow them to kill a single fish.

The following day, having made sure that there were no nets above those of Nazaire Dupuis, I returned down the river, and again visited the fishing stations. All the nets had been landed, and the stakes supporting the same removed. I saw on the east bank of the river the fishermen, Talbot and Glasgow.

The former,	with 5 nets,	had taken 6	barrels of salmon,
The latter,	" 5 "	" 20 "	" "

I caused to be removed and landed by my men one of Conning and Thompson's nets. P. Talbot and F. Mabee, removed theirs by my orders.

On the 28th, I took cognizance of a case of assault and battery. The defendant, who was fined ten dollars and costs, and, in default of payment, condemned to six days imprisonment, paid at once.

I had the pleasure of meeting Messrs. Nettle and Witcher, who had just arrived at River Moisie; having after visited all the fishing stations along the western portion of the coast of the River St. Lawrence, as far as the Seven Islands, and granted licenses to parties fishing for salmon.

In the afternoon I sent one of my officers to remove Messrs. Conning and Thompson's nets, which were the last remaining in the river, excepting those belonging to Mr. Holiday, the lessee.

Mr. Holiday became thereby in full possession of River Moisie; and I had been enabled to fulfil my duty without meeting with any resistance from the fishermen (which would have been vain), but not without causing great discontent to most of them.

We left at 4 o'clock p.m., and on the 29th, in the afternoon, landed at Fall River, where Messrs. L'Esperance & Co. have founded another fishing establishment. They employ eighteen men with six boats.

The mouth of the river which is forty fathoms wide, is protected by a sand bank, covered with nine feet of water, at high tide, and four feet only at low tide, and can easily give shelter to ten schooners. The basin formed on one side by the mud, and on the other by the rapids, has a depth of from eight feet to three fathoms, at low tide.

This was the first trial of cod fishing at Fall River. It promises, like several neighboring coves, to become an excellent fishing station.

The launce had made its appearance on the 16th May; the caplin on the 20th, and the cod on the 15th of June. They all continued along the shores in great abundance.

Messrs L'Esperance & Co.'s men had met with great success, and taken quantities of fish. The same evening we continued our voyage, and the next day, at 11 o'clock in the morning, we anchored at Shelldrake, in spite of a raging sea. I landed at LeGros Cove, and obtained the following information from the fishermen I found there:

Josiah Bebee, James Dow and William Ramier have settled on the River Manitou, with 4 boats and 12 men, and in a creek, a mile further to the east, W. Bebee is settled with 5 boats and 12 men.

On Shallop River, the following establishments are found:

WEST BANK.

1st Establishment—Abraham Lebrun, 4 boats, 13 men.
2nd do —Philippe Vibert, 7 do 21 do.

EAST BANK.

1st Establishment—Philippe Le Gresley, 5 boats, 15 men.

In Gibraltar Cove I found the following new establishments:

1st Establishment—Abraham Lebrun, 7 boats, 27 men.
2nd do —Charles LeClerc, 5 do 14 do.

IN LEGROS' COVE.

Savage and LeGros, with 5 boats and 14 men.

AND IN PHILIP'S COVE,

1st Establishment—Philip Mabee and sons, 3 boats and 11 men.
2nd do —John Verdon, 4 boats, 12 men.

On visiting Shelldrake, in the afternoon, I found the establishments of last year, and two new ones, belonging to Clavet and Joncas. The first has 5 boats and 15 men, the second 4 boats and 12 men.

Mr. Robert Loisel, the proprietor of a fishing establishment on Thunder River, came on board to enter a complaint against one Frederick Obus, a fisherman, who had deserted his

service. I received the complainant's deposition, issued a summons and placed it in the hands of one of my men. Obus appeared the same evening, and pleaded guilty; but as he promised to go back to his work, I imposed but a very slight fine upon him.

On the 1st of July I granted fishing licenses for salmon and trout to John Lebrun, Philippe Touzel, and John and Elias Collas.

I settled a difference between Captain LeCornu and Mr. Gallichon, of Shelldrake, and proceeded to Hope Cove, about one mile east of Thunder River. I found there the following new establishments for cod fishing, beginning by the west.

1st Est.	Donald Ross,	- - -	2	boats,	6	men.
2nd "	John & F. McCrae,	- - -	2	"	8	"
3rd "	Louis Vignet,	- - -	3	"	11	"
4th "	Pierre Gignac,	- - -	2	"	7	"
5th "	Augustin Gignac,	- - -	4	"	12	"

I proceeded to Jupitagan Island, where are settled Charles Robson & Co. with 4 boats and 12 men; and I next landed at Jupitagan River. That river is not more than 50 feet wide at its mouth, where there are rapids insurmountable to boats. It then becomes wider and deeper until it reaches the falls, about a mile distant from the sea; the latter are between 25 and 30 feet high.

James Girard, who has been settled for several years past at Jupitagan, is occupied in fishing for salmon in the river, and takes from six to ten barrels annually. I granted him a license.

I continued my visitation of the fishing establishments at Ridge Point Cove, where I found two new ones, one belonging to Joseph Arsenaull, with 3 boats and 11 men, and the other belonging to André Arsenaull, with 2 boats and 7 men.

At Magpie Hill Cove, and at the important place called Rambler's Cove, I found the same establishments as last year. In the Cove situated at about a quarter of a mile to the east, there is a new establishment belonging to Romain Joseph, with 2 boats and 7 men.

The last establishment I visited was that of John Ross, at the bottom of Magpie Bay, which gives employment to 20 men with 8 boats. I went up as far as the River Magpie, where John Girard has carried on the salmon fishery for a few years, and granted him a fishing license. The River Magpie yields from 30 to 60 barrels of salmon annually. At 10 p.m. we went and anchored at Long Point.

Codfish, caplin and launce had made their appearance at the usual periods of the year on the banks and along the shores of all the stations I had visited, but not in equal quantities everywhere. For instance, while large quantities of codfish were taken at River Moisie and Fall River, the fishing was indifferent at Shallop River and at Shelldrake, and still worse at Thunder River; but further to the east, in Magpie Bay and at the River St. John, our fishermen had been more fortunate.

The westerly and south-westerly winds, which blow from sea all along the north shore, and toss the waves in such a fearful manner as to prevent our fishermen from remaining on the fishing banks, had been very frequent since the spring; and at times the boats, manned by the most athletic fishermen, had been unable to go out of the coves more than once or twice a week.

The results of the cod fishery on this part of the North Shore were not, therefore, very favorable; but they may have improved, as it was then the beginning of the summer.

Wherever I had been, order and tranquillity had prevailed.

At Long Point, where I landed on the 2nd July, cod fish had not yet made its appearance. In the afternoon I went as far as Mingan.

The following day, which was Sunday, fifty schooners, which had been engaged for a few weeks in the cod fishery on the bank of Mingan, sailed into the harbor of Mingan, and anchored there. Fifteen were from the United States, the others from Nova Scotia.

In the afternoon I had the honor of receiving His Excellency the Governor General, Sir Edmund Head, who paid a visit to "La Canadienne" previous to his return to Quebec, on board the steamer "Napoleon."

In the morning the schooner "Lucknow," from Halifax, had run foul, on entering the harbor of Mingan, of a schooner belonging to an Indian named Philippe, and had broken her main mast and jib-boom. The latter having brought a complaint, I went on board, and on receiving the necessary information, I settled the matter.

The master of the "Lucknow" agreed to replace the mast and jib-boom of the Indian's schooner.

On the 4th of July I sailed to the River St. John. I saw at the mouth of that river, and even further up, a great number of nets set in contravention of the law, some not being at the required distance of 200 yards, others too near the centre of the channel. I at once ordered the first to be removed, and the last to be set according to law; I also gave fishing licenses to the owners, charging them a fee proportionate to the importance of their respective stations. Next day I saw the parties who had set their nets at the foot of the rapids, and having made sure that the required distance had been kept between each station, I also gave them licenses.

Before leaving that river I gave copies of the Fishing Act to the fishermen, and I appointed Mr. Thomas Boyle, of Gaspé Basin, to attend to the observance of its several clauses.

At 8 o'clock p.m., we got under weigh and sailed for Natashquan, where we arrived at 7 o'clock the following morning.

At Frigate Harbor are to be found the following establishments:

1st establishment, Edouard de Laparalle & Bros., employing 18 men and 6 boats.
 2nd " Wm. Lenfesty, " 10 " 3 "
 3rd " John Hogan, " 4 " 2 "

I noticed in the smaller harbor the following vessels:

Schooner.	Where from.	Master.	Crew.	Boats.	Codfish.
May Flower.....	Gaspé	David Beard.....	10	3	18000
Free Town.....	Magdalen Islands.....	Joseph Bourgeois.....	8	2	25000
Marie Alma.....	Do.	Septime Bernier.....	10	3	23000
La Perle.....	Eboulements.....	Zephirin Gagnon.....	10	3	19000
Mary Margaret.....	Magdalen Islands.....	Jean Vignault.....	8	2	17000
Lucie.....	Cape Breton.....	Lazare Leblanc.....	10	3	18000
Marie Hart.....	Chéticamp.....	Michel Maillet.....	11	3	40000
Euphrosine.....	Do.	Gilbert Hoche.....	8	2	26000
Clotilde.....	Do.	Jean Ramart.....	10	3	37000
Triton.....	Magdalen Islands.....	Charles Montigny.....	8	2	20000
Adelaide.....	Do.	Jean Boudrault.....	8	2	17000
Marie Louise.....	Do.	Jean Boudrault.....	8	2	23000
Espérance.....	Do.	Jean Vignault.....	8	2	14000
			117	32	297000

All the above schooners carried on their cod fishing operations opposite to the Point of Natashquan.

Mr. E. deLaperelle communicated to me the following information.

The Codfish had made its appearance at the usual time, about the beginning of June, and had been abundant, but the bad weather and the wind from the sea had seriously interfered with the operations of the fishermen, and their returns were very small indeed.

About the end of June, there had been as many as 80 Schooners at Natashquan. For a few days past the Codfish had not been so plentiful near the shore.

In the afternoon I visited the Salmon fishing stations on the Grand River Natashquan, and on the following day, having ascertained that all the nets were set according to the requirements of the law, I granted licenses to the following fishermen.

Samuel Foreman.....	Nova Scotia.....	6 Stations.....	\$30
Alexander Rumley.....	Do.	6 do.	30
Edward Quigley.....	Gaspé.....	6 do.	30
Stephen Maloney & Co.....	Gaspé.....	3 do.	15
Robert Stanley.....	Gaspé.....	3 do.	16
			\$120

Salmon had abounded in Natashquan river; nearly 250 barrels had already been caught. I was informed that two fisherman had set Salmon nets 16 miles higher up, but I could not spare sufficient time to go and visit them, the river being too rapid, full of sand banks and difficult to ascend.

I received the deposition of Robert Baird, of the Schooner "May Flower," complaining that the American Schooner "Olio," Allan Lavander, Master, while sailing on the fishing banks, had, some weeks before, run foul of his fishing boat, then at anchor and occupied in fishing, and had upset it, thereby endangering his life and that of his man; and moreover had so seriously damaged his boat, that he had not been able to use it since. Allan Lavander was summoned to appear on the following day. On the morning of the 9th, Baird and Lavander came on board of "La Canadienne," and I settled the case by arbitration. The Defendant paid the Plaintiff eight dollars and ten cents damages.

Seven schooners from Provincetown, United States, had anchored on the Natashquan bank, where they carried on their fishing operations, to the great dissatisfaction of our fishermen, who protested against these parties remaining on the fishing banks day and night, and complained that they were in the habit of throwing overboard the offal of the fish, which practice had the effect of driving away the fish.

They wanted me to oblige the American fishermen to anchor in the harbor, and then to go out and fish in their boats. I told them that I had not the power to comply with their request; that the right of fishing was free, and that the Americans could fish on the Banks in their schooners as well as in their boats; but that all foreign fishermen, like British subjects, were bound to conform to the Fishery Laws and Regulations.

I went on board of the American schooners, and distributed copies of the Fishing Act, and warned the crews not to throw overboard the offal of the fish, but to come and deposit them close by the shore, where they would cause no evil. And I was enabled to ascertain that the American fishermen were not in the habit of throwing overboard the heads and refuse of the Codfish; having seen on the decks of their vessels several large boxes, where all the offal of the fish were placed until they could be conveniently thrown out, near the shore. I had found in the river Natashquan, the schooner "Victoria," Samuel Foreman, Master, and the schooner "Samuel Thomas," Alexander Rumkey, Master, both carrying foreign goods, on which I exacted duties. And whilst I was at the small harbour of Natashquan, I granted Olivier Rochette a license for the Agwanus River, and Sylvester Kennedy one for the Nabessippi River.

On the evening of the 9th I visited the Kekasca river and saw that all the nets were set in conformity to law, and granted a fishing license to Jean Lefèvre.

On the morning of the 10th I repaired to Kekasca Bay and visited six American and five English schooners engaged in the Codfishery in the offing. Generally speaking they had been pretty successful.

In the afternoon I proceeded to the river Wash-Sheecootai. Prosper Morrisette was engaged in Salmon fishing on the West side of the river, near its mouth, but had caught only a few fish. I gave him a License.

I then ascended the rapids and having found about a mile below them, one Pierre Blais, fishing for Salmon with several nets, all set according to law, I granted him a License.

The river Wash-Sheecootai, has yielded this year Salmon weighing 9 and 10 pounds, whilst last year and the year before last more than half of the fish did not weigh above 5 or 6 pounds.

On the 13th, we came to Coacocho river, which I visited, and warned Jean Girouse, Joseph Aubé's fisherman, occupant of the river, not to fish with a weir, as it was contrary to law. I gave him a License for \$5. The river Coacocho for these few years past has not yielded more than 8 or 10 barrels of Salmon annually.

On the 14th, I proceeded to Wapitigun harbor and visited the Etamamu river which empties itself into the sea, at about a mile to the east. I granted a fishing License to Michel Blais, who has long since been the sole occupant of the river.

Michel Blais has 12 nets set in the river, but within the distance required by law. The channels are free, and even were he disposed to obstruct them, he could not do it, owing to the rapidity of the current, from which the river derives its name of Etamamu, meaning in the Montagnais language "Long-Rapids."

There were six schooners in Wapitigun harbor, occupied in the Cod fishing. They were suspected of purloining the puffins' eggs and gulls' eggs on the Bird Islands, in the vicinity of Cape Whittle; but one of my officers, Capt. Bernier, whom I sent on board, found no signs of it in the holds or cabins of any of the schooners.

Michel Blais and Collas informed me that a schooner had come into Wapitigun harbor, and that her crew had been wholly occupied in purloining the eggs of wild fowl for the purpose of selling them in Halifax. She had left about ten days before, but with half a cargo only. She was the only vessel fitted out for the egg trade that had been seen on the coast, but the eggs had not escaped, for they had been taken by the fishermen passing by the Islands where the fowls had laid them.

On the evening of the 15th, we anchored in Mutton Bay. I visited on the 16th the rivers Great Mecatinna and Little Mecatinna, sometimes called Mutton Bay River. One Benjamin Reed has been fishing there for these twelve years past. I saw that his nets were set according to law and gave him a license for the two rivers.

He generally takes 25 barrels of Salmon in the large river, and from 4 to 5 in the small one.

One of my officers visited the schooners engaged in the Cod-fishing in Mutton Bay, and furnished the following return :

Schooners.	Masters.	From what Port.	Schooners.	Masters.	From what Port.
Lord Bury.....	B. Griffin.....	Halifax	Sarah.....	Boudrault.....	Magdalen Islands.
Wanderer.....	Haring.....	Liverpool, N. S.	Liberal.....	Babin.....	Arichat.
Augusta.....	Leblanc.....	Arichat.	Ste. Marie.....	Bissette.....	do
Eastern Star.....	McMullin.....	Halifax.	Dora.....	Mills.....	Halifax.
Bannor.....	R. Abbot.....	do	Mic Mac Indian.....	J. Brick.....	Guysboro'.
Mariner.....	Renney.....	do	Apollo.....	Martel.....	Arichat.
Three Brothers.....	Rand.....	Sydney	Speculator.....	Prude.....	Halifax.
Eliza Hooper.....	H. Hooper.....	Halifax.	Catherine.....	Samson.....	Arichat.
Bar.....	McMullin.....	do	Matilda.....	McKenzie.....	do
Delegate.....	C. Stewart.....	do	Emma.....	Iram Hobbs.....	Prince Edwards Island
California.....	Lisk.....	do	Banquet.....	S. Griffin.....	Halifax.
Independence.....	Hewitt.....	Newburyport.	Idelia.....	Flake.....	Guysboro'.
Enterprise.....	Latham.....	Halifax.	Compages.....	Coon.....	Halifax.
Enterprise.....	Boon.....	Guysboro'.	Vesta.....	Mickinson.....	do

On the morning of the 17th, I went to La Tabatière, and visited the following schooners in Spar Harbor.

Marble Head.....	Levi McIntire	Thomaston, M.....	Sarah.....	Benj. Perry.....	Shelburne, N. S.
Willow.....	Wm. Bunker	Mount Desert.....	Delncagh.....	Wenil Bunker	Cranberry Islands.
Exchange.....	J. McKenney	Shelburne, N. S.....	Port of Spain.....	Henry Shultz	Shelburne.

Codfish had been tolerably abundant since the commencement of the season, about Mutton Bay, and all the vessels employed in fishing there had done well. At La Tabatière such quantities of Codfish had never been seen before.

Herring was making its appearance in several places. Everywhere tranquillity prevailed. During my stay at Mutton Bay I granted licenses for Salmon fishing to all parties following that business in the Bay or at La Tabatière, as may be seen in Schedule of Fishing Licenses granted by me this year, and annexed to the present Report.

On the 19th we weighed anchor and went to Esquimaux Harbor in the Little Mecatinna, where no vessels were found, and on the 21st we anchored in the Harbor of Bonne-Espérance. I visited the schooner "Labrador," John Cronan of Halifax, Master, and found on board foreign goods, which he intended to land on the Canadian shore. I informed him that I was a Custom House officer, and required him to pay the duty on the goods; but he refused, and I was under the necessity of seizing both the vessel and the goods. Some time after, however, John Cronan told me that he would enter his goods according to law, and I discharged the seizure.

We found the following vessels in the Harbor of Bonne-Espérance.

Schooners.	Masters.	From what Port.	Schooners.	Masters.	From what Port.
Tonada.....	Rider.....	Argyle N.S.	Speedwell.....	Dixon.....	Capo Right.
Zealand.....	Rider.....	"	Idalia.....	Flake.....	Halifax.
John Henry.....	Hutton.....	Halifax.	Lord Bury.....	Griffen.....	"
Progress.....	Gaten.....	"			

And in Salmon Bay Harbor the following:—

Schooners.	Masters.	From what Port.	Schooners.	Masters.	From what Port.
J. P. Johnston...	Noeltha.....	Newburyport.	Ellon Herbert...	Joy.....	Newburyport.
Harriet.....	Bickelman.....	"	Native American	Simburn.....	"
Life Boat.....	Hattie.....	"	Hezroon.....	Martin.....	"
Green Island.....	Joy.....	"			

The following information I gathered from the fishermen:—

Codfish had been plentiful at Bonne-Espérance and at the Dog Islands, and still more so at Salmon Bay, where the fishermen from some American schooners had taken great quantities with seines, sometimes 30 or 40 quintals at a single haul of the seine. These vessels were consequently all loaded and ready to sail.

I visited St. Paul River and the salmon fisheries in the neighborhood, and granted licenses to the occupants of those stations.

We left in the afternoon and arrived in Blancs Sablons Cove at 10 o'clock P. M.

On the 23rd, I visited Fruing & Co's establishment—Mr. Fall, the agent, paid me the duties on the goods in their store. I next settled a difficulty between two fishermen residing at the bay, respecting the possession of a piece of land, and then proceeded to Little Harbor where I visited the vessels lying there, and the fishing establishments. Tranquillity prevailed everywhere.

In the evening, I crossed over to Wood Island, and went to Messrs. LeBoutillier & Brothers' establishment, and requested the agent to pay the duty on the goods I noticed in their store, all of which appeared to be foreign merchandize. He said that being under the impression that the whole of Wood Island belonged to Newfoundland, in as much as a Custom-house officer of that island had called two years before to collect the Customs duties, he could not accede to my request, until I gave him positive proof that the island formed part of the territory of Canada. For my part, I did not think it proper to act with severity and seize the goods before receiving further instructions from the Commissioner of Customs.

While I was engaged at Blancs Sablons Cove, one of my officers was visiting Bradore Bay. He found there 14 schooners, some of which were from St. Pierre; he asked our fishermen whether they were molested by the latter, and they answered in the negative. I therefore did not deem it necessary to order them away from our coast, particularly when a joint commission of English and French officers was engaged on the coast, in settling the difficulties existing between the fishermen of both nations. Codfish was abundant at Blancs Sablons Cove, and on the bank of the Belles-Amours—they had made their appearance two weeks before the usual time. Caplin had been very plentiful.

The firm of LeBoutillier & Brothers had on their stages 2,700 quintals of codfish, and the other establishments had also done well.

Herring had likewise been coming in for two weeks past; it was small though very fat. At a single haul of the seine, on the 21st, 600 barrels of that delicious fish had been taken at L'ance-au-Clair.

The mackerel had not yet been seen on the portion of the coast I had just visited.

The Spring Seal Fishery had been very bad at almost all the stations, owing to the backwardness of spring: the icebergs grounded near the shores and the winds constantly blowing from the land. A good seal fishing season can only be expected when strong winds, blowing from the sea, swell up the ocean and force the herds of seals to seek shelter in the bays and behind the points where our fishermen have set their nets. Neither had the Fall Seal Fishery of 1858 been attended with favorable results, owing to the severe frosts which had frozen up the bays and passes where our fishermen generally set their nets during the fishing season, that is between the end of November and the beginning of December.

We sailed at midnight to take advantage of a favorable wind, and were off St. Augustin the next morning, but not close enough to the shore to land. The wind was blowing from the east and the land could not be seen, owing to the fog.

On the 25th we set sail for the Magdalen Islands, and arrived there on the 27th, at one o'clock, P. M. I saw Mr. Fox who communicated to me the following information:

Cod fishing was very indifferent about the islands, owing particularly to the strong westerly and south-westerly winds, which had been very frequent and prevented the men from going out fishing.

For the last few weeks, the fishermen were beginning to take mackerel with the line and with nets, but not in large quantities. A great number of American schooners had visited the islands for the mackerel fishery since the beginning of July, keeping often at the east point and sometimes at the west point, and anchoring in Pleasant Bay during stormy weather. Some of these vessels had been very successful, the others had hardly taken anything. Complaints were heard from different parts of the islands of the depredations committed by their crews. At one place, nets had been stolen, at another, timber; elsewhere, fish had been taken out of the nets and carried away. Unfortunately, it was a difficult thing to discover the guilty parties, as the depredations were always committed during the night, and in the morning the vessels had put to sea and conveyed away the authors of these misdeeds. Order prevailed on the islands; a few schooners belonging to House Harbour had just returned from the cod fishery on the coast of Labrador, but not with full cargoes; they were to start soon for the herring fishery.

At 6 o'clock, P. M., we got under weigh, and at 3 o'clock, P. M., on the following day, we anchored at Percé. Codfishing had been very bad at Percé, Cape-cove and the neighboring stations, since the beginning of July; bait was also very scarce. There were no foreign vessels on the coast.

On the 29th, I visited Malbaie and Point St. Peter, and proceeded to the Basin on the 30th. There were in the harbor a few English ships and two American schooners. I remained at the Basin until the 2nd of August, to enforce the observance of the regulations for the salmon fishing. The nets had been removed in all directions as well as the stakes that supported them. The rivers were entirely free. In virtue of the authority in me vested by the Act 22 Vic., c. 62, I appointed Mr. Joseph Eden, of Gaspé Basin, Harbor Master of Gaspé. Mr. Eden, who is both active and intelligent, will prove a most useful officer for the harbor of Gaspé, where vessels arrive in great numbers every year, and many of them in ballast. The necessity for such an appointment had long been felt in Gaspé.

On the 2nd we crossed over to the north in the morning, and in the afternoon of the 3rd we doubled the west point of Anticosti, arriving at the Long Point of Mingan the next day. I visited the establishments of Mr. Clarence Hamilton and other fishermen.

Codfish had made its appearance at Long-Point about the 15th of July. It had been plentiful ever since, and our fishermen had taken great quantities, as much as fifteen hundred weight a day. There were only three vessels in the Port of Mingan. That evening we proceeded to the River St. John, which I visited on the 5th, to make sure that the salmon fishing was given over, and that the fishery laws had been observed. In the afternoon, a case of assault and battery was brought before me. Both plaintiff and defendant belonged to the schooner Annie Laurie, from Nova Scotia. The defendant was found guilty, and fined, and he paid immediately.

About forty schooners, two-thirds of them from Nova Scotia and the others from the United States, were very busy fishing for cod on the bank at the St. John, where it abounds. I sent one of my officers to visit them, and give them copies of the Fishery Act, and at the same time to

warn them not to throw the offal of their fish on the fishing banks, of which our fishermen complained very much.

On the 6th we started for Thunder River, and arrived there in the evening; but a very heavy sea, caused by an easterly gale, prevented our landing, and I gave orders to set sail for the southward. The next day, at 8 o'clock in the morning, we anchored at Fox River.

I saw Mr. St. Croix, the Custom House officer at that port, and Mr. Dumaresq. These gentlemen gave me the following information:

Codfish had made its appearance at Fox River and generally all along the south shore of the River St. Lawrence, in the beginning of May. It had been plentiful up to the end of June. Since that period, it had moved from the banks; but our fishermen could still take two or three quintals a day, when they could get fresh bait.

Only a few American schooners had visited that part of our shores; they had not in the least disturbed our fishermen in their pursuits. In the afternoon, I went to Griffin Cove. My remarks relative to Fox River, equally apply to this cove.

Several of the fishermen had differences together respecting the manner of setting their nets to take the herring, used as bait for the codfish. I explained to them the law on the subject, and they were satisfied.

On the morning of the 8th I landed at Cape Rosier, and proceeded to Grande Grève, where I met the proprietors of the principal establishments of that locality; after which we started for Gaspé Basin, and anchored there the same evening.

Order and tranquillity had not been disturbed at any of the posts I had just visited. There were only five vessels in the harbor of Gaspé, and not a foreign one.

We left on the 9th, at 4 o'clock in the morning. We stopped at 1 o'clock, P. M., at Percé, and at three o'clock we continued our route to the Bay of Chaleurs. The next day I visited the Grand Pabos River, to see that no one was engaged in salmon fishing, and in the evening landed at Paspébiac. "La Canadienne" remained there until the 15th for repairs and painting. I availed myself of those few days of forced interruption of my regular cruise, to visit, by land, a portion of the coast of the County of Bonaventure.

On the 13th I stopped at Bonaventure and gathered all the information I could obtain on the salmon fishery in the river of that name. I learnt with satisfaction that the Indians had not fished there since the end of July.

At New Richmond, Mr. Dimock, the zealous and active overseer of the rivers along that coast, reported quite as favorably with respect to the Cascapedia Rivers.

Codfishing in the Bay of Chaleurs, and particularly at Ruisseau Leblanc and at Caplin River, had not been so plentiful for many years past.

I must not forget to mention the splendid appearance of the country through which I had travelled from Paspébiac to Carleton; and I may add that agriculture has made great progress in that part of the Province within the last few years.

At New Carlisle, Bonaventure, New Richmond and Maria, I met with fields of wheat, oats and barley as well cultivated, and promising as favorable returns as in the most favored districts of Canada. Oats, especially, were of a most superior quality. It is known that on that coast where the soil is light, sandy, and of a reddish color, potatoes, turnips and swedish turnips grow and ripen to perfection, and therefore they are cultivated on as large a scale as any of the other productions of the country. The hay alone did not promise an abundant crop, owing to the drought in the spring. The lands along the sea shore only have as yet been cleared and settled. They had been equal to the wants of the inhabitants until lately, but now that the population has considerably increased, settlers have to leave the shores and clear lands in the interior of the country. Unfortunately there are no roads. The inhabitants, who are nearly all obliged to fish whenever they are not employed in cultivating their lands, in order to find sufficient means of subsistence, have no time to make roads. Government ought to come to their assistance. It must be borne in mind that it has thousands upon thousands of acres of most fertile land in the district of Gaspé, stocked with the most valuable timber, and which cannot be cleared and is consequently of no use whatever from the fact that settlers cannot reach it, for want of means of communication.

The opening of roads, coupled with the encouragement now given by Government to agriculture and the fisheries would cause the population of that important district to

double in a few years. I may safely say that the two counties of Gaspé and Bonaventure, can maintain, with the produce of their lands and their fisheries, a population of 100,000 souls.

In the afternoon, I embarked in "La Canadienne" at Carleton, and arrived in the evening at Dalhousie, where we remained until the 16th, in consequence of westerly winds.

On the 17th I went to Mission Point with Mr. McKeon the overseer of the Ristigouche River. We travelled up that river as far as the river Metapedia, to see that the fishing regulations had been observed. We were informed that the Salmon nets and stakes had been taken up everywhere, before the end of July, except at a fishing station at Cross Point; but these were removed the next day by my orders.

From the information received by Mr. McKeon and myself, it did not appear that the white fishermen had violated the Fishery Laws; but the Indians sold, contrary to the regulations, quantities of Salmon speared by torchlight. However, Mr. Daniel Fraser of Metapedia, assured us that he had not seen any Indians on the Metapedia river since the beginning of August, that is, since the close of the fishing season. But it could not be expected that one officer alone, though very zealous, could watch effectually over the rivers Ristigouche and Metapedia, particularly with the facilities of infringing the law offered by the close proximity of New Brunswick; that Province owning, at several points, more than one-half of the river.

I have mentioned in several of my reports the many difficulties which presented themselves, whenever the fishing regulations had to be put in force, with respect to the rivers, or when parties infringing the law had to be prosecuted. These difficulties exist to this day, and perhaps to a greater degree, owing to the daily increasing numbers of settlers on the banks of the rivers. Until the Governments of Canada and New Brunswick agree to the appointment of a mixed commission, composed of an equal number of officers from the two provinces, having control and authority over the whole of the river Ristigouche and its shores and tributaries, and power to prosecute all parties infringing the fishery regulations, wherever they may be found, I fear much that it will be impossible to prevent the total extinction of the Salmon in these rivers formerly so full of fish.

The measure which I now take the liberty of strongly recommending to Government, is also earnestly solicited by the most influential Citizens of Campbelltown and Dalhousie, and amongst others Messrs. Ferguson, Botsford, Montgomery, Barbarie, Stuart and Hamilton.

On the 19th, we left Mission Point at 6 A.M., and arrived at Carleton at noon, having called at Dalhousie on our way.

At Carleton, I was required by Mr. Freer, the Deputy Sheriff of the place, to execute at La Nouvelle a Writ from the Superior Court at New Carlisle; the party against whom the Writ had been issued, had threatened to use and even to kill that Officer, if he attempted to put it into execution. I repaired at once to the spot with some of my men, and Mr. Freer served and executed the writ without meeting with any opposition.

In the evening we cast anchor at New Richmond. Tranquillity prevailed at this part of the coast, and Mr. Montgomery informed me that he had heard of no complaints on the River Cascapedia for infringement of the fishing regulations.

We reached Paspébiac the next day and spent the Sunday there. On the evening of the 22nd we went to Bonaventure, and on the 23rd, I employed 15 of my men during the whole day, in clearing the eastern channel, (formerly the main channel) of the River Bonaventure, of trees and trunks of trees which had accumulated there in such quantities as to block it up almost entirely and divert its waters into the Western Channel. The stream which is so formed makes a long circuit and then washes away the sand and gravel at the entrance of the western branch of the river accumulating them in such quantities on the bar during the last few years, that the depth of the water in the channel where the vessels pass, has much diminished. Hopes are entertained however that after the eastern channel shall have been restored to its former condition, the waters flowing in a straight line and with greater force into the sea, will carry away all the obstructions which impede so seriously the entrance of the river, and will restore to the pass its original depth.

The Reverend Mr. Alain, who has contributed so much to the advancement and prosperity of the fine parish of Bonaventure, and who displays so much zeal whenever public

improvements are in question, took a lively interest in the success of my undertaking, and like myself, was of opinion, that all the obstructions existing in the channel of the river could be removed, and the body of water that formerly flowed into it restored to its original course, by making my men work at it every year for some years, when detained by business in Bonaventure or its neighborhood.

The wind compelled us to leave on the 24th, but we had already done much work. We sailed for Percé and arrived there the next morning. I found at the Post Office, the following letter to my address from Mr. Collas.

POINT ST. PETER, 20th August, 1859.

To P. FORTIN, Esquire,
Schooner "Canadienne," Percé.

SIR,—In consequence of opposition having been met with, in the execution of a warrant against one Peter Rail of Barachois, for having contrary to the provisions of the local Municipal By-law of the Township of Malbaie, ordained and made in April, 1859, cut hay and grass, on the Common of Barachois, I beg leave therefore to request your early presence here, in order to render assistance.

I have the honor to be, &c.,

ELIAS COLLAS, J. P.

I proceeded at once to Point St. Peter, saw Mr. Collas, and left with him three of my men, under the command of my boatswain, until my return from Gaspé.

On the 26th, at noon, we anchored in Gaspé Basin. All was quiet there. Only a few American Schooners had called at this Port.

Mr. Thomas Boyle reported that he had visited several times the rivers under his charge, and seen quantities of salmon. He did not know of any infringement of the fishery laws.

On the 28th, at noon, we left the Basin, and found in the Bay of Gaspé about fifteen American Schooners fitted out for the Mackerel fishery. We were informed that they had taken only a limited quantity of fish. Though mackerel were abundant near the coast, it appeared that no kind of bait would tempt them, and they would not bite at the hook. At 3 o'clock p. m., we arrived at Point St. Peter. I learnt that my men had captured Rail, on Friday morning; that he had been fined and had paid. We started the same evening, for Fox River, where we cast anchor the next day at 7 p. m. I at once took cognizance of a suit of John LeBoutillier, Esquire, against one Louis Fournier, of Fox River, fisherman, for having deserted the service of his master. He was brought before me, and pleaded guilty. I fined him ten dollars; and I had just closed the case, when a violent gale from the west-north-west, obliged us to weigh our anchor. I availed myself of it to proceed to the Labrador coast. On the 30th, at three o'clock, a. m., we doubled the east point of the Island of Anticosti, and on the morning of the 1st, I landed at La Tabatière, and then visited Mutton Bay, having first called at Red Bay, and at the harbor of Gros Mecatina. In the afternoon, I sailed up the Grand River Mecatina, where I found everything in order. There were only five fishing Schooners remaining in the harbor of Mutton Bay. The easterly wind detained us there until the 2d, when the wind changed to the west. I reached St. Augustin the same evening, but too late to discover the islands where Messrs. Kennedy have their fishing establishments; and such a gale sprung up during the night, and it became so violent the next day, that we were obliged to go back to Mutton Bay, with the loss of our jib boom.

The wind having changed on the morning of the 5th, we entered Bradore Bay at half past three o'clock P. M. I landed at Mr. Jones' and obtained the following information. He had captured 270 Seals.

The Herring Fishery, as I have already stated, had commenced earlier than usual. Fish had been plentiful in Bradore Bay, but generally small, though very fat.

Fifty schooners, out of which one only from the United States, had been engaged in the Cod and Herring fishery in that Bay. They had all left heavily laden. The months of July and August had been very fine.

At the Blancs Sablons Bay the fishing had been as favorable as at Bradore Bay.

The crews of the only three remaining schooners were occupied in drying their Codfish on the rocks. Some Jersey vessels were waiting for their cargoes of dried fish intended for the markets of Spain and Italy.

Out of the vessels that were engaged in the fisheries this year on that portion of the Coast of the Straits of Belle Isle, a large proportion were from Prince Edward Island. It is only since five or six years that the inhabitants of that Island have entered into the fishing operations on a large scale. But now they possess a fleet of fishing vessels, quite as well equipped as those of the United States and Nova Scotia. Such favorable results are due principally to the encouragement received some years ago from the Government of Prince Edward Island, by way of premiums on the tonnage of vessels. These premiums, it is true, are no more allowed, but the impulse was given, and the profits realized by those who first went into the fishing business encouraged others to follow their example.

On the 7th, in the afternoon, I sailed for Bonne Espérance. Not a vessel was to be seen there, nor at the Dog Islands. The day following we pursued our course towards the West, and at 8 o'clock P. M., we were opposite St. Augustin; but the sea was too rough to allow us to land and we were forced to continue our course. On the morning of the 10th I landed at Natashquan River, where we did not find any one. I was told by Mr. Little-later, the Agent of the Hudson's Bay Company at that Post, that two fishermen who had set nets at the foot of the rapids, had fished on halves for the Hudson's Bay Company. I made him pay me \$5 for a license. That gentleman also informed me that all the nets and stakes had been removed from the Natashquan River before the 1st of August. He was not aware that the fishery laws had been violated. I went in the afternoon to the Harbour of Natashquan, and after visiting the fishing establishments there, I exacted customs dues from Mr. DeLaperelle, and Mr. H. Vignault, on foreign goods which they had just received.

At 8 o'clock P. M. we took advantage of a strong breeze from the South-East to sail for Mingan, where we arrived the next day at 8 o'clock A. M.

The Topsail Schooner Tickler was in the Harbor preparing to set sail for Spain, with a cargo of dried Codfish, taken and prepared on the North shore.

Having remained two days in Mingan to take in water and wood, we left on the 13th and landed at Long Point. The Codfish had disappeared a fortnight before, but the boats had taken upwards of 100 quintals each during the summer. Mr. Clarence Hamilton had 2,200 quintals in his establishment. I next went to the River St. John, where I found 6 schooners from Gaspé engaged in Codfishing. Codfish is not more plentiful on the banks of the St. John than at Long Point. The boats fishing at the River St. John have not averaged more than 81 quintals each. Nowhere did I hear any complaints. We pursued our journey towards the West, but we were becalmed at night and obliged to drop our anchor.

On the morning of the 14th a light breeze sprung up, which afterwards became so violent that we found it impossible to land anywhere along the coast; I therefore gave orders to direct our course to the Southward. At 11 o'clock A. M. there was quite a storm and the sea became terrific; and one of our boats was washed away from the davits and could not be recovered; shortly after our jib-boom was partly broken, and we had no alternative but to go back to Mingan, knowing that it was impossible to double the East Point of Anticosti, where the sea is always very rough and dangerous when the wind blows from the westward. The violence of the wind increased in the afternoon, and at about 4 o'clock we dropped two of our anchors in the harbor of Mingan. There were 6 schooners in the harbor, driven there by stress of weather. The fury of the wind re-doubled during the night, and having dragged our anchors about a cable's length, we cast a third one. A schooner which was riding to lee-ward of us had broken her cables during the night and drifted on the sand bank at the mouth of the river Mingan, but suffered no damage. The storm was still raging on the 15th; almost all the fishing boats at anchor at Long Point had broken their cables and were drifting away, some outside of the Island of Mingan harbor, others inside of it. I rescued some of the latter, but with the greatest difficulty, for at times the wind was so violent that the men could hardly hold their oars. In the afternoon the schooner "Bee," at anchor at Long Point, broke both her cables and went on shore in the harbor.

On the 16th the wind somewhat subsided in the morning, but was as high as ever in the afternoon, and two more schooners entered the harbor. At last, on the morning of the 17th, the storm ceased, and at noon the weather was almost calm. We set sail and stopped at Long Point. I enquired about the amount of damage caused by the storm of

Wednesday, Thursday and Friday, and obtained the following information:—The fishing establishments had not suffered, the stage head alone of Mr. Hamilton's establishment had been carried away by the waves. All the fishing boats, twenty in number, at anchor at Long Point, were carried away by the sea. About 12 were saved at Mingan, the others were lost. We left during the night, and on the following day we landed at Bridge Point Cove. The fishermen here had taken from 100 to 120 quintals of Codfish per boat. Neither Herring nor Mackerel had been seen.

I then sailed for India Rubber Cove, where are settled

Manuel Le Brasseur, 3 boats, 8 men, 300 quintals of Codfish

Fabien Duguay, 3 " 9 " 300 " "

The next place I visited was Indian Cove, about a mile to the west, where I found the following fishermen:

James Day, 4 men, 2 boats, 200 quintals of Codfish.

Pierre Duguay, 6 " 3 " 300 " "

It was there, on the 14th of September, that the schooner "Mary Jane," 50 tons burthen, and belonging to Fabien Fougères, of Maria, was lost. That vessel had just been launched, and was not insured. It had been so completely broken to pieces on the rocks by the sea, that there was not enough left of the wreck to build a boat. All hands were saved excepting a seaman who was carried away by the waves.

At 8 o'clock, P. M., I set sail for Thunder River. The boats at the station had taken only 90 to 110 quintals of Codfish each. The brigantine Aurora and the schooners Mermaid and Primrose were anchored in the harbor. At Thunder River, as at all the other posts I had just visited, and at Shelldrake, the autumn Codfishery had not been good. However, bait was not wanting, and on that account it was expected that the Codfish would approach the coast previous to its retiring to the deep waters of the Gulf and the ocean. I embarked again at 7 o'clock, P. M., and directed my course towards the south. On the 19th, a light breeze was blowing from the south-east. On the 20th, in the morning, I landed at the Magdalen River. The names of the inhabitants of that locality are as follows:

- | | |
|-----------------------|---------------------|
| 1. Jean Briard, | 7. Francois Briard, |
| 2. Jacques Lafamme, | 8. Abraham Sinnet, |
| 3. Joseph Derèche, | 9. Martin Chicoine, |
| 4. Jacques Sinnet, | 10. John Sinnet, |
| 5. Réhul Brachette, | 11. Romain Dubé, |
| 6. Alexander Mercier, | 12. Benoit Talbot. |

These men have each a boat, but they attend to the cultivation of their lands as well as to the fisheries. Joseph Derèche had taken 150 quintals of Codfish, the others from 40 to 60 only. The fish had been very abundant at the beginning of the season, but scarce for the last six weeks. I next visited Grand Valley. At that place, the number of inhabitants was] the same as the preceding years. The Codfishing had been indifferent, being about 100 quintals for each boat. I returned on board at 1 o'clock, P. M., during a storm of north westerly wind. We found it impossible to land at the station of Grand Etang. Cape Gaspé was doubled at 6 o'clock, P. M., and notwithstanding a violent head wind, we cast anchor outside the sand bank, in Gaspé Bay, at 11 o'clock, P. M.

At 8 o'clock, A. M., on the 21st, we dropped our anchor in Gaspé Basin, where we found three Brigantines and four Schooners. I was told that the Mackerel fishery had not been attended with better results since my last visit. Tranquillity prevailed in Gaspé. I saw Mr. Thomas Boyle, who did not report any new case of infringement of the fishery law in the Gaspé rivers.

On the 22nd, we sailed out of the Basin at half-past five in the afternoon. In the morning, Mr. Connolly overseer of the River St. John, came on board, and made a report quite as favorable as that of Mr. Boyle. In the evening I stopped at Point St. Peter, and the next day I arrived at Percé. I visited the fishing establishments of that Station, and of the Island of Bonaventure. On the 23rd and 24th those of Cape Cove. I made a short stay at Grand River on the 25th, and cast anchor at Paspébiac on the 26th. There were in the harbor three brigs, two barks and several schooners.

The ships "Blanchard" and "Mackerel," belonging to the Robins, had lately arrived from Rio Janeiro, where they had discharged cargoes of dried Cod Fish that had

been sold for more than two pounds sterling per barrel of 128 pounds. The "Blanchard" had accomplished her voyage, going and returning in 85 days; the "Mackerel" had experienced a rather longer passage. The former carried 3,000 barrels of Codfish, the latter 2,000. I may remark that these two splendid ships were built at Paspebiac, with Timber from the Bay of Chaleurs.

All along that part of the coast of Gaspé, extending from Point St. Peter to Paspebiac, the results of the Codfishing had been indifferent, since autumn had set in. There was enough Codfish on the banks in the offing, but bait had often failed, and the heavy winds that had prevailed for some weeks past, had prevented our fishermen from going out to sea.

No foreign vessels had been seen in the Bay for a long while. Moreover, very few American schooners had arrived during the season, compared to the number of arrivals of former years, and the conduct of their crews had not given rise to any complaints.

On the 27th, we took in a supply of water and wood, and on the 28th, we left for Caraquette, to take in Oysters, for the purpose of establishing artificial Oyster beds along our coasts, at such places as seemed most favorable for ensuring the success of the experiments I was about to undertake.

We anchored next day in Caraquette harbor, at about two miles from the head of the bay of that name, where the famous Caraquette oyster beds are situated.

As I proposed to use St. Simon oysters also for my artificial oyster beds, I sent my boatswain to the bay of St. Simon, lying about 15 miles to the east of Caraquette, and supplied him with the funds to buy a quantity of these shell-fish, instructing him to have them taken up in his presence, in order to make sure that he brought back fresh oysters.

On the morning of the 30th, Captain Bernier proceeded to the banks of the Caraquette, and returned in the afternoon with sixty barrels, which had been fished under his personal superintendence.

The St. Simon oysters did not arrive until the 2nd of October, owing to calms and contrary winds. They were taken on board on the 3rd, at 4 o'clock a.m., and three hours after we prepared to set sail for New Richmond, where I had proposed to deposit my valuable cargo in the bay of that name, but we were forced by a north-westerly gale to seek refuge in Port Daniel. I availed myself of the delay to pay a visit to that place.

In company with the overseer of rivers, Mr. Phelan, and with Mr. McPherson, I visited Mr. Carter's Mill Dam, on the South-West River. The Dam is not more than four or five feet high. Salmon can ascend it, but with difficulty. The party in possession of the mill, Mr. Bréaux, to whom I gave warning, promised to build a fish-way, and to place it on the Dam which had existed for many years, and was only carried to its present height in the spring of this year. Last year it did not offer any impediment to the passage of Salmon or Trout. The Dam on the North-West River is only eighteen inches high, and can easily be cleared by the fish. About eighty barrels of Salmon have been taken in the Bay at Port Daniel.

On the evening of the 4th, the wind had subsided, and we set sail for New Richmond, where we arrived on the following day, at five o'clock p.m.

We immediately commenced a survey of the bay, and Captain Bernier took soundings until seven o'clock p.m. I received from Mr. Manderson, of Maria, the following letter:—

MARIA, 4th October, 1859.

SIB,—I beg to submit for your consideration the following case, brought before me by our active and energetic fishery overseer, R. W. H. Dimock, Esq., who, on the 28th of September last, made complaint against two Indians, of the name of Michel alias Manageset, for having killed Salmon in contravention to the 24th section of the Fishery Act. I immediately issued my summons, commanding them to appear before me on the 3rd of Oct. instant, which they accordingly did, bringing with them the summons with which they had been duly served, (the bailiff, however, not attending.) On demanding of them what they had to say to the complaint, they confessed having taken Salmon as therein set forth, or, in other words, pleaded guilty, but offered in extenuation of their fault, the one, the father, that he was ignorant of the law in that respect, and the other, the son, that he was aware at the time of doing wrong, but that he had nothing to eat for himself nor his family, and expressed, apparently, sincere regret at not having endeavoured to obtain provisions by some other means.

The law on the subject appears to be imperative, leaving no discretionary power in the Magistrate, whether it be the first offence or not, or whether it may have been committed wantonly or out of dire necessity, so that my duty is quite clear in the matter. Yet, notwithstanding, I have thought proper to defer judgment, or rather not put it in execution until I should communicate with you in the matter. Now, although I have had occasion to put the law in force this season against others, this is the first complaint brought against any Indians, who, however well aware they may be that they are violating the law, cannot be easily made to understand the heinous nature of the offence.

I would therefore respectfully suggest that if the law in the present instance was put in force under your immediate instructions, it would have the effect of preventing in future, on the part of Indians, any violation of the statute, and would do more in bringing them to submit willingly, (which of course is the thing desired,) than twenty convictions from any local authority.

And should it not interfere with your arrangements otherwise, I am convinced that your presence in this quarter once more this season, would be attended by vast advantage to the interest of the inland fishery of this locality.

Should we, however, be deprived of the pleasure of again seeing you amongst us this summer, I shall be happy to receive any instructions you may honor me with, regarding these unfortunate creatures.

I have the honor to be, Sir,

Your most obedient servant,

H. A. MANDERSON, J. P.

P. FORTIN, Esquire, Command-
ingschooner "La Canadienne," }
Percé

As may be seen by the above, Mr. Manderson had not expected to see me so soon, and it was intended that his letter should reach me in Percé. My arrival was consequently very opportune. I assured that gentleman that he might at all times rely on my willingness to assist him in the discharge of his duties as a Magistrate, and we took the necessary steps to have the Indians brought before us.

On the morning of the 6th, the weather being calm, we continued our survey of the Bay of Cascapedia. This is the Indian name of the Bay of New Richmond.

I determined upon depositing the oysters opposite to the entrance of the Grand River Cascapedia, on a muddy bottom most favorable for the purpose, on the eastern side of the middle channel, leading into the river, and in a place well sheltered against the sea breezes, and having a depth of from four to eight feet at low tide.

In the afternoon, notwithstanding a strong north-westerly wind accompanied with rain and hail, I went out with the two boats loaded with 25 barrels, and assisted by Captain Bernier and Mr. Dimock, I caused the oysters to be deposited at the bottom of the water, and spread all over the bank selected for the purpose of forming oyster beds.

In the course of the night, the wind changed and it blew a hurricane for two days without intermission. It was not until the night of the 8th and 9th, that we could deposit the remainder of the oysters we had on board, availing ourselves of the calm and of a splendid moonlight, which enabled us to get through our work as well as in broad daylight.

The superficial extent of the shoal on which the oysters had been deposited was about four acres in length by three-fourths of an acre in width. The water there is salt, except perhaps in the spring and fall of the year, during the freshets, when it is brackish.

I had made arrangements with Mr. Manderson, on the 7th, to summon before us the next day the two Indians accused of having violated the fishery laws.

On the 8th we went to Indian Point, and there we were told that the two Indians had gone up the river, no doubt to hide themselves until after my departure from New Richmond. I decided at once upon despatching one of my men after them. He found them at a distance of about 10 miles up the river and brought them back.

They appeared before Mr. Manderson and myself and again pleaded guilty; Louis Michel, senior, of having in his possession 14 Salmon killed on the 25th of August, and Louis Michel, junior, of having speared three Salmon, also on the 25th of August. The first was fined £2 with 1 shilling and 3 pence costs, and the other £5 with 1 shilling and

3 pence costs. They both paid the fine at once, and Mr. Dimock, taking their extreme poverty into consideration, very charitably returned to them his share of the fine, as informer. The following is a letter I received from Mr. Dimock, in reference to this matter :

NEW RICHMOND,
October 8th, 1859.

SIR,

Permit me to tender you my thanks for the ready and important assistance you have given me this day in putting the Fishery Act in force, and I trust in future the appearance of the "Canadienne," under her noble Commander will be a terror to evildoers.

I have the honor to be,

Sir,

Yours, &c.,

RALPH DIMOCK.

P. FORTIN, Esquire,
Com. "La Canadienne,"
New Richmond.

We sailed for Paspebiac on the 9th and spent the 10th there, and on the 11th we cast anchor in the evening below the Island of Caraquette.

On the 12th, a very strong head wind blowing from the north-west prevented us from going beyond the entry of the harbour of Caraquette. I landed and sent my boatswain to the head of the bay to make the necessary arrangements to enable us to obtain oysters the next day. On the 13th I proceeded to the oysters banks and had the oysters taken out of the water under my personal superintendence. One hundred men in fifty barges were busy at work, and at 1 o'clock P. M., the boats I had engaged to convey the oysters on board had already a full cargo, consisting of 193 barrels.

The boats arrived alongside of *La Canadienne* at half-past one, and at 7 o'clock, P.M. the whole of the oysters were in the hold. We set sail on the 14th, at 6 o'clock in the morning, for Gaspé Basin. We were becalmed in the afternoon, and did not arrive at Percé until 7 o'clock the following morning. I left for Point St. Peter, and arrived there at 11 o'clock, A. M. Mr. John Verdun, who had just returned from the north coast, reported that cod-fishing had been very abundant since the end of September, particularly at Shelldrake and in Magpie Bay. We anchored in the evening at Douglstown. The fishermen of that place had not been very fortunate. Mr. Connolly reported that the fishery laws had not been violated to his knowledge at the River St. John.

On the 16th, notwithstanding a very strong gale from the north-west, we entered Gaspé Basin. The steamer "Lady le Marchant," having on board Capt. Orlebar, R.N., hydrographer, charged with the hydrographic survey of the coasts of the Gulf of St. Lawrence, had been lying at anchor in the harbor of Gaspé since the preceding evening. I hastened on board of that vessel to acquaint her Commander with the discovery we had made, by striking against it, of a sunken rock, covered with nine feet of water at low tide, the position of which we ascertained with the compass, as lying south-west of the west point of the entry of the River Washshecootai, a distance of about two miles. That rock was not noted on Capt. Bayfield's charts, nor was it known to the inhabitants of the coast.

On the 17th we began depositing our oysters, on bottoms selected as the best calculated for that purpose after a careful survey of the whole basin. These bottoms are formed of mud of a certain consistency, resemble very much the Caraquette oyster beds. Being in the basin, they are well sheltered, and are covered with a body of water from 5 to 15 feet in depth. I determined upon having two oyster beds, one opposite Mr. Horatio LeBoutillier's house, about four acres from the entrance of the basin, the other a mile further up, opposite Mr. Short's house, both being on the south coast.

On the first bank were deposited 80 barrels of oysters, covering a space of four acres in length and one in breadth; and on the second bank 70 barrels were deposited.

There remained on board 40 barrels in a perfect state of preservation, which I intended for the Magdalen Islands, where there are to my knowledge, at different points, but particularly at Basques Harbor, excellent banks for the formation of Oysters beds.

During this last visit to Gaspé Basin, which was prolonged until the 22nd owing to strong and unfavorable winds from the east, accompanied by fogs and rain and

continuing from the 18th to the 22nd, I had to take cognizance of two cases of assault and battery by two sailors on the person of the master of a vessel. The evidence being heard; they were found guilty and condemned to pay a fine which they refused to pay. I therefore detained them on board to convey them to the county jail at Percé.

On the 18th, Capt. Joseph Pearse of the schooner *Atravida*, came and complained that his mate was evidently deranged in his mind, and dangerous to himself and his crew since he had jumped over board while the schooner was sailing out of Gaspé Bay, no doubt with the intention of drowning himself, for he had opposed for some time the efforts of those who had gone to his rescue. He prayed that he might be put into safe custody. I ordered the man to be brought on board and I examined him. Thinking that the fit would only be temporary, I kept him on board of *La Canadienne*, after his master had given him his discharge, and before sending him to jail. As I had suspected, after a few days, he was quite well and I discharged him.

On the night of the 19th to the 20th, the schooner performing the postal service between the Magdalen Islands, Pictou and Percé had been cast ashore by the storm, at the entrance of the basin, but had suffered no damage. I sent my men several times with anchors and stream cables to float her off, but as she had been cast ashore during a very high tide, and as the tides had decreased since that day, their efforts were unavailing. It was obvious, however that she could be set afloat at the next spring tides. In order that no delay should result from that accident in the delivery of the mails, I took on board those intended for the Magdalen Islands, where I was going in a few days.

There were in Gaspé Basin six Brigantines and eight Schooners. All these vessels were engaged in the Codfish trade; some had brought back from different fishing stations, situated both on the north and south shores, fish dried and prepared for exportation, others were receiving that fish to convey it to the markets of Cadiz, Naples, and Civita Vecchia, and to divers other ports in the Mediterranean.

Messrs. Conolly and Boyle brought me satisfactory reports of their last visits to the rivers under their charge. They were not aware of any infringement of the Fishery laws.

We weighed our anchor in the afternoon of the 22nd. I remained for some time at Grande Grève, where I was told that tranquillity prevailed and that fish were becoming more plentiful. At midnight we anchored at Percé.

I landed my prisoners on the 23rd, and they were delivered over to the Jailor by my Constable. Having visited the fishing establishments at that place, I proceeded to Malbaie where I met Mr. Collas, of Point St. Peter, and went with him to Barachois to inspect the river of that name. A considerable number of fishermen have settled on its banks.

Next day Mr. John Verdun, of Malbaie, brought a complaint against two fishermen of the same place for having deserted his service without fulfilling their engagements. The parties were heard before Mr. Elias Collas and myself, and the two fishermen were found guilty and fined \$10 each and costs, amounting to \$1 15, or to 8 day's imprisonment in case the fine and costs should not be paid. In the afternoon the defendants paid the fine and costs. Codfishing had been improving for a few days past at Malbaie. When the weather was favorable, the fishermen would take from two to three drafts of Codfish in the course of the day.

A considerable number of fishermen of that locality had gone north and had returned quite satisfied with the result of their labors. About 4 o'clock in the afternoon the wind changed to the west and we started for the Magdalen Islands. On the following day, at 8 o'clock, A.M., it veered to the S. S. E. and kept blowing from that quarter until 7 P. M., when it suddenly shifted to the west and became tempestuous, being accompanied during the night by fog and snow, which forced us to lay to.

The weather cleared on the 26th in the morning, and we hoisted our sails; at 7 o'clock, A. M., we came in sight of L'Étang du Nord, and at 5 P. M. we cast anchor at the head of Pleasant Bay, opposite to the entrance of Basques Harbor. The wind, which had been very strong during the day, became more violent during the night, and it was only in the afternoon of the following day that I could effect a landing.

At Amherst Harbor where I met Mr. Fox, Mr. Painchaud and the principal inhabitants of the island, the following particulars were furnished to me:

The Mackerel fishery had failed in Pleasant Bay on the side of Amherst Island, but near Albright Island it had been very satisfactory during the months of

September and October. At L'Etang du Nord, where Mackerel is seldom seen in such abundance, 250 barrels of that excellent fish had been taken during the same period.

Since the month of September Codfish had been very plentiful along the coast, but unfortunately the frequency of westerly and north westerly gales since the beginning of autumn had prevented our fishermen from obtaining favorable returns. Vessels that had gone to the north had returned with large cargoes of Herring. Several of the Schooners from the United States which had remained near the Magdalen Islands during the month of September, for the Mackerel fishery, had suffered considerable damage during the storm of the 14th and 15th of that month. Ten had been obliged to take refuge in Amherst harbor for the purpose of undergoing repairs. It was reported that a fishing schooner from the same country had run foul of another vessel during the night, off Amherst Island and had foundered immediately with all on board. The vessels from the Magdalen Islands had not suffered any damage. On the 28th I ordered the Oysters we had on board to be deposited in Basques harbour, on the south side of the central channel, in a place where the water was from 4 to 8 feet high, and on an excellent bed of mud; the Oysters covering a space of two acres and a half in length by three-quarters of an acre in breadth.

To find out that bed, the north-east point of the entrance to Basques harbor must be brought into a line with the north cape of Entry Island, and Cape Albright in a line with a large mound of sand situated at about 6 acres off the said North East Point of the entry of Basques harbor.

In the afternoon we landed at House Harbor which I visited. Almost all the vessels at that Port had returned from Halifax and other ports, where their cargoes of fish had been sold at remunerative prices, especially Herrings. There were two large schooners building. I remarked with satisfaction that the fishermen of House Harbor, like those of the other Islands, had continued to advance steadily in the path of progress and improvement, which they had been pursuing for the last 5 or 6 years. The number of their vessels had been increased, and those of 30 or 40 tons burthen replaced by others measuring from 60 to 80 tons. Their equipments and fishing implements for the Seal, Cod and Herring fisheries on the north coast, are better and more complete than heretofore. Their fishing instruments are manufactured on more recent and approved patterns. Some have already acquired large Mackerel and Herring seines. They all have the advantage of being able to go themselves to the best markets to sell the produce of their labor, and buy, at moderate prices, the salt and all other supplies required for the fisheries.

Education, which has been so long neglected, is also attracting general attention. The inhabitants spare no exertions nor expense for maintaining the old schools and establishing new ones; unfortunately a large proportion of the inhabitants are so poor that they cannot afford to subscribe a sufficient sum to pay suitable salaries to their school masters; and consequently it is with the greatest difficulty that they can procure any. It would be most desirable for them to obtain the services of masters who could instruct their children both in the English and French languages; for of late years, the commercial intercourse of the Magdalen Islands, has been carried on more with Nova Scotia, and especially the port of Halifax, than with Quebec and Montreal. If it were possible for one of the Teachers at Amherst Harbor or at House Harbor to instruct in the elementary branches of the art of navigation, his pupils and the fishermen desirous of acquiring during the winter when they remain unoccupied, the knowledge of a science so useful to them, there is no doubt that after a few years, being thus instructed, Captains commanding fishing vessels in the Gulf, during the summer season, would be competent to cross the seas with their vessels, laden with the proceeds of the fisheries, and sell their cargoes in foreign countries, where most remunerative prices could be obtained.

One can easily imagine how beneficial it would be to the inhabitants settled on our coasts in the Gulf to add to the advantage derived from the fisheries, the profits resulting from the transportation of that produce across the Atlantic ocean. Consequently I take the liberty of calling the attention of the Government to that most important subject, and of suggesting the propriety of allowing a special grant of money for the Magdalen Islands, so as to enable the School Commissioners of those islands to engage the services of a master capable of teaching the science of navigation.

I proceeded to Amherst Harbor on the 29th and visited the Basin and the Moulin on the 30th.

On the 31st, at 3 o'clock, P. M., the wind having sprung up from the South, we set sail and arrived at Percé, on the 2nd of November, in the morning. I received from Mr. Béchard, the Inspector of Schools for the County, the following letter:

To PIERRE FORTIN, ESQUIRE,
Commander of the vessel "La Canadienne,"

At Percé, Nov., 2nd 1859.

SIR,—The School Commissioners of the United Municipalities of Pabos and Newport sued, in the course of last August, two of the rate payers who had refused to pay their taxes. Their names are Germain Dupuis and Abraham Duguay. Judgment has been rendered against them, and the only thing remaining to be done is to seize their goods and chattels; but owing to the repeated threats of these two individuals, no bailiff or constable can be found to take charge of the writs of execution. I therefore request that you will be good enough to give your assistance to the above named Commissioners, who suffer great embarrassment in consequence of that delay.

On the execution of the above judgment will depend the collection of monies due by other parties indebted to the Municipality, who are awaiting the result of the proceedings to satisfy or not the demands against them.

I have the honor to be,

Sir,

Your most Ob't. Servant,

A. BÉCHARD,

Inspector of Schools, & J. P.

I at once informed Mr. Béchard that I would lend him, as well as to the School Commissioners of Pabos and Newport, all the assistance they might require for carrying out the School Laws, and I took on board my vessel the Bailiff from Percé, charged with the Writ of Execution for the seizure of Dupuis and Duguay's goods and chattels.

We set sail at 6 o'clock P. M., and at half-past two o'clock P. M. of the following day "La Canadienne" anchored opposite Pabos. Capt. Bernier, to whom I had communicated the necessary instructions, went on shore with six men and the Bailiff, who effected the seizure this time without meeting with any resistance. From Pabos the schooner proceeded to Paspebiac and arrived there at six o'clock in the morning.

I had previously, on the 3rd, taken passage on board the "Lady Head" and visited Dalhousie, but I had returned to Paspebiac, on the evening of the 4th.

I should have gone again, for the third time, to Caraquette to take in a cargo of Oysters, intended this time for the Bay of Seven Islands, which is only three hundred miles distant from Quebec; but the season was so far advanced and the weather so cold, (there being hard frosts every night) that we had the greatest difficulty in preventing the Oysters from being frozen; it was therefore with great reluctance that I abandoned my project.

Navigation was on the point of closing. All the fishing was over and it was high time to think of going into winter quarters.

Four vessels still remained in the Harbor of Paspebiac, which were preparing to sail for Naples, besides several schooners which were to be run ashore on the beach for the winter. All the vessels bound for Quebec had left several weeks before.

On the 5th the wind was blowing from the S.S.E., and it rained and snowed all the day; but on the following day the wind veered to the South-west. We set sail at noon, and at 6 o'clock, P. M., we anchored at Percé.

I was told by Mr. Guillemette, the curate, and by Mr. Béchard, that a meeting was to be held on the next day, of persons supposed to be opposed to the imposition of a school rate, and that riot and disorder were feared. I was informed that several individuals had threatened to assault the Inspector of Schools, and that fears were entertained for the safety of the School House. Mr. Béchard and several of the leading men of the place desired that I should attend the meeting, and therefore I deemed it my duty to remain in Percé for that purpose, especially when the wind from the land, that was blowing at the time, allowed our vessel to ride at anchor in the South-west Bay, without being exposed to any danger.

The meeting accordingly took place on the following day, for the avowed purpose of opposing the imposition of School Rates. Hitherto the voluntary system of taxation for the support of Schools had prevailed at Percé, as well as every where else along the coast, but in consequence of the default of many persons to pay their share of the taxes, the School Commissioners found it impossible to pay their School Masters, and to keep the School Houses in repair. In order to remedy that unfortunate state of things, the Inspector of Schools had received instructions from the Honorable Mr. Chauveau, to introduce the system of taxation.

At 1 o'clock, P. M., I repaired to the Court House, where the meeting was held, and which consisted of about two hundred persons, who seemed all very well disposed to listen to me. I addressed them for nearly two hours, and explained several times the most important clauses of the School Laws, that they might be well understood. At three o'clock, I had the satisfaction of seeing the crowd disperse in the most orderly manner, and having apparently given up all idea of offering any violent opposition to the imposition and collection of the School Rates, and rather disposed not to throw any obstacles in the way. I allude of course merely to the majority of those that were present at the meeting.

The next day, as the wind was blowing from the west, we set sail for Quebec.

On the 10th, at noon, we were off the Seven Islands, having encountered, during the night, a north westerly storm.

We were assailed on the 11th by a most violent storm of north easterly wind, accompanied by a heavy fall of snow, which obliged us to lay to during a portion of the day, and on the evening of the 12th we anchored in the harbor of Quebec.

On the 14th, "La Canadienne" was placed on Mr. George Davis's patent slip, at Point Lévi, and on the 15th the crew were paid off and discharged.

P. FORTIN,
Magistrate, Commanding
"La Canadienne."

EXTRACT from the Journal kept on board of "*La Canadienne*," during the season 1859.

- May 10.—Set out from Quebec.
 " 14.—Anchored at Percé.
 " 14.—Left Percé.
 " 16.—Anchored at Amherst Harbor (Magdalen Islands).
 " 19.—Left Amherst Harbor.
 " 20.—Anchored at Paspébiac.
 " " Left Paspébiac.
 " " Anchored at New Richmond.
 " 23.—Left New Richmond.
 " " Anchored at Bonaventure.
 " " Left Bonaventure.
 " " Anchored at Paspébiac.
 " 27.—Left Paspébiac.
 " 28.—Anchored at Percé.
 " " Left Percé.
 " " Anchored at Gaspé Basin.
 " 30.—Left Gaspé.
 " 31.—Anchored at Amherst Harbor.
 June 9.—Left Amherst Harbor.
 " 10.—Arrived at Percé.
 " 10.—Left Percé.
 " " Anchored at Gaspé Basin.
 " 19.—Left Gaspé Basin.
 " 21.—Anchored at Mingan Harbor
 " 23.—Left Mingan.
 " " Landed at Thunder River.
 " 25.—Anchored at the River Moisie.
 " 28.—Left River Moisie.

- " 29.—Landed at Fall River.
 " 30.—Anchored at Shelldrake River.
 July 1.—Left Shelldrake River.
 " " Landed at Ridge Point.
 " " Landed at Magpie Bay.
 " 2.—Anchored at Long Point (Mingan.)
 " " Left Long Point.
 " " Anchored in Mingan Harbor.
 " 4.—Left Mingan.
 " " Anchored at River St. John.
 " 5.—Left River St. John.
 " 6.—Anchored in Natashquan Harbor.
 " 9.—Left Natashquan.
 " " Anchored at Rekasca.
 " 10.—Anchored in Washeecootai Bay.
 " 12.—Left Washeecootai.
 " 13.—Anchored in Coacoacho Bay.
 " 14.—Left Coacoacho.
 " " Anchored in Wapitigun Harbour.
 " 15.—Left Wapitigan.
 " " Anchored in Mutton Bay.
 " 19.—Left Mutton Bay.
 " " Landed at Little Mécatinna.
 " " Left Little Mécatinna.
 " 21.—Anchored at Bonne Espérance.
 " 22.—Left Bonne Espérance.
 " " Anchored at Anse aux Blancs Sablons.
 " 23.—Left Anse aux Blancs Sablons.
 " 27.—Anchored in Amherst Harbour.
 " " Left Amherst Harbour.
 " 28.—Anchored at Percé.
 " 29.—Left Percé.
 " " Landed at Point St. Peter.
 " " Anchored at Douglas Town.
 " 30.—Left Douglas Town.
 " " Anchored in Gaspé Basin.
 August 2.—Left Gaspé Basin.
 " 4.—Landed at Long Point (Mingan.)
 " " Anchored at River St. John
 " 6.—Left River St. John.
 " " Laid to opposite Thunder River.
 " 6.—Impossible to land on account of the sea
 " " Left Thunder River.
 " 7.—Anchored at Fox River.
 " " Left Fox River.
 " " Landed at Anse aux Griffons.
 " " Left Anse aux Griffons.
 " 8 Landed at Cape Desrosiers.
 " " Landed at Grande Gréve.
 " " Anchored in Gaspé Basin.
 " 9 Left Gaspé Basin.
 " " Anchored at Percé.
 " " Left Percé.
 " 10.—Anchored at Grand Pabos.
 " " Anchored at Paspebiac.
 " 14.—Left Paspebiac.
 " 15.—Landed at Carleton.

- August 15.—Anchored at Dalhousie.
 “ 17.—Left Dalhousie.
 “ “ Anchored at The Mission.
 “ 19.—Left The Mission.
 “ “ Anchored at Carleton.
 “ “ Left Carleton.
 “ “ Anchored at New Richmond.
 “ 20.—Left New Richmond.
 “ “ Anchored at Paspebiac.
 “ 22.—Left Paspebiac.
 “ “ Anchored at Bonaventure.
 “ 24.—Left Bonaventure.
 “ 25.—Anchored at Percé.
 “ “ Anchored at Point St. Peter.
 “ “ Anchored at Sandy Beach.
 “ 26.—Anchored at Gaspé Basin.
 “ 28.—Left Gaspé Basin.
 “ “ Anchored at Point St. Peter.
 “ “ Left Point St. Peter.
 “ 29.—Anchored at Fox River.
 “ “ Left Fox River.
 “ 31.—Landed at La Tabatière.
 “ “ Anchored at Mutton Bay.
 September 2.—Left Mutton Bay.
 “ “ Laid to opposite St. Augustine, the heavy sea preventing our landing.
 “ 3.—Anchored in Mutton Bay.
 “ 5.—Left Mutton Bay.
 “ “ Anchored in Bradore Bay.
 “ 7.—Left Bradore Bay.
 “ “ Anchored in Bonne-Espérance Bay.
 “ 8.—Left Bonne-Espérance.
 “ 10.—Anchored in Natashquan Harbor
 “ “ Left Natashquan.
 “ 11.—Anchored at Mingan.
 “ 13.—Left Mingan Harbor.
 “ “ Landed at river St. John.
 “ “ Left river St. John.
 “ 14.—Anchored at Mingan.
 “ 17.—Left Mingan.
 “ “ Anchored at Long Point.
 “ “ Left Long Point.
 “ 18.—Landed at Bridge Point.
 “ “ Landed at Thunder River.
 “ “ Left Thunder River.
 “ 19.—Anchored at Magdalen River.
 “ 20.—Landed at Grand Valley.
 “ “ Anchored at Douglas Town.
 “ 21.—Anchored in Gaspé Basin.
 “ 22.—Left Gaspé Basin.
 “ “ Anchored at Point St. Peter.
 “ 23.—Left Point St. Peter.
 “ “ Landed at Percé.
 September, 24.—Landed at L'Anse du Cap.
 “ “ Left L'Anse du Cap.
 “ 25.—Landed at Grande Rivière
 “ “ Left Grande Rivière.
 “ 26.—Anchored at Paspebiac.

- September, 28.—Left Paspebiac.
 “ 29.—Anchored in Caraquette Harbour.
 October, 3.—Left Caraquette Harbor.
 “ “ Anchored at Port Daniel.
 “ 4.—Left Port Daniel.
 “ 5.—Landed at Pasprbiac.
 “ “ Anchored at New Richmond.
 “ 9.—Left New Richmond.
 “ “ Anchored at Paspebiac.
 “ 11.—Left Paspebiac.
 “ 12.—Anchored at Caraquette.
 “ 14.—Left Caraquette.
 “ 15.—Anchored at Percé.
 “ “ Landed at Point St. Peter.
 “ “ Anchored at Douglas town.
 “ 16.—Anchored in Gaspé Basin.
 “ 22.—Left Gaspé Basin, landed at Grande Grève, and anchored at Percé.
 “ 23.—Left Percé, anchored at Malbaie.
 “ 24.—Left Malbaie.
 “ 26.—Anchored at Havre aux Bâsques.
 “ 28.—Left Havre aux Bâsques.
 “ “ Anchored at Havre aux Maisons.
 “ 29.—Left Havre aux Maisons.
 “ “ Anchored at Amherst Harbour
 “ 31.—Left Magdalen Islands.
 November, 2.—Anchored at Percé; left Percé.
 “ 3.—Anchored at Pabos; left Pabos.
 “ 4.—Anchored at Paspebiac.
 “ 6.—Left Paspebiac.
 “ “ Anchored at Percé.
 “ 8.—Left Percé.
 “ 10.—Passed off Pointe-des-Monts.
 “ 11.—Snow storm.
 “ 12.—Anchored in Quebec Harbour.

REMARKS ON THE CANADIAN FISHERIES IN THE GULF OF SAINT LAWRENCE.

Canada possesses, in the River and Gulf of Saint Lawrence, more than nine hundred miles of coast, along which are to be found, at different seasons of the year, a greater abundance and variety of fish and marine animals than in any other part of America.

The shoals of herring, cod and mackerel, which approach our shores for purposes connected with the reproduction of their species, are immense and inexhaustible. Then, towards the end of November, and at the beginning of December there are seen to enter, by the Straits of Belle Isle, innumerable herds of Seals which, after having followed the Coast of Labrador as far as Cape Whittle, keeping very close in (and it is this circumstance which admits of their being taken in standing nets) proceed to seek in the middle of the Gulf those floating fields of ice on which the females deposit their young ones in the month of March.

Certain shoals, such as those of Mingan and St. John are frequented every year by a considerable number of Whales of different kinds, for the purpose of taking which many vessels are fitted out from the Port of Gaspé.

One must not either forget the Salmon, justly called the king of fresh water fish, which is furnished in great quantities by the Rivers of Labrador and the Coast of Gaspé.

I must also mention several excellent kinds of Trout, the Haddock, the Halibut, the Eel, the Caplin, the Lobster, which, without being great objects of trade, furnish the settlers along the shore with nourishment as healthy as it is abundant.

Of all the fish and other creatures named above, the Cod, the Herring, the Salmon, the Seal and the Whale, alone have attracted more or less the attention of the fishermen of Ca-

nada. As to the Mackerel fishery, it may be said to have been hitherto almost entirely neglected.

The advantage of prosecuting this branch of industry on a large scale is left to United States fishermen, to whom it is a source of considerable gain. In Canada, at present, the Mackerel fishery is practised only in boats along the shore, when the Cod fishery is not productive. It has never been made a special object of pursuit.

The fisheries are divided into two great classes;—The Sea fisheries and the River fisheries.

The former are subdivided into the Cod fishery, the Herring fishery, the Mackerel fishery, the Seal fishery, the Whale fishery. The latter comprise the Salmon fishery, the Trout fishery, &c. &c. &c.,

Although the Cod fishery is not the first that is followed in the spring, I have placed it before the others on account of its importance; it is the one that gives occupation to the greatest number of fishermen, employs the greatest number of vessels, and produces the most advantageous results.

And in mentioning the different fisheries, for the purpose of proving their value and importance in an economic and commercial point of view, and at the same time shewing the necessity for encouraging them by all possible means, I shall begin with the cod fishery.

THE COD FISHERY.

The Cod (*Morrhua*), of the family of the Gadidæ, is so well known everywhere that I may dispense with giving a description of it. Let it suffice to say that there are several kinds, of which the only one of any consequence to us is the common cod (*Morrhua vulgaris*) which is found along all the shores of the Gulf of Saint Lawrence.

The Haddock (*Morrhua Eglefinus*) and the Hake (*Phycis Americanus*), are frequently taken in autumn off the coast of Gaspé; but these fish are not salted for exportation.

The Cod inhabits cold and temperate climates. It is found along the coasts of Greenland, Labrador, Newfoundland, Nova Scotia, and the United States. All the world has heard of the Great Banks of Newfoundland, and of the immense quantity of Cod to be found there.

It abounds on the coast of Iceland, and on the coast of Norway, where it forms the principal food of the inhabitants. It visits the coasts of Scotland, England and Ireland. It is sometimes taken on the coast of France. But it does not appear that it goes beyond the latitude of Gibraltar; and it has never been seen in the Mediterranean.

The Cod generally stays in the Sea, at a depth of from twenty five to sixty fathoms. It is seldom taken in more than seventy five fathoms. But when the instinct of reproduction is felt, it approaches the shore in pursuit of the Caplin, of which it then makes its chief food, and remains six or eight weeks in twelve, eight, and even five fathoms. It is then that the taking of this fish can be most successfully carried on.

The Cod appears on the Canadian coasts at uncertain dates, generally between the 10th of May and the 1st of June, but sometimes later. It has some favorite spots, where it is found in greater quantities than elsewhere. These are the places which present the greatest advantages for the preservation and hatching of the spawn. Having deposited its spawn, the Cod withdraws to the shallow places called banks, where it always finds food in sufficient quantities to satisfy the well-known voracity of its appetite.

Cod are found in great quantities along the coast of Gaspé, from Cape Chat, in the River St. Lawrence, to Paspébiac, and even as far as New Richmond, in the Bay of Chaleurs. Formerly they were taken in abundance even at Rimouski, at Escoumins, and in Carleton Bay; but for the last thirty or forty years they have appeared in such small quantities in these places, that fishing for them has been given up.

At the Magdalen Islands the Cod, following the Herring, makes its first appearance in the beginning of May, in Pleasant Bay, and then it is found to the south of Entry Island and at North Pond. Later in the season it is found on banks situate some ten miles from Entry Island and Amherst Island, and near Deadman's Island and the Bird Islands.

On the North shore of the River and Gulf of St. Lawrence, and on the Coast of Labrador, it abounds almost all along the coast from Pointe des Monts to the boundary of Canada, in Blancs Sablons Bay. But it is chiefly in the last-mentioned Bay, in Bradore Bay, in Salmon Bay, at Dog Island, in Mutton Bay, at Natashquan, at the River St. John, in Magpie Bay, and at Shelldrake River, that it is most abundant.

In many of these places the Cod approaches so near the coast that at times from four to five thousand may be taken at a single haul of the Seine; but they are generally fished for with hemp lines and hooks baited with pieces of fresh fish, or even with small fishes whole, such as Caplin and Lance.

The Cod fishery is carried on in vessels or in boats. The former method is the most expensive, but at the same time it is that by which the finest fish are obtained.

Vessels employed in the Cod fishery, manned by from ten to thirty fishermen, according to their tonnage, are anchored by hemp or manilla cables, in from fifteen to fifty fathoms. Bait is obtained by spreading nets in the sea at a distance from the vessel, and the fishing is then begun with hook and line, and carried on, often by night as well as by day, in spite of wind and storm, until the hold of the vessel is filled with fish, all split and salted. On the return of the vessel to port the Cod is landed, washed and dried, and piled up in stores. It is then ready for exportation.

It is chiefly the fishermen from Nova Scotia and the United States, who carry on the Cod fishery in vessels along our coasts. The Canadian fishermen, on the contrary, carry on the fishery in boats, most of them near the coasts and on the banks in the neighborhood of the coves and bays where they reside. Others, as, for instance, a great number of the fishermen of the Magdalen Islands, Bonaventure, Paspébiac, Malbaie, and Douglstown, go and follow their calling on the coast of Labrador, at the fishing stations I have named. They find good harbours there in which their vessels are safe, and sometimes also, such an abundance of fish that it is often in their power to make the voyage in four or five weeks, returning with a full cargo.

The boats used by our fishermen are built like Whale boats, that is to say, they are pointed at the stem as well as at the stern. Along the coast of Gaspé, their length of keel is from eighteen to twenty-two feet, and their breadth of beam from five to seven feet. They are very sheer built; the keel is usually of birch, and the clinker work of pine or cedar. The rigging consists of two sprit sails or gaff sails. The fishermen of the Grand River and the neighboring coast, who are in the habit of going very often to the bank at Miscou, use boats of from twenty to twenty-five feet keel, and decked at the bows. At the Magdalen Islands, the boats are smaller and lighter, especially in the Coves, where they have to be hauled ashore when the wind blows hard from sea. The settlers on the coast of Labrador all have boats (which they buy from the American fishermen) of about sixteen feet keel, with cotton sails which are very high, but narrow aloft.

All these boats are good sailers, and behave well at sea, especially those from Gaspé. They will last six or eight years if no accident happen to them.

The fishermen always set out for the fishing grounds about two or three o'clock in the morning. Sometimes they are so fortunate as to have the wind in their favor, but often times it is otherwise, and then they are obliged to row for several hours. On arriving at the place where they expect to find fish, they cast anchor, take down the masts and sails and place them, with the oars, across the boat; then they bait their hooks with fresh fish and drop their lines into the water, each with a leaden sinker attached to it weighing from one pound to four pounds, according to the supposed depth of the water and the force of the current. As soon as the exact depth of water is thus ascertained, by one end of the line being carried to the bottom, while the other is attached to a cleat on board the boat, the line is hauled in until the hooks are about a fathom from the bottom.

Off the coast of Gaspé, each of the two fishermen who man each boat has two lines, and they are quite enough, for the fishing is carried on in twenty, thirty, or even forty fathoms. In many places on the coast of Labrador where the fishing is in ten fathoms or less, they use four lines each; and sometimes the master of the boat, who is always in the stern, has six to manage; but the sinkers to these lines must be very light, and the depth of water not more than five fathoms. If there are plenty of fish the fisherman has not a moment's rest when once he has begun, for while he is hauling up one line the other is going down, and before he has unhooked the fish from the former another fish is fast to the latter. The lines are always furnished with two hooks, and oftentimes they come up with a fish on each hook. The fishermen call this taking a pair.

Very often there is no good fishing at the first anchorage; in that case the anchor is weighed and the boat is sailed or rowed away in search of a better place. A good deal is frequently gained by changing places in this way, but it often happens also that a fisher-

man, after having sailed or rowed from fifteen to twenty miles in this way, in the course of a day, returns to land in the evening with no more than from fifty to sixty fish. When fish are plentiful the boats take from three to five drafts of Cod each, (a draft being 252 lbs weight.) On the North Shore, boats manned by two men only have been known to take from 1500 to 2000 Codfish in a single day, during the time they most abound near the beach

The fishermen generally remain on the fishing grounds until four or five o'clock in the afternoon, after which they hasten ashore, in order that the Cod they bring may be split and salted immediately, before it has time to heat or soften.

But the weather is not always favorable for fishing operations. Our fishermen cannot put out when there is a strong sea breeze. They are often kept on shore by storms which last for whole weeks. Sometimes they set out in calm weather, and no sooner have they reached their fishing grounds than the wind rises or a fog comes on, and they are forced to return to land as quickly as possible—often without having taken a single fish;—and a season seldom passes without our coasts being visited by squalls and hurricanes so violent and so sudden that the poor fishermen who are in the offing are obliged to scud home under bare poles, and then to remain in doors for whole days at a time. And every year a score of fishermen are lost in boats which founder at sea or capsize among the breakers in attempting to gain the shore.

The months of June, July and August are the most favorable for the Cod fishery; not only because during the period of twelve weeks, which they cover, the air is frequently calm, there are long spells of fine weather, and storms are more rare than at any other time during the season, but also because it is then that the Cod resorts most to the coasts, either to spawn, or in pursuit of the Caplin and the Launce, on which it feeds, and because these fish, which serve as bait for it, are abundant and easy to take; for it must be borne in mind that there is no fishing without fresh bait—the Cod not being at all partial to salt fish. It is only on the great banks, where the Cod feeds chiefly on crustacea and mollusca that it bites at all freely at a line baited with salt Herring or salt Caplin.

It is, therefore, most essential for the fishermen to be always well provided with fresh fish for bait; and they accordingly have Herring, Caplin and Launce seines, which they make use of every evening and every morning to provide themselves with a sufficient quantity of little fish for the day.

It frequently happens that these fish do not come near enough to the beach to be taken by the seine, and in that case the fishermen go out and take Herring in nets, and other fish with hooks and lines.

The fishing from the beginning of the season to the fifteenth of August is called the summer fishing; what is carried on after that date is called the autumn fishing. All the Cod taken until September is salted and dried for the purpose of being exported to foreign countries; what is taken from September to the close of the fishing season is merely salted and packed in barrels, and in that state it comes to the Quebec and Montreal markets.

Great care and attention, as well as labor, are required in the preparation of Codfish for foreign countries. And besides these, stores and other buildings for salting them down in, and proper grounds for drying them on, are required. But before explaining the mode in which Codfish are prepared, either for foreign or home consumption, it will be of use, I think, to give a short description of what constitutes a fishing establishment.

A fishing establishment on the coast of Gaspé, or the coast of Labrador, consists of a collection of large and small wooden buildings, looking from a distance like a village, some of which serve to lodge the fishermen and other employees of the establishment, and others to receive the fish, either in its fresh or salted state, and to contain goods, the rigging of fishing vessels and boats, provisions, salt, &c., &c.

There is first the house of the chief of the establishment, or of the agent in charge, generally placed in the centre of the group of buildings, and in an elevated position from which he can see all that goes on in the establishment, and at the same time overlook the boats that are out fishing; then around the stores for goods and for provisions are the sheds in which the fishing tackle is kept, the workshops of the carpenter and sailmaker, the blacksmith's forge, and lastly, the stage, placed as near as possible to the beach, on which are performed the first operations in the process curing the fish.

The house of the chief, and those of the employees, as well as the stores and sheds,

are very much like buildings of the same kind in our country places. It is not so, however, with the stage, which deserves to be specially described.

The stage is the most important building in a Codfishing establishment. It is a large wooden building—covered with bark or turf, on the coast of Labrador, and with boards and shingles on the coast of Gaspé—at one end of which is a wharf, called the stage-head, extending far enough into the sea for boats loaded with fish to come alongside of it at low water. The flooring of the wharf, formed of poles of fir, or more frequently still of spruce, is divided into compartments, into which the fishermen, on their arrival with boat loads of fish, toss them one by one with an implement called a pew.

At the end of the stage nearest to the wharf are the tables on which the Cod is dressed. In the middle is a passage, with a level floor of strong planks, on which the shore hands can wheel with ease their barrow loads of salt or fish; and on each side are places for piles of fish, for salt, for troughs to wash the fish in, &c.

The first operations in the process of curing Cod, are performed on the splitting table. In the Canadian establishments three men are generally employed in the operation of dressing Cod, called respectively, the cut-throat, the header and the splitter. The French employ only headers and splitters, the duties of the cut-throat being performed by cabin boys.

As soon as the Cod has been landed on the stage and counted, the men go to work.—

The cut-throat, armed with a two-edged knife, seizes the fish by the eyes, cuts its throat, and having opened it down to the navel with a single stroke of his knife, passes it to the header. The header detaches the liver, which he throws into a barrel placed near him, and with the same hand tears out the entrails; after which, with his left hand, he cuts off the fish's head. The splitter now seizes the fish by the left side of the neck, and opens it from the neck to the tail, cutting from left to right; after which, he places it against a batten nailed on the table, and with a single stroke of his knife, if he can, he removes the back bone, from the navel upwards.

The head, entrails and other offal of the fish are thrown into the sea, through a hole under the table, and are carried away by the ebb tide, if not sooner devoured by the Anglers and Plaice, which are always in great numbers near the stages.

From the hands of the splitter the Cod passes into those of the salter, who places it on a pile, spreading it carefully, with the flesh up and the napes out, and with a wooden shovel scatters a layer of salt over each row. The salters's art lies in sprinkling on each fish just salt enough to make it keep well, but not enough to burn it.

The Cod is left piled in this way for three days, or sometimes four, according to the quality of the salt, after which the operation of washing commences. On the coast of Labrador it often happens that Cod is left in piles for several weeks, or even for whole months; but it is never so white as when it has been subjected to the action of salt only as long as is necessary.

When Cod is to be washed it is conveyed in wheel-barrows or hand-barrows to a large trough made of deals, ten or twelve feet long by four feet wide and three feet deep, filled with water which is continually being changed; in this trough it is turned over and over by men armed with poles, and rubbed on both sides with the swabs on the ends of the poles, until all the salt is washed off, when it is put in piles again in order that the moisture may drain off from it. After some days the piles are taken down and the fish are spread, one by one on hurdles, three feet wide, covered with fir or spruce boughs and supported upon posts about three feet from the ground, in order that by exposure to the action of the sun and air they may be deprived of all the water they contain, and be reduced to that dry state in which they may be preserved for several years even in hot countries.

If the process of dressing Cod has to be performed with care, so must that of drying it not be neglected for a single moment; for Cod is merchantable, or of inferior quality, or even sometimes entirely spoiled, according as the process is well or ill managed.

The hurdles on which Cod are stretched to dry are called flakes. They are placed parallel to each other, with spaces of four feet between to enable the men in charge of the fish to move round them.

At night the fish are gathered into piles of fifteen or twenty each, with the flesh side down, the largest on top by way of cover to the rest. In the morning they are spread out, with the flesh up. If the sun gets too hot about the middle of the day, they are turned with

the flesh down to prevent their being burned, but as soon as the great heat is over the flesh is again exposed to the drying influence of the sun. For the faster Cod is dried the whiter and more transparent it is, and the dearer it sells in foreign markets.

The master-voyager, or whoever in the establishment is specially charged with the superintendence of the final operations of curing the fish, is incessantly on the look out when he has a large quantity of fish on the flakes. He is always watching the sky and looking to every part of the horizon to see if clouds that threaten rain are gathering. But above all he consults his barometer, and if he finds it indicates rainy or moist weather, he gives orders immediately to gather up the fish as quickly as possible. Then, if the rain seems very near and there is much fish out, all go to work, from the chief to the smallest cabin boy. When they have done, each goes back to his own business, satisfied and free from anxiety, for the Cod, once placed with its skin up, cannot suffer from rain, unless the wet weather lasts very long and there are no intervals of a few hours of sunshine to admit of its being spread out again.

When the Cod is sufficiently dry, large round piles of it are made, containing as much as a ton and a half of fish each, and covered with birch bark and heavy stones; by the pressure of these it is deprived of the little moisture that remained in it, and after remaining in this state for some weeks it is put into dry stores, where it is left until the time comes for sending it to the best markets. But before it is shipped, it is spread out on ground covered with fine gravel during the warm hours of one day, to give it its "last sunning," or "parting sun," and extract from it any damp it may have contracted in the store.

In fine weather and during the dry season, when westerly winds predominate, cod is easily cured and made of the first quality. It is not so when the easterly and south easterly winds prevail and bring upon our coasts mists and rain that last for whole weeks; our fishermen are then in the greatest state of anxiety, and in spite of every possible care and precaution, they frequently see the fish spoiled before their eyes which it has cost them so much of the toil and exposure to danger inseparable from their calling, to snatch from the sea, without its being in their power, by any means whatever, to obviate the destructive effects of the dampness; for, once the fish has been whateed and is exposed upon the flakes, it cannot be taken into the stores until it is perfectly dry.

In ordinary seasons from five to six per cent. of the dried Codfish is of second quality; in rainy seasons from fifteen to twenty per cent. is thus deteriorated.

It is on the coast of Gaspé, where the effects of the mists generated by the Gulf Stream are least felt, that the finest Cod in all America is cured. It is well known on the markets of Spain and Italy, where it is preferred to all other fish.

At Labrador, on the coasts of the Straits of Belle Isle, and at Newfoundland, where, for whole weeks, the fogs brought on by the easterly and north-easterly winds do not allow a single ray of the sun to be seen, Cod is cured with great difficulty, especially in the months of June and July; and the fish from those countries is always inferior to that which is despatched from the ports of Gaspé and New Carlisle.

In order to guard against all risks from the weather, attempts have been made to dry Cod artificially by means of large ovens, in which it is exposed to moderate and regular heat;—but I am told that these attempts, which have been made at the Island of St. Pierre and in France, have not succeeded as well as was expected; so that it remains well proved that the agency of the sun will always be the best that can be employed for the drying of codfish.

The Codfishery off the coasts of the Gulf of St. Lawrence, I repeat again, is a most important branch of industry, and gives rise to a considerable trade, as well with the Lower Provinces as with the United States and with countries beyond the sea. Unfortunately, the greater part of this trade does not belong to Canada. For, not to mention the exports of Codfish from Newfoundland to Spain, to Italy, to the West Indies and to Brazil, nor the immense quantity of Codfish that French fishermen come and take every year on the Great Bank off Newfoundland; and on the northern and western coasts of Newfoundland; we find fishermen from Nova Scotia and the United States on our coasts, from the Spring to the Autumn, in well-equipped vessels, busily employed taking our finest fish; and we find them afterwards, with these very fish, competing with us in foreign markets, and almost always successfully.

All along the coast of Nova Scotia, and in almost all the maritime towns of the States of Maine and Massachusetts the fisheries constitute the chief branch of industry, absorbing a large amount of capital, giving employment to the greatest number of seamen and vessels, yielding the largest profits, and affording the means of living to a considerable portion of the population.

In Canada the Fisheries are known only on the coast of Gaspé; in the interior of the country, and above all in Upper Canada, their importance is not even suspected.

Our city merchants are content with receiving for sale on commission the fish which is brought to them by the fishermen. None of them, not one large shipowner of Quebec or Montreal, has yet determined upon carrying on the Codfishery, and an export trade in Codfish, on a large scale. And yet, nowhere in all America is there a greater abundance of fish of all kinds, than on the coasts of Canada. And what proves this clearly is, that they are visited every year by from 250 to 300 fishing schooners from Nova Scotia, and by from 200 to 300 fishing schooners from the United States, more than half of which come for the codfishery only. What, then, has kept this branch of industry in our country? What are the causes that have prevented it from developing itself in the same proportions here as in the neighboring countries? Many causes. First of all, the want of capital; then the total absence of communication during winter between the central part of Canada and the coast of Gaspé, and, until these last years, the difficulty of maintaining commercial intercourse by sea between Montreal and Quebec and the principal Canadian ports on the Gulf, and, I must add, the little spirit of enterprise on the part of a large portion of the inhabitants.

Several of these causes now exist no longer. Easy and certain communications by steamers have been opened not only between Quebec and the coast of Gaspé, but also with the coasts of New Brunswick and Nova Scotia. Formerly it took one often a fortnight or three weeks to go from Quebec to Gaspé, now it is an affair of from thirty-six to forty hours. The Government is making a road, the Natapedia road, which will connect the settlements at the head of the Bay of Chaleurs, and on the River Restigouche with those on the banks of the St. Lawrence. Capital, although not abundant, is certainly not entirely wanting at present. But, I say it again, the little spirit of enterprise that people have in the central parts of Canada, and their want of practical knowledge of the importance of the fisheries, and of the precious and inexhaustible resources they offer, are the principal causes which have retarded the development of our fisheries.

We have thousands of fishermen, thousands of fishing boats, some hundred schooners engaged in the cod fishery, the herring fishery, the seal fishery and the whale fishery. We export fish to the value of about \$1,000,000 annually.

On the coasts of Gaspé and on the north shore we have large establishments, rivalling those of the French and of the people of Newfoundland, Nova Scotia and the United States; but they were founded, for the most part, by persons who, although British subjects, it is true, did not belong to Canada; and even now, the chief proprietors reside in the channel islands, which are thus enriched by the accumulated profits of the Canadian fisheries.

Let us hope, however, that a new era in the history of our fisheries, fruitful in happy results, is at hand; and that their great commercial importance and the immense value of their resources is at last about to be understood in Canada.

I have already described, within the last four or five years, great advances in the different departments of this branch of industry, particularly since the north shore—previously included in the King's posts—have been open to all fishermen; and I have easily proved the truth of my assertions from the customs returns which show an increase of 100 per cent in the value of the exports of cod and other fish to foreign countries.

But what will undoubtedly help more than anything else to draw the attention of capitalists and shipowners to the great wealth of our fisheries, is the bounty which the Government offers every one of the Queen's Canadian subjects who chooses to engage in the fisheries. I have always recommended that measure, not as a permanent one, not as a necessary and indispensable means for the maintenance of this branch of industry;—for this branch of industry is sufficiently profitable to those who understand it, to be able to support itself; but as an enticement, as a stimulus. The profits to be obtained in the fisheries are generally so certain and so considerable that as soon as they are carried on with intelligence

and sagacity on a large scale, and with the economy which distinguishes the Jersey fishermen, the Government may, in a few years, without any danger to our fisheries, do away with the bounty.

The Governments of Nova Scotia and New Brunswick gave bounties to their fisheries for several years, and the good results that followed proved the excellence of the measure.

The Government of the United States has, for the last sixty years, given large bounties to the codfisheries.

It is well known that the French Government spends several millions of francs every year in developing its Newfoundland fisheries.

Holland became a great maritime power in the seventeenth century solely by means of the immense resources placed at her command by her herring fisheries; and it was by means of bounties that she had developed them.

So that our Government has but followed the example of several other countries in offering the encouragement of a bounty to our fisheries.

Now I can prove that last year the good effects of this important measure had been already felt. At the Magdalen Islands all the vessels fit for sea, to the number of 25, went to the fisheries. Their crews were larger than in previous years, and they were much better found. New vessels also, larger than the old ones, are being built.

On the coast of Gaspé, where they had been satisfied with fishing for cod from boats near the shore, more than thirty schooners have been fitted out and sent to fish on the north shore, besides those engaged in carrying fish.

In the parishes below Quebec a number of schooners have been well fitted out, not only for the cod and herring fisheries, but also for the seal fishery.

These are certainly good results; and there is every reason to hope that in a few years we shall have to rejoice at the extension and increased importance of our fisheries, encouraged and protected as they now are by the Government.

THE HERRING FISHERY.

The herring, (*Clupea Harengus*) of the genus *Clupea*, and of the family of the *Clupeadæ*, is one of the fishes that are met with in greatest quantity along the coasts of North America, from the latitude of New York to Hudson's Bay.

Naturalists are not agreed as to whether or not there is more than one variety of this fish, though some American authors give the name of *Clupea Elongata* to the variety which frequents the coast of the United States. The herring found along the coasts of England, Ireland and Scotland, certainly differs a little from ours; it is shorter and smaller than that which is taken off the coast of Labrador, and it is said to taste better.

The herring, like the cod, inhabits cold and temperate climates. In winter it disappears from our coasts and resorts to the depths of the ocean, or perhaps, as some Naturalists pretend, to the Arctic seas, where it finds an abundance of the crustacea on which it feeds; but no sooner has spring returned, and the ice disappeared, than the herring, impelled by a powerful instinct, tending to the reproduction of its species, is seen to arrive in immense shoals on all the coasts in the Gulf of Saint Lawrence, especially on the Southern coast of Newfoundland, in the Gut of Canso, at the Magdalen Islands, and in the Bay of Chaleurs.

Owing to some cause which no one has been able to explain satisfactorily, the herring does not visit the coast of Labrador in the Spring; or if it does, it is only in small numbers.

At Pleasant Bay, in the Magdalen Islands, herrings make their appearance at the beginning of May, and almost always in large shoals. They come very near the shore, entering even into the lagunes of House Harbour, and sometimes in such dense shoals, that the pressure upon each other, often increased by the force of the tide, kills them by thousands.

In the Bay of Chaleurs, especially in Cascapedia Bay, in Carleton Bay, and at Port Daniel, they present themselves in as great numbers as at the Magdalen Islands, and always for the purpose of spawning; which is a highly favorable circumstance for the fishermen.

The female herrings come very near the shore, in calm weather, and generally at night, to deposit their ova in from one fathom, to three fathoms depth of water. The males fol-

low, and swimming above the ova, shed over them their milt, which, being spread about by the water, comes in contact with some of the ova and fecundates them.

It is impossible to form a correct idea, without seeing it, of the prodigious abundance of the ova of the Herring deposited at the Magdalen Islands, and generally on all the coasts where the Herring spawns. I have seen the shore at Pleasant Bay covered two or three feet deep with them for several miles; and often times, on returning to my vessel of a calm evening, I have seen the sea white with milt for several acres around, though when I passed the same spot two hours before the water was of the usual color. This will, perhaps, appear astonishing to some persons; but they will soon recover from their astonishment when they reflect upon the fact that each female Herring has from six to eight millions of ova in its ovaries; and that each male is furnished with a proportionate quantity of milt.

Providence has, no doubt, ordained that there should be this prodigious quantity of ova, in order that there should remain enough for the preservation of the species in the numerical proportion required by the Creator, notwithstanding a loss of a great portion of them, some of which are not fecundated and are therefore unproductive, while others are washed on shore by the waves or are devoured by the little fishes, numerous kinds of which use them for food.

Notwithstanding the immense numbers that have been taken in the Gulf of St. Lawrence, and along the coasts of Newfoundland, the Herring has not perceptibly diminished in abundance there. It may indeed, for several years at a time, have presented itself in smaller numbers at certain places, or even have disappeared from certain coasts; but these phenomena were rather owing to peculiar circumstances arising from the weather and the action of the winds. They re-appeared afterwards in these same places, and more abundantly than ever. The same thing has happened on the coast of Norway. For thirty years the summer shoals of Herrings (called there *sommersild*;) had entirely disappeared from the coast to the North of Christiansund, which they had frequented during twenty consecutive years; but for the last twenty-five years, or thereabouts, they have returned thither regularly again.

As soon as the act of reproduction has been accomplished, the shoals of Herrings disperse themselves throughout the Gulf in every direction, as I have had opportunities of observing in my voyages and cruises there during the last eight years.

At the latter end of August, and during the months of September and October, the coast of Labrador from Cape Mecatina to Cape Charles, and from thence to Hudson's Bay, is visited by shoals of very large, fat Herrings, well known throughout Canada by the name of Labrador Herrings. Neither ova nor milt are found in them, so that they do not come to spawn. They are probably Herrings that made their appearance in the spring on the coasts of Newfoundland, at the Magdalen Islands, and in the Bay of Chaleurs, returning to the main ocean, or making their way to the Arctic seas.

Both the shape and the flesh of the autumn Herring differ very much, it is true, from those of the spring Herring, so that one would almost think they were of different species; but knowing as we do how much fishes change, even in the space of a few months, especially after the spawning season, we are constrained to believe they are the same.

During the summer season large numbers of Herrings are to be met with along the coast of Gaspé, and even along the North shore of the St. Lawrence, but they are not in shoals. It is only off Caraquette that they are found in small shoals, on reefs and in shallow places, where the fishermen of that locality take considerable numbers of them with nets in the month of October.

As might naturally be expected, the appearance of the Herring in immense shoals along the coasts of the Gulf does not fail to engage the attention of our fishermen, for whom its capture is a highly profitable employment.

No sooner, in the spring, has the first shoal of Herrings been observed at any place along the coast, than all the fishermen in the neighborhood repair to the beach with their nets, their seines, and all their other fishing tackle. Soon a great number of boats are plying in every direction about the bays and coves where the fish are expected. These contain the fishermen, who go to spread their nets so as to intercept the shoals of Herring when seeking to approach the shore at night, for the purpose of spawning.

At the Magdalen Islands, and in the Bay of Chaleurs, as well as along a portion of the coast of Gaspé immense numbers of herrings are taken in the spring. At Pleasant Bay more than 50,000 barrels are taken with nets and seines every year, in the space of 15 days at the most. The same thing happens on the coast of Gaspé, although there the seine is less used.

As I have said, the nets, which are generally thirty fathoms long, by five or six wide, are set in the afternoon, and in the morning the fishermen visit them and take out the fish, generally to the extent of from five to ten barrels full out of each net, each night, when the fishing is good. The nets remain set as long as the fishing lasts, although they are sometimes taken up to be cleaned.

But there is a much more expeditious mode of taking herrings than with a net, and that is with a seine. Seines for this purpose must be of large dimensions, say from one hundred to one hundred and thirty fathoms long, by from eight to eleven fathoms wide, with braces two hundred fathoms long. They cost a good deal of money, and require many hands to work them, so that it is not every fisherman that can have one. Large seines, indeed, are seldom seen, except in the possession of Americans or Nova Scotians. I have observed with pleasure, however, of late years, that they have begun to be introduced into Canada; experience having shewn our fishermen, that the only way to make large profits is to fish on a large scale, and with the best kind of tackle.

Those who fish with nets, when once they have set them in places where they think the greatest number of fish will pass, wait for the fish to go of their own accord, and get taken. Those who fish with the seine, on the contrary, go out in search of the fish along the coasts they expect them to approach, with the seine in a large boat, manned by eight men. A score of seamen in smaller boats precede and follow the seine-boat, and look out in every direction for signs of the presence of shoals of herrings. If the surface of the water is agitated at any particular spot, they make towards it immediately; when they get to it they stop and look about them, leaning over the sides of their boats and gazing down into the depths of the sea. Their cruises are frequently unsuccessful. Sometimes they row for whole days without seeing a single fish, or see them only in too deep water for seining. But they have also their strokes of good fortune; and fishermen with seines of the large dimensions I have described often take, at a single haul of the seine, herrings enough to fill 500, 1,000, 2,000 or even 3,000 barrels. One need not be surprised at such great results, when one reflects that herrings in a shoal are so crowded together as to form a compact mass from the surface of the water to the bottom.

When the seine is so much loaded with fish it cannot be hauled on shore without risk of breaking it and losing all the riches it contains. In that case the braces are made fast on shore and the fishermen seine with small seines inside of the large one; or, if the fish are very thick, they are taken out with scoop nets, or landing nets.

If the weather is calm, or the wind is off the land, the seine may be left moored in this way for several days, or until all the fish have been taken out of it; but if, unfortunately, a sea breeze springs up and it begins to blow hard, the seine must be taken up at once or it will be torn to pieces by the violence of the waves. Many thousands of barrels of fish are lost in this way.

On the coast of Labrador the Herring fishery is carried on in September and October, sometimes even beginning as early as the latter end of August. The first Herrings taken are not generally very fat; but after them come those fine fish that are so well known. The Labrador Herring is almost always taken with the seine.

Herrings do not frequent all parts of the coast in equal numbers. There are places where hardly any are to be seen, while they make their appearance in great numbers at other places, such as Belles Amours Harbour, Bradore Bay, Blancs Sablons Bay, and many other smaller bays on our coasts, *Anse au Clair*, Forteau Bay, Red Bay, Modeste Islands, and a great many other important stations on the coast of Labrador belonging to Newfoundland, and St. Barbe's Bay, St. Genevieve's Bay, St. Féréole's Bay, and St. Margaret's Bay on the Northern coast of Newfoundland.

It is to these bays and harbors that the fishermen resort for the pursuit of their calling. As at the spring fishing they scour the coast in search of shoals of Herring; and the difficulties they meet with are even greater than in the beginning of the season, because fish are not plenty, and there is more bad weather. But, on the other hand, the fish are

of greater value, and are worth more than twice as much as those that are taken at the Magdalen Islands.

Owing to the thick coating of fat which covers the flesh of these Labrador Herrings, they must be salted immediately, and with great care, to prevent their turning yellow and spoiling. The spring Herrings require less care. They are almost always salted whole; that is to say, without opening them and taking out their entrails.

The produce of the spring fishing goes to Nova Scotia and the United States, and from thence to the West Indies. The Labrador Herring comes to Canada, and is consumed chiefly by the Irish und Scotch.

It will be seen from the Statistical Returns accompanying my Report, that the Herring fisheries are very productive; but they could still afford employment to more than a hundred additional vessels, and more than a thousand additional hands, particularly the Labrador Herring fishery.

The Custom House Returns notice only the salt fish exported from Canada to foreign countries; but it must not be forgotten that the population of Upper and Lower Canada consume a large quantity also, which I estimate at near 10,000 barrels, and almost all Herrings.

THE MACKEREL FISHERY.

The Mackerel (*Scomber Vernalis*), of the genus *Scomber*, and of the family of the *Scomberoides*, is one of the most valuable of all the fish that visit the coasts of the Gulf of Saint Lawrence. Unfortunately, we have only lately begun to appreciate it as it deserves in this country; and it may be said that the Mackerel fishery along the shores of Canada is still in its infancy.

It was formerly thought that the Mackerel inhabited the frozen seas during winter; but that opinion has been given up, and naturalists now tell us that when it quits our shores it retires to the bottom of the ocean, there to wait until the return of spring enables it once more to approach the land.

The Mackerel is met with along the coasts of the United States as far South as Cape Anne, in the Bay of Fundy, off the coast of Nova Scotia, in the Gut of Canso, and sometimes off the coast of Newfoundland; but nowhere is it more plentiful than along the shores of the Gulf of St. Lawrence, especially off the coast of Prince Edward's Island, in the Bay of Chaleurs at the Magdalen Islands, and in the lower part of the River St. Lawrence, as far up as Matane and the River Godbout. It is sometimes found along the shore and the coast of Labrador, but not in great numbers.

Like the Herring, the Mackerel comes in shore to spawn. It arrives at the end of May or beginning of June. But it does not make its appearance at that time in such great numbers as the Herrings in the preceding month, and the large shoals resort to the Magdalen Islands only, so that nowhere else in Canada is it taken in nets.

The Mackerel, after having spawned, disappears entirely from Pleasant Bay about the 15th of June. Yet, about the end of July it begins to be seen again at the Magdalen Islands, at first in small numbers, but afterwards it becomes more plentiful, and in the months August, September, and October, it is to be met with all round that group of Islands. It makes its appearance at the same period in the Bay of Chaleurs also, as well as off the coast of Gaspé and along the shores of the River St. Lawrence. It is then in the best possible condition, and more than twice as fat as it was in the month of June. We all know that the Mackerel, like almost all other fishes, grows very lean during the time it is engaged in performing the important functions tending to the reproduction of its species. It begins to fatten immediately after it has spawned, and the later in the season it is taken the finer it is.

I have said that the Mackerel has only recently been appreciated at its just value in Canada. The fact is the people of the Magdalen Islands have only fished for it during twenty years past, at the most; and even then they have had to learn to do it from American and Nova Scotian fishermen. I am now speaking of the spring fishing. As to the summer Mackerel fishing, which is by far the most important, it may be said to be entirely in the hands of the American fishermen. Our fishermen are content to fish for Mackerel from boats, near the shore, when Cod fails.

Fishing for Mackerel with hooks and lines is carried on chiefly in Pleasant Bay, off North Pond, around the Island of Bonaventure, in the Bay of Chaleurs, and in Gaspé Bay. At Sheldrake, Seven Islands, and the River Godbout our fishermen sometimes take them with the seine.

The seafaring population of the maritime towns in the Northern States, especially the State of Massachusetts, make Mackerel fishing one of their chief pursuits. Nearly a thousand of their vessels, worth not less than five millions of dollars, and manned by more than twelve thousand seamen, are employed in it.

The American Mackerel schooners, especially those which sail from Gloucester, a trading port which owes its existence to the fisheries, and which alone sends out more than four hundred, are the finest vessels and the best sailers of their class in the world, and form a fleet of little vessels of which the maritime population of Maine and Massachusetts are justly proud.

These schooners leave the ports to which they belong about the middle of July, and immediately on their arrival in the Gulf, a week after, their crews commence fishing. They generally make for our shores, because near them the fish are most abundant.

As the Mackerel fishing carried on by American fishermen in the Gulf is a source of great profit to them, and a matter of some interest to us, inasmuch as a great proportion of the fish they carry home with them are taken in Canadian waters, I will describe it a little in detail :

The summer Mackerel fishing is carried on in two ways : with hooks and lines, and with the seine.

The greater number of fishermen use the hook and line. These are the crews of those beautiful schooners to be met with everywhere in the Southern part of the Gulf of St. Lawrence, during the months of July, August, and September, and which, from far, look more like a small squadron of yachts than a fleet of fishing vessels, so beautiful are their masts and sails, and so neat and clean are they kept.

But on a nearer approach this is found to be an error ; for on the decks of these vessels are to be seen crews of from ten to twenty men, all occupied either in catching fish, in repairing fishing implements, or in splitting and salting the fish that have been taken ; and what is most striking is the order that reigns on board of these Schooners, whose decks and holds are almost always full of fish, fish barrels, salt, &c.

These Schooners are generally of from 60 to 100 tons burthen. They have little depth of hold, great breadth of beam, rake very much fore and aft, and carry large cotton sails which enable them to sail fast, even with a light breeze. Their decks are roomy, and on them the whole work of salting and barrelling, &c., is carried on.

Before sailing from their port of outfit for the Gulf of St. Lawrence, they provide themselves with several barrels of very fat little fish, called poggies, to serve as bait, and as feed for the purpose of attracting the Mackerel to the surface of the water and retaining them near the vessel. At a later period, when the poggies are exhausted, recourse is had to the offal of the Mackerel for bait, and it is prepared in this way ; whole fishes, or the offal of fishes, either poggies, Mackerel or others, are chopped up very fine in a machine something like a straw-cutter, and then put into a large bucket full of salt water ; the mixture is then stirred for a long time with a small paddle, and this is the whole secret of preparing feed or bait for Mackerel. Machines for chopping up the fish are sold for from \$5 to \$7, according to their size.

As soon as the Schooners have reached the places where shoals of Mackerel are usually found, they keep cruising backwards and forwards, and the moment there is the least appearance of fish, or their presence is even suspected, near a vessel, the jibs are taken in, and the vessel is brought to, with the mizen sail and mainsail veered half round. Feed is then scattered all around, from small pails, the fishermen seize their lines, bait their hooks with small pieces of the skin of the neck of the Mackerel, or any other fish, (but the Mackerel is much preferable) and throw them into the water. The lines are fine and are made of hemp or cotton, generally the latter. They are from six to eight fathoms long, and to one end is fastened a small sinker of polished pewter, oblong in shape, and weighing about two ounces, to one end of which is soldered a middle sized hook.

Each fisherman plies two lines, one in each hand, and leans on the rail while fishing. He very seldom pays out more than four or five fathoms of line, for the Mackerel, attracted

by the chopped fish thrown over board, thousands of pieces of which float in mid water, leaves the depths of the sea, and comes swimming towards the surface, to feast with avidity on this excellent bait, prepared for him with so much care; and while he is gorging himself with pieces of poggie and Mackerel, he seizes the bait on the fisherman's hook, and soon, in spite of his violent efforts to break the iron that is tearing his mouth and to free himself, he is pulled out of the water and thrown upon the deck, where he dies before long.

Such is the method of taking Mackerel with the line pursued by the American fishermen; and our own, as well as those of Nova Scotia and the other Provinces, have adopted it as being the best. But it is far from being invariably successful; for it very often happens that the fish, finding plenty of food at the bottom of the sea, will not rise to the bait, or care so little for it as hardly to bite at the hooks. But the great difficulty with the fishermen is to find the shoals of Mackerel. It is almost always an affair of chance.

When Mackerel swim near the surface, as they do when they are pursued by the porpoise or some other of the large fish that prey upon them, they are easily recognized, especially by the experienced fishermen, by the ripple they make in the water, and sometimes by the noise they make by beating the water with their tails; and the moment they are seen from the fishing Schooners, these bear down upon them and make all sail, so as to reach the place where they are as quickly as possible. Then quantities of bait are thrown into the water, and if the fish are hungry a good take may be expected. From fifteen to thirty barrels of Mackerel, for example, may be taken in a forenoon by a crew of fifteen. But Mackerel do not always show themselves near the surface; on the contrary, they generally keep at a great depth, in order not to be seen; and then the fishermen are obliged to seek for them. For this purpose they cruise with their vessels, as I have said already, in certain places, from sunrise to sunset; and I should add that in fine weather they stop every half hour, and sometimes oftener, to throw bait into the water, in the hope that some shoals of Mackerel may see it, and allow themselves to be attracted by it to the surface. The Mackerel fishing Schooners, which are almost always good sailers, often sail from 60 to 100 miles in a day, on a cruise of this kind; and they may cruise for a week at a time, and sometimes longer, without taking a single fish. I meet many of these Schooners during my cruises in the Gulf; and as I make it my duty to obtain all the information I can from them, I have often been told by Captains who had been fishing a great part of the season, that they had not taken fish enough to pay for the board of their hands, while others have informed me that they had loaded their vessels in the space of a fortnight or three weeks.

It will be seen from what I have said that the Mackerel fishery is difficult, precarious and uncertain. It requires, therefore, to be carried on with sagacity and perseverance, qualities for which the American fishermen are distinguished. Hitherto they have succeeded the best in this branch of industry, which is assuming very considerable proportions in some of their Northern sea-ports.

If the owners of vessels that have not had good fishing lose money, on the other hand, those whose vessels have been successful, and have been able to make several voyages in one season, make large profits, particularly when Mackerel sells, as it has done for some years past, at from eight dollars to twenty dollars per barrel, of 200 pounds.

This fishery is certainly worthy of the attention of Canadian Ship-owners and merchants, especially those of Quebec; and it is to be hoped that many years will not elapse before we also have our fleet of Mackerel fishing Schooners.

It is difficult to state the exact quantity of Mackerel the American fishermen come and take every year along our coasts,—from before our very doors, as it were; but I think I am within bounds in estimating it at 55,000 barrels, of the value of not less than \$600,000,—that is to say, more than half the value of all the fish exported from Canada.

The Mackerel fishery in Canada does not yield 5,000 barrels.

These figures speak for themselves. I need add no comments on the state of inferiority to the American fishermen with respect to the Mackerel fishery in which we find ourselves.

THE SEAL FISHERY.

The Seal or Sea-calf is a carnivorous and amphibious animal, belonging to the order of mammalia. There are several varieties, three of which are peculiarly deserving of our attention: these are the Harbour Seal, (*Phoca Vitulina*) whose average length is three feet; the Harp Seal, (*Phoca Groenlandica*) whose average length is five feet; and the Hooded Seal, (*Phoca Leonina*) which is sometimes nine feet long, with a moveable sack on its head, formed of several folds of skin, with which it can cover its eyes and its muzzle when it likes.

The two latter varieties assemble together in herds, and are migratory. The Harbour Seals appear to live apart, and are to be met with in the same places at all seasons of the year.

Seals have round elongated bodies, gradually diminishing in size from the chest to the tail, and thickly covered with short smooth hair,—their lower extremities are short and end in webbed feet, something like the fins of the *cetacea*, while the upper extremities which are longer, but very strong and muscular, and terminate in webbed hands, resemble the fins of fishes.

Owing to this formation, the Seal is the best swimmer among the *mammalia*, with the exception of the *cetacea*; and it succeeds in catching the most active fish that are known, and among others the Salmon, of which it seems to be very fond, and against which it wages a deadly war in the estuaries of rivers.

Almost all kinds of Seals couple in June; and the females bring forth their young (seldom more than one at a time) in March, on floating fields of ice. The young are born with white hair, and remain on the ice as long as they are suckled by their mothers. At three or four weeks old they can live in the water; but for some months they continue to follow their mothers, who partly provide for their support and defend them against the attacks of other creatures.

Seals are fond of approaching the shore and landing on sandy beaches or flat rocks, to bask in the sun; but at the slightest noise, and especially if they perceive the fishermen, they make for the sea, and disappear under its waters. Nevertheless, if they are taken young they are easily tamed, especially the common seal; and they attach themselves to their masters, whom they follow about everywhere, and for whom they seem to entertain an affection as lively as that of the dog.

The herds of seals that frequent the Gulf of St. Lawrence arrive there in the month of November. They come chiefly through the Straits of Belle Isle. They keep very close in to the coasts either of Labrador or of Newfoundland, penetrating into all the bays, and not going out far from land when doubling the points and capes. They often stop to sport when they find a favorable place for the purpose. It is then they are seen to dive repeatedly, coming up again almost immediately, and to roll themselves about and beat the water with their hands. The fishermen call this brewing, and hence the name of "brewer" given to those kinds found on our coasts.

In winter they spread themselves through the Gulf in search of icebergs, on which they live for several months. In the months of May and June the herds of seals reappear on our coasts; but then they pursue an opposite course to that of the preceding autumn. Afterwards they go out of the Gulf into the main ocean, and probably repair to Hudson's Bay and the Arctic seas.

Seals are of great value, not only on account of the thick layer of fat between their skin and their muscles, which yields an oil superior to that of the whale, but also on account of their skin, which is used as a covering for trunks and valises, and which, moreover, tans well and makes excellent leather. Their importance in a commercial point of view was soon perceived by the first mariners who visited the Gulf of St. Lawrence, for no sooner was Canada discovered than the seal fishery was prosecuted on our coasts; and if we are to believe the accounts of several voyages to the coast of Labrador in the last century, which have come down to us in manuscript and by tradition, immense numbers of them were taken at that period.

Then, as now, nets were used for the purpose of capturing these marine animals.

These nets are made of a hempen cord which is very strong, although not more than the twelfth part of an inch thick. The meshes are eight inches square, and will admit the head and neck of the seal. Some nets are more than one hundred fathoms long, by

ten fathoms wide; and several nets placed together as advantageously as possible, for the purpose of taking seals when they are migrating in herds in the spring or in the autumn, form what the fishermen call a set of nets. Some of these sets of nets in use on our coasts are of great value, costing as they do as much as £1500 for cord alone, to say nothing of the anchors and cables by which they are kept in their proper places after they are set.

The usual time for the Seals to pass near the shore on their migratory voyage being known, the nets are set a few days before. One of the fishermen is posted as a sentry on a rock, a little in advance of the fishery, to give notice of the approach of herds of Seals, and the moment there are any in the fishery the signal is given, and the fishermen hasten to raise, by means of a capstan, a net sunk by leaden weights to the bottom of the water at the entrance of the fishery. With this they close the opening through which the Seals made their ingress; and as soon as this operation is completed, and the seals are fairly imprisoned, the fishermen jump into their boats and enter the fishery shouting and beating the water with their paddles, and sometimes firing off guns. The frightened Seals, trying to escape, dive down and run their heads into the meshes of the nets, which are kept always open by means of cables round the borders of the nets, hove taut by capstans.

As soon as all the Seals are caught in the meshes, the men underrun the nets, knock on the head with iron clubs, those that are not strangled, and carry them all on shore in their canoes.

The Autumn Seal fishery takes place on the coast of Labrador at the end of November, and in the month of December, and is very arduous by reason of the severity of the cold at that season, and of the ice-fields which often break through the sets and tear the nets, if care is not taken to take them up. The Seals are no sooner taken out of the water than they become frozen; and in that state they are put into stores, and it is not until the spring, when the warm air has softened them, that they are cut up, and their fat is melted in iron pots.

The spring fishing is carried on nearly in the same way as the autumn fishing, with this difference, that the entrance of the fishery is to the Westward, because then the Seals are going out of the Gulf.

The fat of Seals taken in the spring is softer and more mellow than that of those taken in the autumn, and it is melted in the sun in large wooden tubs. It is in this way that the pale Seal oil of commerce is obtained.

The spring and autumn Seal fishings are carried on along the Canadian shores of the Gulf of St. Lawrence, from Blancs Sablons Bay to Cape Whittle, and yield the fishermen annually, from 5,000 to 7,000 Seals, of the value of from one pound to three pounds each. But it is rather precarious; and it fails sometimes, by reason of the cold, or of the ice, or of calm weather or adverse winds. A sea breeze is most favorable to this fishery, and it does not require clear weather; on the contrary, misty weather is better for it.

I shall not describe the seal fishing stations belonging to Canada on the North Shore, as I have done so already in my report for 1857. I will merely add that seals are not taken in nets on the coast of Gaspé, at the Magdalen Islands, or on that part of the North Shore which lies between Cape Whittle and the River St. Lawrence, because these animals do not approach the shore in herds at these places.

Seals are not only taken in nets near the shore, in the manner I have just described, but they are also pursued in every direction, and are sought for on the ice-fields, not only in the middle of the Gulf of St. Lawrence but also in the Atlantic, and at a considerable distance from Newfoundland and the Island of Cape Breton.

The expeditions that are fitted out for this kind of fishing, or rather of hunting, require to start soon after the young ones are dropped, in order to find them still on the ice-fields; for, once they are in the water, seals, whether young or old, can set the most practised fishermen at defiance, and it is useless to attempt to pursue them.

At Newfoundland sealing, as it is called, is carried on on a large scale. The vessels employed in it are brigs and top-sail schooners, solidly built, well strengthened within to enable them to resist pressure from the ice, and plated with iron forward to prevent their being cut through by it. They have crews of from 20 to 60 men, and carry half a score of small boats, which the men drag after them on the ice and make use of to cross the open water dividing the fields or bergs from each other. This branch of industry has attained to considerable proportions in that island. Nearly 350 vessels, measuring more than 30,

000 tons, and carrying 10,000 men, leave the ports of Newfoundland every year in the months of March and April for the purpose of hunting seals on the ice-fields wherever they can be found; and the profits derived from these dangerous and fatiguing expeditions are very great indeed, and sometimes even enormous.

It appears by the Customs Returns, that from 400,000 to 700,000 seal skins are exported from Newfoundland every year. These figures will convey, better than any observations I could make, an idea of the value and importance of this fishery.

The vessels employed in the seal fishery in Canada are of from 30 to 80 tons burden, and until late years it was only at the Magdalen Islands that this branch of industry was pursued. As capital was entirely wanting there, the vessels were badly equipped; and notwithstanding the well known courage, dexterity and experience of the fishermen of those Islands, it was out of their power to make great profits. Within the last four or five years, however, larger and better schooners have been built at House Harbor and at Amherst Harbor; and the fishermen of these two ports carry on seal fishery with better success now than they did formerly. But although the number of vessels at the Magdalen Islands has increased of late years, there are as yet but 25, manned by 260 fishermen; this is very little in comparison with some of the ports of Newfoundland. There are seamen enough, however, at the Magdalen Islands to man 100 fishing vessels; but, as I have said, capital is wanting. The majority of the inhabitants have not even the means of building little schooners for themselves.

For two or three years past schooners have been fitted out on the coast of Gaspé, and even in some parishes below Quebec, and sent to the North Shore in pursuit of seals; and, notwithstanding the inexperience of those on board, they have brought back pretty good cargoes of the fat of these animals. I know that several other owners of vessels in the same localities have made arrangements for sending them, well found in all necessary equipments, to winter in some ports on the North Shore, so as to be able to go to sea early in the spring, and reach the ice between the North Shore and the Island of Anticosti before the end of March.

I have already mentioned, in my report for 1857, how Mr. Vignault, sailing out of the port of Natashquan, with his schooner of 40 tons burden, manned by seven men, about the end of April, found floating fields of ice not far from Point Natashquan, covered with Seals, and killed 600 of them in eight days. At the same time, and only a few miles off, a brig from Newfoundland took 3,000.

Mr. Vignault, who now resides at Natashquan, was equally successful in his Seal fishing in 1858 and 1859.

Last year there were fitted out for the Seal fisheries from 30 to 35 Canadian vessels; some from the Magdalen Islands, and the others from the North Shore, from Gaspé, and from the parishes below Quebec. They brought back 8,000 seals, the skins and fat of which were worth from \$40,000 to \$60,000.

The autumn Seal fishery of 1858, at Labrador, was bad and did not yield more than 4,500 Seals, worth at least \$8 each, or \$36,000 in all. It must be borne in mind that Seals taken in the autumn are all full grown, and yield more fat than those taken on the ice-fields in the spring, when they are only a month old or a little more.

THE WHALE FISHERY.

The Whale fishery on our coasts has hardly made any advance, although it has been followed for a long time. The first persons who pursued this branch of industry in the Gulf of St. Lawrence, were some fishermen from Nantucket, who came to Gaspé Basin during the war of the American Revolution; but it was on a very small scale at first, for their means did not admit of their making extensive outfits. Afterwards, however, they were enabled to procure larger vessels, and make greater profits; and to this day the schooners that are fitted out every year from Gaspé, for the Whale fishery, are chiefly owned by their descendants. These schooners are ten in number, and are manned by nearly 200 seamen, who are not inferior to American or to English fishermen either in skill, in hardihood, or in courage.

The Whales that frequent the Gulf are the Black Whale, the Humpbacked Whale, the Sulphur Bottomed Whale, and the Finner Whale.

The Black Whale which is the most valuable of all, has been met with, unfortunately in very small numbers of late years, and it has been very seldom that our whalers have had the good fortune to kill one. The Humpbacked Whale, so called on account of a hump on its back, is the most common in the Gulf, and the easiest to kill. As soon as its pursuers get near enough, they strike a harpoon into it, and allow their boat to be towed after it by means of a line attached to the harpoon until it is exhausted, when they approach it again and kill it with a spear.

The Sulphur Bottom and the Finner are so quick in their movements, and at the same time so wild, that it is difficult and dangerous to attack one in front and strike a harpoon into it, before it has been wounded with long sharp spears, which penetrate three or four feet into its flesh. After that it is tracked through the water by its blood, and if overtaken when the great loss of blood occasioned by its wounds has obliged it to slacken its furious course, it is harpooned and towed alongside the vessel.

If this happens far from land the Whale is cut up alongside, and the pieces of blubber are stowed in the hold; if near the shore it is towed into port or some well sheltered bay, and some of the crew are left on shore to make the blubber into oil, while the vessel puts out to sea again in search of fresh prizes.

The Whalers leave Gaspé Basin, where they are fitted out, at the beginning of June not to return for the purpose of laying up until the middle of September. The places they prefer to all others, because they generally find shoals of Whales there, are the Mingan shoals, at the west point of the Island of Anticosti, the River St. John on the north shore, and the St. John shoal, off the Island of St. John, on the north-west coast of Newfoundland. They cruise along the coast of Labrador, off the Great River Mecatina, off Gaspé Bay, and in the lower part of the River St. Lawrence, where Whales are met with as high up as the River Saguenay.

It seems that the Whale repairs for the winter to waters of higher temperature than those of the Gulf of St. Lawrence. It finds such on the south-west coast of the United States, where it brings forth its young.

Towards the end of May, Whales make their appearance in the Gulf followed by their calves, (at that time from 8 to 12 feet long), which they seem to cherish with maternal tenderness, and which they defend with fury when attacked by large fish or by the whalers. The calves feed so plentifully on Capelin, Launce and Herring, in the Gulf, that they grow very rapidly, and attain half their full size by the end of the season.

The whaling schooners from Gaspé bring back from twenty thousand to thirty thousand dollars' worth of oil every year.

A Black Whale will yield from 100 to 500 barrels of excellent oil, besides the fins, which are of great value.

The Humpback, the Sulphur Bottom, and the Finner produce from 10 to 100 barrels of oil only.

I may remark that the Whale Fishery has been attended this year with very satisfactory results.

THE SALMON FISHERY.

The Salmon, (*Salmo Salar*), of the family of the *Salmonidæ*, is so well known in North America that I need not describe it. It is justly styled the king of fresh water fish. It is brought forth in rivers,—and in them it passes three-fourths of the year. It resorts to waters that run over gravelly bottoms. On the breaking up of the ice in the Spring it migrates towards the sea, but returns to the rivers in the months of June and July, for the purpose of accomplishing the important function of perpetuating its species by means of the spawa which it deposits and fecundates, in North America in August, September, or October, (the period varying according to the latitude and temperature of each place).

Before repairing to the most favorable spots in the rivers for the preservation and hatching of the spawn, the Salmon sojourns for some time in the brackish waters of the estuaries, in order, it is said, to get rid of the parasites with which it is covered, and to which these waters are fatal.

The places where it spawns are sometimes at very great distances from the mouths of the rivers; as in most cases it penetrates to the very lakes in which they take their rise.

Urged by an imperious instinct of nature it refuses to allow its course to be arrested by cascades, by the most rapid currents, or by any other obstacle, and it soon ceases to look like the beautiful and vigorous fish it was when it left the ocean. The exertions it has made in order to overcome all these obstacles have emaciated it, and robbed it of its lustre, and it has become languid in its movements; but it has reached the spot which its instinct compelled it to seek.

The spots which Salmon seem to prefer, are those where a gravelly bottom is covered by three or four feet of clear running water.

The act of reproduction is performed as follows: a male and a female fish dig with their heads, which they keep turned towards the current, a furrow of some inches deep. This they can easily do as the bottom is composed of very light little stones. After making the furrow, they both place themselves alongside of it, and rubbing themselves against each other, the female sheds her ova, and the male the milt that fecundates them. This process, which lasts from eight to twelve days, having been accomplished, they carefully cover the furrow up again with the gravel which they had displaced in making it.

In England, the Salmon spawns from November to the end of January, and the ova are hatched in from 90 to 100 days. In the rivers of Labrador, where the temperature of the water is lower, they must take a longer time; and it is probable even that they do not come to maturity, until the month of April. It is said that the Salmon does not go down to the sea during the first year of its existence. It is adult at the age of 3 years, but continues to grow every year afterwards, and Salmon are often caught, weighing from 40 to 55 lbs. The ordinary weight of a Salmon is from 10 lbs to 25 lbs. The fish vary in form and often in color, as well as in size, according to the rivers they frequent. It is known that Salmon almost always return to their native rivers.

The Salmon fishery, although not of the same importance as the great salt water fisheries, such as the cod fishery, the herring fishery, and the mackerel fishery, is not the less deserving of the attention of Government. It produces an excellent article, the value of which must increase when our railroad lines are prolonged to the lower part of the River, and afford facilities for its transport in a fresh state, packed in ice, in thick wooden boxes.

When Canada was first settled, our rivers were celebrated for the numbers of Salmon, and I might say also of trout, that were taken in them; and the following passages in the narrative of a voyage made in 1704, by the Sieur de Courtemanche, to whose family the Ance aux Espagnols, now known by the name of Bradore Bay, had been granted in Seigniori, in 1630, substantiate my statements: "the French settlement (that of the Port of Brest) is 20 leagues from it (the great river Mecatinna); its appearance is very gay. "There is a very fine harbor there, into which, all kinds of vessels can enter. More than "100 ships could lie there together. * * * * *

"Above the fort, at the head of the Bay, are three very pretty hills, on the summits of "which are small lakes, in which trout and salmon abound to such a degree, that with two "or three hand lines, or a common net, one might tackle enough to feed a pretty large gar- "rison; and half a league lower down is the Esquimaux river, full of Salmon of extra- "dinary size."

Afterwards the rivers ceased to be so well stocked with fish, in consequence of too many being taken at all seasons of the year, and of the want of laws and regulations tending to preserve the salmon, by prescribing the manner of taking them. It is only within the last 20 or 30 years that there has been any legislation on this important subject; but the Fishery Laws at that time were a dead letter. As there was no officer to put them in force, nobody obeyed them or paid any attention to them, and the destruction of this useful fish continued until it had disappeared from several of our rivers. But within the last few years there has been a great change: good laws and judicious regulations limit the fishing to certain seasons of the year, and prescribe the kind and number of fishing implements that may be used. On many rivers, officers have been appointed to enforce them; the coasts are effectually protected; and we have every cause to hope that, in a few years, our rivers will be replenished and we shall again be able to procure, at moderate prices, this delicious fish, which ranks so high among the luxuries of the table.

The salmon fishery has been very productive this season, in the north as well as in the south. I estimate its yield in all Lower Canada at from 3500 to 3800 barrels, at the value of \$50,000. On the north shore, from the River Moisie to the boundary of Canada at Blancs Sablons Bay, about 1000 barrels were taken.

THE TROUT FISHERY.

All our rivers and lakes in Lower Canada abound with trout of all kinds. I will instance, as the best, the brook trout (*Salmo Fontinalis*), which varies in length from 6 to 20 inches, and the salmon-trout (*Salmo Trutta*), which is chiefly met with near the shores of the Gulf and the estuaries of the rivers. No expeditions are fitted out expressly for the trout fishery. It is chiefly the salmon fishers who apply themselves to this fishery also. I estimate the amount of the trout fishery at 600 barrels, of the value of \$18,000, one half of which finds its way to our markets, the remainder being consumed by the settlers along the coast.

(Copy.)

PORT OF AMHERST, C. E.

RETURN of the Number of British and Foreign Steamers and Sailing Vessels entered Inwards at this Port, shewing their Tonnage, number of Men employed, and the Countries whence they came, during the year ending 31st October, 1859.

	TOTAL.			GREAT BRITAIN.		BRITISH COLONIES.		UNITED STATES.		Other Foreign Countries.	
	No.	Tons.	Men.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Steamers, British .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do Foreign .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sailing vessels, British.	305	12408	1702	3	305	293	11580	8	488	1	35 (St. Pierre)
do Foreign	69	4736	432	.....	.....	1	65	68	4671	.....	.....
	374	11744	2134	3	305	294	11645	76	5159	1	35

(Copy.)

PORT OF AMHERST, C. E.

RETURN of the Number of British and Foreign Steamers and Sailing Vessels entered Outwards at this Port, shewing their Tonnage, number of Men employed, and to what Country cleared, during the year 1859.

	TOTAL.			GREAT BRITAIN.		BRITISH COLONIES.		UNITED STATES.		Other Foreign Countries.	
	No.	Tons.	Men.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Steamers, British .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
do Foreign .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sailing vessels, British.	226	9262	1204	.....	.....	212	8513	13	734	1	35 E
do Foreign	56	3916	351	.....	.....	2	191	54	3725	.....	.....
Total	282	13198	1555	.....	.....	214	8704	67	4459	1	35 (St. Pierre)

(Copy.)

PORT OF AMHERST, C. E.

STATEMENT shewing the Coasting Trade and and the Tonnage of the Canadian Vessels, Inwards and Outwards, at this Port, during the year 1859.

INWARDS.				OUTWARDS.			
STEAM.		SAIL.		STEAM.		SAIL.	
*No.	Tons.	*No.	Tons.	*No.	Tons.	*No.	Tons.
.....	21	856	.....	.....	34	1313

*These Columns include the number of Trips made by the various Vessels.

(Copy.)

PORT OF AMHERST, C. E.

STATEMENT of the Number and Tonnage of British and American Vessels entered Inwards and Outwards, shewing the intercourse (exclusive of Ferryage) between this Port and the United States, during the year 1859.

INWARDS.								OUTWARDS.							
BRITISH.				AMERICAN.				BRITISH.				AMERICAN.			
Steam.		Sail.		Steam.		Sail.		Steam.		Sail.		Steam.		Sail.	
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
.....	8	488	.....	.....	68	4671	.....	.....	13	734	.....	.....	56	3916

(Copy.)

PORT OF NEW CARLISLE.

RETURN of the Number of British and Foreign Steamers and Sailing Vessels entered Inwards at this Port, shewing their Tonnage, number of men employed, and the countries whence they came, during the year ending 31st December, 1859.

	TOTAL.			GREAT BRITAIN.		BRITISH COLONIES.		UNITED STATES.		Other Foreign Countries.	
	No.	Tons.	Men.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Steamers, British.....	4	936	104	.....	.....	4	936	.....	.....	.....	.....
" Foreign.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sailing vessels, British.	106	11421	595	.....	.....	76	5764	10	2099	4	897
" Foreign	2	496	15	16	2661	1	413	1	83	.....	.....
	112	11853	714	16	2661	81	7113	11	2182	4	897

(Copy.)

PORT OF NEW CARLISLE.

RETURN of the number of British and Foreign Steamers and Sailing Vessels entered *Outwards* at this Port, shewing their Tonnage, number of men employed, and to what country cleared, during the year 1859.

	TOTAL.			GREAT BRITAIN.		BRITISH COLONIES.		UNITED STATES.		Other Foreign Countries.	
	No.	Tons.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Steamers, British.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
“ Foreign.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sailing vessels, British..	93	10805	588	17	4316	61	4727	7	679	8	1083
“ Foreign.....	1	412	11	1	412	.....	.....	.....	.....	.....	.....
	94	11217	599	18	4728	61	4727	7	679	8	1083

(Copy.)

PORT OF NEW CARLISLE.

STATEMENT shewing the Coasting Trade, and the Tonnage of the Canadian Vessels, Inwards and Outwards, at this Port, during the year 1859.

INWARDS.				OUTWARDS.			
STEAM.		SAIL.		STEAM.		SAIL.	
* No.	Tons.	* No.	Tons.	* No.	Tons.	* No.	Tons.
19	3516	79	4815	.....	.....	70	4390

* These Columns include the number of Trips made by the various Vessels.

(Copy.)

PORT OF NEW CARLISLE.

STATEMENT of the Number and Tonnage of British and American Vessels entered Inwards and Outwards, shewing the intercourse, (exclusive of Ferryage,) between this Port and the United States, during the year 1859.

INWARDS.						OUTWARDS.					
BRITISH.			AMERICAN.			BRITISH.			AMERICAN.		
Steam.		Sail.	Steam.		Sail.	Steam.		Sail.	Steam.		Sail.
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
.....	10	1099	.....	.....	1	83	.....	.....	7	679

(Copy.)

PORT OF GASPE.

RETURN of the number of British and Foreign Steamers and Sailing Vessels entered *Inwards* at this Port, shewing their Tonnage, Number of Men employed, and the Countries whence they came, during the year ending 31st December, 1859.

	TOTAL.			GREAT BRITAIN.		BRITISH COLONIES.		UNITED STATES.		Other Foreign Countries.	
	No.	Tons.	Men.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Steamers, British.....	1	237	26	.....	.....	1	237	.....	.....	.....	.....
Do. Foreign.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sailing Vessels, British	48	4821	335	22	2514	13	838	2	306	11	1163
Do. Foreign	1	70	6	.....	.....	.....	.....	1	70	.....	.....
Total.....	50	5128	367	22	2514	14	1075	3	376	11	1163

(Copy.)

PORT OF GASPE.

RETURN of the Number of British and Foreign Steamers and Sailing Vessels entered *Outwards* at this Port, shewing their Tonnage, Number of Men employed, and to what Country cleared, during the year 1859.

	TOTAL.			GREAT BRITAIN.		BRITISH COLONIES.		UNITED STATES.		Other Foreign Countries.	
	No.	Tons.	Men.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Steamers, British.....	1	237	26	.....	.....	1	237	.....	.....	.....	.....
Do. Foreign.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Sailing Vessels, British	42	4029	273	6	838	9	532	.....	.....	27	2659
Do. Foreign	1	70	6	.....	.....	.....	.....	1	70	.....	.....
Total.....	44	4336	305	6	838	10	769	1	70	27	2659

(Copy.)

PORT OF GASPE.

STATEMENT shewing the Coasting Trade and the Tonnage of the Canadian Vessels, Inwards and Outwards, at this Port, during the year 1859.

INWARDS.				OUTWARDS.			
STEAM.		SAIL.		STEAM.		SAIL.	
*No.	Tons.	*No.	Tons.	*No.	Tons.	*No.	Tons.
22	4290	151	7902	23	4524	165	8352

*These Columns include the number of Trips made by the various Vessels.

(Copy.)

PORT OF GASPÉ.

STATEMENT of the Number and Tonnage of British and Ammerican Vessels entered Inwards and Outwards, shewing the intercourse (exclusive of Ferryage) between this Port and the United States, during the year 1859.

INWARDS.								OUTWARDS.							
BRITISH.				AMERICAN.				BRITISH.				AMERICAN.			
Steam.		Sail.		Steam.		Sail.		Steam.		Sail.		Steam.		Sail.	
No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
.....	2	306	.....	.....	1	70	.....	.....	.....	.....	.....	.....	1	70

STATEMENT of Exports from the Fisheries at Amherst, Gaspé, and New Carlisle in the year 1859.

	Quantity.	Total Value	Great Britain.	North America.	United States.	Other F'gn Countries.
Amherst—		\$				
Dried and smoked fish.....cwt	12429	29271	.....	28569	702	.....
Pickled do .....brls	101380	215485	.....	132753	82732	.....
Fresh do .....brls	.....	.....	.....	.....	.....	.....
Oil.....galls	27971	15490	.....	14860	630	.....
Furs, or skins of Fish, or creatures living in the sea	5515	5097	.....	5097	.....	.....
		\$ 265343	.....	\$ 181279	\$ 84064	.....
Gaspé—						
Dried and smoked fish.....cwt	78185½	236720	36337	19281	.....	181102
Pickled do .....brls	243½	1928	469	1084	175	200
Fresh do .....brls	.....	.....	.....	.....	.....	.....
Oil.....galls	6140	3042	2958	84	.....	.....
Furs, or skins of fish, or creatures living in the sea.....	.....	460	460	.....	.....	.....
		\$ 242150	\$ 40224	\$ 20449	175	\$ 181302
New Carlisle—						
Dried and smoked fish.....cwt	52279	171212	28181	3542	.....	139489
Pickled do .....brls	14550	21468	408	5836	15224	.....
Fresh do .....brls	.....	.....	.....	.....	.....	.....
Oil.....galls	29101	12216	12216	.....	.....	.....
Furs, or skins of fish, or creatures living in the sea .....	.....	.....	.....	.....	.....	.....
		\$ 204896	\$ 40805	\$ 9378	\$ 15224	\$ 139489

Total value for the three Ports..... \$712389.

PORT OF AMHERST—(Magdalen Islands.)

Year.	Exports.	Imports.	Duties.	Year.	Exports.	Imports.	Duties.
	\$	\$	\$		\$	\$	\$
1851.....	19564	5684	444	1856.....	82952	34212	1368
1852.....	44384	12984	1212	1857.....	153072	41880	2121
1853.....	68388	12704	1336	1858.....	234583	23704	1809
1854.....	76820	18304	1696	1859.....	266656	54803	3821
1855.....	61238	29600	1492				

Number of Vessels entered at the Port of Amherst.

Year.	Inwards.	Outwards.	Year.	Inwards.	Outwards.
1854.....	104 vessels..	112 vessels..	1857.....	166 vessels..	190 vessels..
1855.....	105 do ..	106 do ..	1858.....	247 do ..	246 do ..
1856.....	131 do ..	153 do ..	1859.....	374 do ..	232 do ..

STATEMENT, shewing the value of imports at the Port of Amherst, (Magdalen Islands) in 1859.

From Nova Scotia.....	\$ 40,058	Customs Duties, \$3,572
“ New Brunswick.....	255	7.40
“ Prince Edward Island.....	2,024	26.40
“ Newfoundland.....	156	
“ Great Britain.....	1,174	105.57
“ The United States.....	2,051	106.00
“ St. Pierre and Miquelon.....	85	4.00
	\$ 54,803	\$ 3,821.82

The value of the goods imported from Quebec and the coasts amounts to not less than \$12,000.

Number of coasting vessels arrived, 21; tonnage, 856.

STATEMENT, shewing the quantity and value of produce exported from the Port of Amherst, (Magdalen Islands,) in 1859.

	Quantity.	Value.	British N. America.	U.States.	Foreign Countries.
Fish, dried,.....	12,429 quintals.	\$ 29,271	\$ 28,569	\$ 702	.....
“ pickled,.....	101,380 barrels.	215,485	132,753	82,732	.....
“ Oil,.....	27,971 gallons.	15,490	14,860	630	.....
Furs and Skins,.....	5,572 skins.	5,403	5,403		.....
Cattle,.....	53	630			630
Animal produce.....		67	67		
Agricultural produce,.....		310	310		
		266,656	\$181,962	\$84,064	630

STATEMENT, shewing the number of the Magdalen Islands schooners engaged in the Seal Fishery, &c., &c.

Schooners.	Tons.	Men.	Seals.
24	820	230	6,000

NUMBER of Vessels entered at the Port of Amherst, in 1859.

	Total Number.			From Great Britain.		From British North American Colonies.		From United States.		From St. Pierre, and Miquelon.	
	No.	Tons.	Men.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British	305	12408	1702	3	305	293	11580	8	488	1	35
Foreign	69	4736	432	.....	.....	1	65	68	4671	.....	.....
	374	17144	2134	3	305	294	11645	76	5159	1	35

NUMBER of Vessels cleared at the Port of Amherst, in 1859.

	Total Number.			For Great Britain.		For British North American Colonies.		For United States.		For St. Pierre, and Miquelon.	
	No.	Tons.	Men.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
British	226	9282	1204	.....	.....	212	8513	13	734	1	35
Foreign	56	3916	351	.....	.....	2	191	54	3725	.....	.....
	282	13198	1555	.....	.....	214	8704	67	4459	1	35

For these interesting statements, I am indebted to John J. Fox, Esquire, Collector of Customs at the Port of Amherst.

APPENDIX No. 34.

Mr. WHITCHER'S REPORT.

To the Hon. P. M. Vankoughnet,
Commissioner of Crown Lands.
&c. &c.

SIR,—Your directions of the 17th May last, honored me with the service of inspecting and taking inventories of certain public properties within the territory known as "The King's Posts," preparatory to their resumption by government at the expiry of lease with the Hon. Hudson's Bay Company. Obedient to which I have made a personal and minute inspection of the several premises with the view of ascertaining their actual state. The results of such examination, and other information affecting their delivery and acceptance as between the Company and the Crown, form the subject of various special communications and of a general Report already addressed to the Department.

The same instructions directed me also to concert proceedings with the Superintendent of Fisheries, for Lower Canada, in furtherance of the season's operations under the Fishery Act; and concurrently with the first mentioned duty, in the neighbourhood of the respective localities where the above Posts are situated, to render assistance. The present Report describes the additional service thus performed agreeable to your desire.

I met the Superintendent of Fisheries at Quebec, about the 21st of May.—Reference is requested to a full statement of particulars in connection with such arrangements as I was charged to suggest, also, to subsequent explanatory letters.

We repaired together to the Saguenay, and spent some days in laying off and licensing the stations thereabouts. The application of the petty license system enabled us to make the netting more regular and moderate. At the same time the different occupants fished more successfully than usual.

After Mr. Nettle had returned to Quebec, and in course of business further up the River Saguenay, I succeeded by a simple stratagem in detecting two notorious Salmon spears, who have hitherto evaded detection. In default of payment of the fine imposed by the convicting magistrate, the defendants were committed to prison at Quebec.—I here beg to refer to my letter of the 12th of August.

Before leaving the Saguenay I was again forced into the painful duty of prosecuting to conviction another offender named Edward Hovington, for contravening the Fishery Act,

and for persistence in an obdurate and defiant trespass upon limits under license in Tadousac Bay, to Thomas Simard Esq. I had warned and entreated him, both orally and by written notice, to desist. Incited by bad counsel he not only turned a deaf ear to all remonstrances. but set a troublesome example by his behaviour,—carried indeed to the extent of retorting by insolent notes to myself and to the magistrates, even whilst the utmost lenity was shown towards him, in order to afford full opportunity for obedience to avert punitive process. He treated every step with obstinate defiance. During the night previous to the limit of time specified in the magistrates' order, he sailed away in a schooner bound for Quebec. Conceiving it necessary that such a case should not end in triumphant impunity, I procured a warrant and crossed over to River DuLoup in time to overtake the steamer "Saguenay," and thence arranged with the High Constable at Quebec for Hovington's capture on arrival in port. He afterwards fell into custody, and escaped imprisonment by paying the amount of fine and costs.

I recrossed the Saguenay in a pilot-boat during a violent storm, and next morning left for the North coast below.

Being anxious to deliver the despatches sent to my care for the Superintendent of Fisheries and Captain Fortin, I pushed onwards to reach the river Moisie. Detained by contrary winds, and in one instance driven back three times by weather so tempestuous that even larger boats than mine could not live through it, I at length made Seven Islands Bay, on the 27th of June. The breeze calmed and the rain ceased at nightfall. To proceed further by water was impossible. Hearing that *La Canadienne* was expected to sail next day afoot along the Moisie, I determined to overtake her before day-light. With this view I started afoot along the beach, and through eighteen miles of bad walking gained the Moisie at an opportune moment. Our business thereat concluded, Captain Fortin went down to the Labrador coast, Mr. Nettle crossed over to the South Shore, and I returned homewards. This splendid river, when cleared of the innumerable nets which again as last season thronged its course, was fairly alive with Salmon arrived at its upper waters during a short period after such clearance.

Between the Godbout and Moisie Mr. Nettle had placed under season license the principal stations for Salmon and Sea Trout fishing. In repassing the same ground, however, I took occasion to explore the intermediate streams.

The River Marguerite discharges a large volume of water, and in the tidal portion affords tolerable Salmon fishery. The lower course is much broken by abrupt falls, and the fish not ascending the stream to the more highly aerated waters of its sources, are ill-shapen and coarse, and but of middling size. The spawning places swarmed with Salmon fry. A trifling outlay in the construction of stone basin steps would overcome the main obstacles to the ascent of Salmon along this stream.

The river Pentecost is smaller, and has a high fall quite inaccessible to fish, some three miles from its mouth, where the bottom is soft and muddy and the shores clayey,—which peculiarities probably deter Salmon from entering it. In the entrance and for upwards of a league along the St. Lawrence bank westwards, there is excellent Sea-Trout fishing for nets. The Trout reach 4lbs weight, and are well flavored. They take the artificial fly and bait with great avidity at the ebb and flow of the tide, particularly inside the embouchure.

Stress of weather compelled me to advance from here to Trinity Bay, without exploring the River Calumet, where I am informed there once was an abundance of Salmon.

There are several fair salmon, and many good sea-trout fishing stands on this part of the coast.

The Trinity River I consider a valuable stream. Of the estuary portion I shall not now speak, having described its fishings, &c., in the previous season's report. An almost uninterrupted passage for near 40 miles admits Salmon into a part of this stream where it widens and is divided by small islands. Here seems to be the breeding ground; and it is so distant from any place where fish taken could be disposed of, and the labor of navigating it with a canoe, even lightly laden, is so formidable that Salmon may again multiply there in primeval quiet. Hitherto the estuary has been over-netted, and the river barred across by gill-nets. Hence the decline of the fishery. Now, however, fair play is insured, and the natural consequence will be a rapid restoration of the river to its pristine celebrity.

Some three leagues west are the forks of the famous Godbout. Here, too, the spawning beds in the North-east branch are admirably sheltered and spacious. The North-west

arm communicates through a long deep lake with one of the feeders of the Manicouagan River. The Godbout Salmon breed also in a North tributary of this lake; and from appearance it might be inferred that they lie also within the main outlet. Were spearing everywhere prohibited, and reasonable netting alone allowed, there cannot be a doubt that the supply of Salmon from this river would in a few years become almost inexhaustible. Indeed, when we recollect the dire havoc and riotous abuse of fishing which this beautiful stream has already suffered, nothing save a knowledge of its extensive and fine breeding places could enable us to account for the present existence of any remnant of former abundance. There is encouragement in the hope that protective measures strictly enforced, will fast multiply and improve the run of Salmon resorting to this rich river.

Between the Godbout and English Bay the only Salmon fishery stations worthy of note are those at the neighboring rivers, Betsie and Mistassini, both of which I placed under license. The last named stream when earliest fished for the Hudson's Bay Company, yielded 1600 to 2000 Salmon. The yield now is but 100. And if the mode of fishing it for years back has been similar to that attempted last season, it is only surprising that the destruction is not now more complete. Two men (Henri St. Pierre and Benjamin Damour, both of Trois Pistoles) occupying the station, had, on my return, drawn their net far above tide-waters, so as to close up the river entirely. It was so strongly set that I was obliged to cut away different pieces in order to free and haul it ashore. The extreme poverty of these men, and their contrite pleadings, induced me to forbear from confiscating the material and subjecting them to the penalties to which they have rendered themselves liable. Complaint is, nevertheless, entered, and the matter stands reported with a recommendation that you will be pleased to approve of its being held in abeyance, depending upon the lawful conduct of the same fishermen for the future.

After examining English Bay, and ascertaining that there are promising sites for fishing locations, I advanced to Bersimis. The water has continued unusually high in this river, so that during the months of June and July the Indians were unable to spear many fish. In the autumn (after 1st of August) I have reason to believe great numbers of Salmon were speared and exchanged for provisions with the Hudson's Bay Company.

I am constrained to observe, in relation to this point, as well as with respect to kindred occurrences elsewhere—that so long as Indians are encouraged by purchase or barter, and by the imprudent advice of persons whose position and character ought to place them in harmony with the laws of the land, to infringe enactments designed to preserve fish or game, nothing but evil can ensue. manifold injuries occur: the Fishery Officers are put to greater trouble and expense, and the offending Indians incur punishments which seem almost cruel to apply in face of the advice given to them by those in whose word they are accustomed to place implicit reliance. The tribes are made more vindictive and insensible to reason, when thus told that the Law has no right to restrain them, and that they can without wrong defy and resist any interference with their natural freedom to kill, barter or sell, without let or hindrance, for such is their birthright. Possibly it may be sometimes overlooked that the Statutes attach a serious liability to persons "aiding and abetting" the commission of offences punishable by statutory law.

The 17th of July, I reached Bay Laval. There was but one fishing station (Batture aux Gibiers) occupied between there and Goose Point eastwards. Upon inspection I found the Laval River completely barred by the nets of Mr. Peter Macdonald. The apparatus was ingeniously laid, and its existence could be detected only by groping about the bed of the channel. It being Sunday, no further action was then taken. Without alarming the owner, I concluded to profit by the land breeze and get home that evening, intending to return again from Tadousac, 74 miles. The following Tuesday night I rowed quietly into Laval Bay, and at daybreak took possession of all the nets &c., so illegally set, serving the occupant (at Sault au Cochon) in due form. He objected to the entire procedure, refused to meet the fine, and resisted the consequent arrest; ultimately, however, entering into recognizances to appear in Quebec at a given date and settle the matter. Meanwhile I removed the nets, and have retained them in safe keeping. Attention is called to the letter of 20th September, respecting this case.

In August I explored the Laval River to the Grand Chute, above Lake Laval, and found it quite equal to our expectations as a Salmon stream. Unfortunately, a party of Mic Mac Indians (six in number) went up to the Lake, and with their négogs nearly emptied the

pools of the few fish that had gone up after the removal of Macdonald's nets. Myself and canoe man could offer but feeble hindrance to the progress of this party, and so contented us with making known the terms of the Law, and warning them of the risk they ran. We, however, the same afternoon, headed them off by traversing the four miles portage (over the mountain) with our canoe, in such a way as to catch them that night in the act, and obtained ocular proof on which thereafter to found a prosecution. The Superintendent of Fisheries is in possession of these facts. Seeing our determination to watch and follow them, they turned back from the Lake, and thus spared the upper waters of the river from like spoliation.

The Rivers Sault de Mouton, St. Margaret (Saguenay,) and others above mentioned, were visited in a similar manner.

Occasional visitations to these secluded streams, heretofore locked up in silence and secrecy, where lawless men could pursue without dread of observation their own selfish will, are calculated to deter poachers from spearing and netting expeditions. The facility with which the passage up one stream and down another can be effected, and the difficulty of fixing upon any individual the charge for acts 'tis morally certain have been committed, must otherwise leave the law a dead letter as regards depredations of the kind.

The bounds of the leased fisheries in the rivers Laval, Sault au Cochon, Escoumain, Little Bergeronne, St. Margaret, Little Saguenay, and St. Johns, have been measured off and defined in the field, as per special report to the Superintendent.

Those under lease to D. E. Price, Esq., of River du Moulin, have not been fished by him this year.

I have sounded and examined numerous bays along the coast to ascertain their adaptability for the planting of Oysters; a description of each of which has been forwarded to Captain Fortin.

As the official notice requiring Squatters to notify the Department of their claims could not otherwise reach many of the settlers upon the North coast, I took note of their claims and circumstances for report.

Several cases referred to me for inquiry have been specially attended to.

In the nomination of Fishery Overseers on the North Shore, it has been endeavored to secure efficient local guardians, and, wheresoever circumstances would admit of so doing, to confer the situation on persons who by the operation of the leasing system may have necessarily been deprived of fishery stations.

Frequent and continued disturbance and damage to the river fishings takes place through the very irregular and careless anchorage of vessels and boats engaged in the cod-fishery. And until some definite control is exercised to compel them to anchor at proper spots, it will be quite impossible to prevent offal from being thrown into the channels, thereby blocking them up, and also injuring the Salmon Fishery. Either Captain Fortin or the Superintendent should be empowered to mark by buoys the anchorage limits, and to place vessels and boats at anchor so near to the banks at high water that there can be no plea of long distance to excuse the crews and fishermen from burying the offals ashore.

I cannot close this report without touching upon the subject of spearing by Indians.

The practice of capturing Salmon by torch-light and spears is justly held to be most pernicious. Employed, as it almost invariably is, at a time when the waters of each river are lowest and clearest,—whilst the Salmon are baulked at the base of steep falls, awaiting the next freshet, and congregate during sultry nights near the mouths of little rivulets, emptying into the main stream, or loiter about the tails of pools,—spear-fishing involves excessive slaughter. Sometimes in the course of *one night* as many Salmon will be thus killed and maimed as an ordinary net-fishery along the coast, or in the estuaries, can capture throughout the regular fishing season. Practised during autumn and periods of reproduction, as is still more frequently the case, it becomes indescribably bad,—'tis the crowning act of extirpation. The luckless fish are then killed at a stage which makes the bare feature of destroyal in the highest degree deplorable. They have won their devious way from the luscious pastures of old ocean, through labyrinths of nets and a multitude of watery perils. Urged onwards by strong instincts, they have surmounted incredible difficulties, and achieved marvels of adventurous travel. They are now arrived at nature's free hospitals of piscary lying-in. The water-way by which they came is in many parts impassably shoal, and no more heavy breeders can reach the same high grounds, or supply their places, for

that year at least. And, after all, lean from exertion and thin food; dark and slimy from the physical drain and unhealthy action incident to the procreative state, perhaps sluggish and heavy with thousands of ova, or busied in the exhaustive labor and anxious cares of depositing their prolific burden,—they are ruthlessly slain by the spear. With every dead or wounded fish, there perish in embryo from ten to thirty, forty, fifty—even as high as sixty, thousands. Spawners and melters both suffer. Is it, then, possible to exaggerate the ruinous consequences of such improvidence?

There are also other features in this practice contributing to the waste and injustice which it entails. The Salmon so taken by spear are, comparatively speaking, worthless as a marketable commodity. But, being easily taken, the captors willingly dispose of them at miserable prices, and in barter for the cheapest kinds of goods; for rusty pork and moulded biscuits. The wrong to the public, of suffering the richest and finest fish in Canadian waters—the precious capital of our rivers,—to be thus traded in when almost valueless, and under circumstances that admit only of unscrupulous fishermen and dishonest traders deriving some mean benefits thereby, is obvious. These dealers adroitly scarify the ugly portions, disguise their ill-conditioned bargain by dry-salting, or hot pickle, and concealing the unwholesome fish at the bottom of the tubs, or dispersing them among other sound pieces, thus pawn them off upon the public. Costing little at prime, the sale is a ready one below average market price. If consumers were but once to see a few specimens of unseasonable Salmon struck by the spear, they would remember the loathsome sight, and rather than venture the chances of again eating such deleterious food, would eschew Salmon altogether.

If the river fisheries become exhausted through this custom, the whole public suffers, because these streams are the nurseries which breed supplies and furnish wealth to the longshore and estuary fishings. Besides, to tolerate it, must always expose Crown lessees to the risk of having their limits suddenly deteriorated by the bold encroachments of spearers. To punish them, even, cannot restore the damage. Years, indeed, must elapse ere the pirated rivers can recover from the effects of successive or casual devastations. And while there remains a loophole for escape, as between the Indians and abetting traders, active temptations on either sides will drive them to calculate their mutual chances of evading the law.

The qualified exemption of Indians under the Fishery Regulations arose, I feel assured, from motives humane and considerate. Those considerations doubtless were influenced by arguments in support of such exception drawn from the apparent necessities of Indian life. Experience dissipates this cause of sympathy. It proves that the Montaignais, Micmac, Naskapis, and Metifs, seldom spear Salmon in any considerable quantities for present subsistence; and to smoke, or dry, or pickle them for winter use, never. They go to the salting vats of the highest trader,—pork, tea, sugar, tobacco, and sometimes spirits, principally returning to the wigwam in exchange. I, of course, speak of the Indians whilst near the St. Lawrence, whether from the interior or residing by turns near the sea-board. It is quite a mistaken notion that they kill and cure Salmon for provisioning the inland hunt.

The experienced Missionary, Père Arnaud, in his evidence to the Indian Commissioners, says, "These Indians care for nothing but hunting and fishing." Indeed, I think that, as regards several of them, the native love of excitement in the chase has somewhat to do with their pertinacious pursuit of Salmon by spears and flambeaux. 'Tis a passion among some of the bands. And, I must admit, the habit has peculiar fascinations, and to many it is strangely exciting. Nothing can exceed the wild excitement with which these men pursue it. The sombre night scene of the forest river, seems to delight them. The elder man occupies the stern of the canoe, while the younger takes "the post of honor" forward. The murmur of water-falls and rapids, drown those exclamatory *Ughs!* and the frequent splash that would else disturb the pervading stillness. With steady stealthy speed, the light birchen boat enters the rapid, and cutting through its white waters glides smoothly over the fall and into the "tail" of the pool above, or across the quiet "reach." The blazing torch, stuck in a cleft stake and leaning over the bow of the canoe, glares with dazzling lightness. The flame and shadow, swayed by ripples, conceal the spearers' forms and bewilder the doomed Salmon. Like moths they slide towards the fatal light; their silvery sides and amber colored eyeballs glisten through the rippled water. The dilated eyes, the expanding nostrils and compressed lips of the swarthy canoemen, fitly picture their eager and excited mood. A quick deadly aim, a sudden swirl, and those momentary con-

vulsive wriggles, tell the rest. The aquatic captive, with blood and spawn, and slime and entrails, besmear the inside of the canoe. Often the quarry is transfixed with wonderful precision, and instantly killed,—the spinal maraow being pierced by the barb, and the staong springy tines of the spear paralysing in their sharp pinch the whole muscular system, the fine rays spread in a feeble quiver, and the once powerful fish dies literally without a struggle. During a single night from fifty to two hundred Salmon may be thus slaughtered, and half as many more lacerated in their efforts to escape; the pools at such seasons being too shallow to afford certain safety in retreat. The bed of coarse boughs—the chill and hungry awaking at sunrise—the mixture of periland fagging which form the return down a swift stream, broken by falls and rocks, and rapids, with here and there a tedious portage, over which several hundred pounds of fish, and bruised and blistered canoes must be transported,—all these exertions appear but natural to Indians, and not worthy of comparison as against the fruits of so much toil, converted at last into six, eight or ten dollars worth of provisions and store goods, or perchance a demi-john of home made rum. Speared Salmon are sold to traders at their own price, as the deteriorating mode of capture so much depreciates the fish. The illegality of the purchase or exchange, also, often is pleaded as a risk for which a further proportional deduction in the value of barter must be made.

That the Indians must suffer starvation by being deprived of the “native liberty” to ruin our Salmon Fisheries, is a very flimsy apology on the part of those who still desire to perpetuate so flagrant an abuse. With the exception of some families of Naskapis, who have imprudently left their upland hunting grounds, and wandered towards the rocky coasts, where sickness soon debilitates and cuts off whole encampments, the Lower St. Lawrence Indians do not endure privations similar to many of the tribes in Western Canada. This comparative immunity is certainly due in great measure to the paternal solicitude exercised by the exemplary missionaries of the Roman Catholic Church. Almost total abstinence from “fire water,” is not the least of a beneficent improvement resulting from these self-denying missions. Were there not another Salmon to be caught between Quebec and Labrador, the extinction could not occasion to Indians one tithe of the misery depicted by persons whose interest or prejudice it is to excite a sympathetic feeling favorable to the continuance of facilities for spearing. I make no mere vague assertion—’tis a deduction from practical observations and inquiry. The Indians themselves know this; and it makes them all the more reckless and disregardful of the future in their ravages. Trout are plentiful all along the coast, and the inner Lakes swarm with them. Every bay and bank teems with Codfish. The rod, and line, and bait will catch both in hundreds. Hooks and lines are cheap as spearing implements. Seals are plenty everywhere. The product of *one* seal will buy the fishing gear of a family for the entire year. But, ’tis argued, they need pork and flour, tea and sugar, guns and ammunition, which can be bought with Salmon carcasses. Yes, and all of these articles can be better had in exchange for Trout, Cod, Seal-oil, skins and furs. Birch canoes, baskets, and other manufactures, find rapid sale. Canoes bring from eight to twenty-four dollars a-piece, in cash. Necessity, therefore, is simply an excuse, equally deceptious and unfounded. ’Tis the habitual indolence of most of these Indians which lies at the root of the matter. It ties them down to frequented spots, where inducements held out by cunning traders, (whether on land or afloat) are irresistible.

Is there, then, sufficient reason why their inveterate habits should be humoured at the cost of extirpating the supply of Salmon?

I have the honor to be, Sir,

Very respectfully,

Your obedient Servant,

W. F. WHITCHER,

J. P.

QUEBEC, 31st December, 1859.

APPENDIX NO. 35.

ACCOUNT OF DR. BOUTILLIER, INSPECTOR OF AGENCIES L. C., FOR THE YEAR 1859.

THOMAS BOUTILLIER, Esquire, Inspector of Agencies L. C., in account with the Crown Land Department.

Dr.

Cr.

1859.		\$ cts.	1859.		\$ cts.
Jan. 1...	To Balance from last year.....	4409 65	Jan. 5...	By paid Henry Boright.....	257 36
March 4...	To cheque on Bank of Upper Canada.....	2000 00	do 8...	do Louis Arcand.....	17 48
April 28...	To do do	10000 00	Feb. 3...	do L. H. Lebel.....	35 28
May 1...	To do do	1000 00	do 3...	do Louis Arcand.....	150 00
July 4...	To do do	6000 00	do 10...	do M. Granger.....	30 00
Aug. 10...	To do do	3693 25	do 10...	do George Hamilton.....	9 00
Sept. 10...	To do do	6000 00	do 16...	do John Guay.....	46 22
do 23...	To do do	6000 00	do 22...	do John Dillon.....	67 55
Oct. 12...	To do do	6000 00	March 14...	do W. Farwell.....	51 40
Nov. 7...	To do do	6000 00	do 14...	do Rev. C. F. Turgeon.....	100 00
do 9...	To amount refunded by V. St. Germain, being balance in hand at close of season ...	47 00	do 14...	do Louis L'Héault.....	100 00
Dec. 10...	To cheque on Bank of Upper Canada.....	6000 00	do 16...	do J. O. Tremblay.....	35 80
			do 21...	do H. Boright.....	328 24
			do 21...	do George Hamilton.....	100 00
			do 20...	do D. M'Coshan.....	190 05
			April 4...	do E. Audet.....	100 00
			do 4...	do S. P. Gauthier.....	15 80
			do 7...	do Louis Arcand.....	100 00
			do 8...	do D. M'Coshan.....	3 75
			do 11...	do John Nairne.....	200 00
			do 27...	do Rev. C. F. Turgeon.....	200 00
			May 18...	do E. Audet.....	500 00
			do 20...	do Ed. Coté.....	300 00
			do 25...	do J. L. McMartin.....	32 85
			do 25...	do H. Garon.....	800 00
			June 1...	do F. L. Poudrier.....	200 00
			do 6...	do George Hamilton.....	400 00
			do 6...	do P. Farrell & F. X. Desloges.....	800 00
			do 6...	do J. B. Gaudin.....	510 70
			do 6...	do Ls. L'Heureux.....	100 00
			do 7...	do C. Magnaut.....	100 00
			do 7...	do P. Skelly.....	150 00
			do 7...	do Rev. C. F. Turgeon.....	200 00
			do 7...	do V. St. Germain.....	187 37
			do 7...	do A. Talbot.....	103 31
			do 8...	do Henry Cutting.....	200 00
			do 9...	do Louis Arcand.....	200 00
			do 9...	do J. O. Tremblay.....	600 00
			do 9...	do T. Boulliaire.....	200 00
			do 10...	do C. Ampleman.....	75 00
			do 13...	do Rev. C. Gagnon.....	100 00
			do 13...	do C. F. Caron.....	150 00
			do 14...	do Elie. Audet.....	500 00
			do 18...	do Geo. Bonallie.....	500 00
			do do...	do W. Farwell.....	75 00
			do 20...	do Hugh Daly.....	150 00
			do do...	do F. L. Poudrier.....	200 00
			do do...	do Ls. Dufresne.....	100 00
			do 24...	do Louis Lortie.....	100 00
			do 28...	do Geo. Hamilton.....	200 00
			July 1...	do P. G. Verrault.....	300 00
			do 2...	do I. Goodhue.....	500 00
			do 6...	do Ambroise Gagnon.....	205 94
			do 7...	do L. Lortie.....	50 00
			do 8...	do James Ross.....	400 00
			do 9...	do C. F. Caron.....	50 00
			do do...	do M. Bossé.....	200 00
			do 11...	do N. Miville.....	300 00
			do do...	do L. M. Lapointe.....	200 00
			do do...	do F. P. Pelletier.....	300 00
			do do...	do J. E. Fraser.....	200 00
			do do...	do O. Thériault.....	150 00
	Carried over ...\$	57149 90		Carried over.....	12728 08

Dr.

Appendix No. 35—Continued.

Cr.

1859.	\$ cts.	1859.	\$ cts.
<i>Brought over.....</i>	57149 90		
		<i>By amount brought forward.....</i>	12728 08
		July 11... By paid J. Fauvel.....	100 00
		do 11... do J. Verrette.....	300 00
		do 12... do C. Ampleman.....	50 00
		do 13... do E. Coté.....	200 00
		do 14... do F. L. Poudrier.....	100 00
		do 15... do R. Maltais.....	123 00
		do 15... do T. L. Duberger.....	150 00
		do 15... do R. Boulliane.....	150 00
		do 15... do Jos. Roy.....	200 00
		do 15... do J. B. Martin.....	150 00
		do 15... do A. Talbot.....	200 00
		do 15... do P. Dagnault.....	200 00
		do 15... do Elie Audet.....	200 00
		do 16... do H. Garon.....	300 00
		do 18... do F. L. Poudrier.....	99 40
		do 19... do J. O. Tremblay.....	600 00
		do 22... do Ed. Coté.....	200 00
		do 22... do C. J. Caron.....	100 00
		do 22... do L. Dufresne.....	200 00
		do 22... do Hugh Daly.....	150 00
		do 22... do John Duff.....	200 00
		do 25... do A. Leighton.....	150 00
		do 26... do Jos. Fournier.....	200 00
		do 27... do J. Dillon.....	205 35
		do 28... do Edouard Coté.....	25 00
		do 28... do T. Boulliane.....	100 00
		do 28... do William Fauvell.....	73 60
		do 29... do Elie Audet.....	600 00
		do 29... do Peter Skelly.....	125 00
		August 1... do George Bonallie.....	300 00
		do 1... do T. Boulliane.....	100 00
		do 1... do J. R. Murphy.....	100 00
		do 2... do James Cook.....	100 00
		do 2... do C. F. Caron.....	100 00
		do 4... do L. Hall.....	150 00
		do 5... do C. Magnaut.....	30 15
		do 6... do L. Lortie.....	50 00
		do 6... do J. Fauvel.....	95 00
		do 6... do J. Duff.....	400 00
		do 8... do N. Miville.....	300 00
		do 9... do J. E. Emerson.....	100 00
		do 10... do P. Farrell & F. X. Desloges	600 00
		do 11... do V. St. Germain.....	120 00
		do 11... do M. Crépeau.....	200 00
		do 12... do H. Crawford.....	100 00
		do 12... do J. B. Martin.....	100 00
		do 12... do J. B. Gaudin.....	500 00
		do 12... do Millar & Goodhue.....	500 00
		do 13... do Pierre Dagnault.....	100 00
		do 13... do Reverend C. Gagnon.....	200 00
		do 15... do C. F. Caron.....	100 00
		do 15... do T. P. Pelletier.....	200 00
		do 16... do H. Garon.....	400 00
		do 17... do Edouard Coté.....	200 00
		do 17... do George Bonallie.....	400 00
		do 17... do P. G. Verrault.....	176 53
		do 17... do P. G. Verrault.....	200 00
		do 18... do A. Blouin.....	400 00
		do 18... do A. St.....ein.....	100 00
		do 18... do R. Richard.....	150 00
		do 19... do N. Miville.....	80 00
		do 22... do H. Garon.....	600 00
		do 23... do C. Magnaut.....	69 85
		do 23... do F. L. Poudrier.....	100 00
		do 11... do Geo. Hamilton.....	300 00
		do 25... do Joseph Fournier.....	50 00
		do 25... do C. F. Caron.....	100 00
		do 27... do Millar & Goodhue.....	500 00
		Sept 2... do D. Phillips.....	300 00
<i>Carried forward...\$</i>	57149 90	<i>Carried forward.....</i>	27350 96

Appendix No. 35—Continued.

Dr.

Cr.

		\$	cts.			\$	cts.
1859.	Brought forward.....	57149	90	Sept. 5...	By paid	27350	96
				do 6...	Edouard Coté.....	125	00
				do 7...	George Bonallie.....	100	00
				do 7...	A. Leighton.....	150	00
				do 7...	James Cook.....	100	00
				do 7...	E. J. Hemming.....	150	00
				do 7...	Joseph Roy.....	101	23
				do 7...	A. Gagnon.....	200	00
				do 9...	C. Thériault.....	30	00
				do 9...	J. B. Gaudin.....	250	00
				do 9...	J. O. Tremblay.....	600	00
				do 9...	T. L. Duberger.....	93	25
				do 10...	M. Crépeau.....	200	00
				do 10...	H. Cutting.....	150	00
				do 10...	George Hamilton.....	116	29
				do 10...	A. Dufresne.....	100	00
				do 10...	J. Verrette.....	200	00
				do 10...	A. Stein.....	100	00
				do 10...	T. P. Pelletier.....	188	00
				do 12...	L. Arcand.....	386	35
				do 12...	R. Richard.....	100	00
				do 12...	L. M. Lapointe.....	100	00
				do 12...	J. Vigneau.....	200	00
				do 13...	J. Hurley.....	75	00
				do 14...	Elie Audet.....	200	00
				do 14...	William Farwell.....	300	00
				do 15...	P. G. Verrault.....	200	00
				do 16...	John Duff.....	200	00
				do 19...	P. Potvin.....	4	40
				do 21...	G. T. Pelletier.....	100	00
				do 23...	A. Blouin.....	400	00
				do 24...	P. Farrell & F. X. Desloges	200	00
				do 27...	Joseph Fournier.....	89	18
				do 27...	M. Bossé.....	249	81
				do 27...	P. Dagneault.....	100	00
				do 27...	H. Garon.....	800	00
				do 27...	Elie Audet.....	400	00
				do 28...	F. L. Poudrier.....	100	00
				do 28...	J. R. Murphy.....	100	00
				do 28...	John Meagher.....	600	00
				do 28...	C. Ampleman.....	200	00
				do 29...	Millar and Goodhue.....	250	00
				Oct. 5...	Henry Cutting.....	290	62
				do 5...	A. Dufresne.....	200	00
				do 6...	J. Kane, and P. Tremblay...	100	00
				do 6...	Henry Boright.....	250	00
				do 6...	J. Phelan.....	250	00
				do 6...	Joseph Trudel.....	225	00
				do 7...	L. A. Beaubien.....	300	00
				do 7...	B. Richard.....	50	00
				do 7...	Thomas Lloyd.....	200	00
				do 10...	William Farwell.....	200	00
				do 10...	G. LeBoutillier.....	290	00
				do 11...	George Hamilton.....	200	00
				do 12...	P. Farrell, & F. X. Desloges.	200	00
				do 12...	P. Bouchard.....	125	00
				do 14...	William Farwell.....	150	00
				do 14...	Joseph Verrette.....	85	60
				do 14...	Elie Audet.....	400	00
				do 14...	E. Coté.....	111	44
				do 17...	R. Boulliane.....	126	80
				do 18...	John Duff.....	200	00
				do 18...	C. Tanquay.....	300	00
				do 18...	St. Garon.....	800	00
				do 19...	J. O. Tremblay.....	600	00
				do 19...	J. Vigneau.....	200	00
				do 20...	William Farwell.....	100	00
				do 20...	L. Hall.....	125	00
				do 20...	H. Roy.....	150	00
	carried over.....	57149	90		Carried over.....	41888	93

Appendix No. 35—Continued.

Dr.

Cr.

		\$	cts.			\$	cts.
1859.	Brought over.....	57149	90	1859.	By Amount brought forward.....	41888	93
				Oct. 20...	By paid P. C. Fournier.....	150	00
				do 22...	do George Bonallie.....	50	00
				do 22...	do John Meagher.....	560	00
				do 22...	do J. Ross.....	150	00
				do 23...	do C. Rhéaume.....	150	00
				do 23...	do A. Blouin.....	600	00
				do 23...	do H. Garon.....	500	00
				do 25...	do D. Phillips.....	100	00
				do 31...	do L. Hall.....	25	00
				Nov. 4...	do J. O. Tremblay.....	542	62
				do 7...	do J. Kane, and P. Tremblay..	100	00
				do 7...	do J. Phelan.....	100	00
				do 9...	do J. Ross.....	200	00
				do 9...	do C. Ampleman.....	150	00
				do 9...	do Ely Paradis.....	100	00
				do 12...	do H. Cutting.....	159	38
				do 12...	do H. Boright.....	125	00
				do 14...	do Joseph Trudel.....	100	00
				do 14...	do H. Garon.....	172	82
				do 15...	do G. Bonallie.....	47	00
				do 15...	do George Hamilton.....	100	00
				do 15...	do R. Maltais.....	41	00
				do 15...	do R. Maltais.....	36	00
				do 15...	do J. Ross.....	60	00
				do 16...	do J. E. Emerson.....	60	00
				do 16...	do E. J. Hemming.....	73	20
				do 16...	do J. E. Fraser.....	283	93
				do 16...	do P. C. Fournier.....	100	00
				do 17...	do H. Boright.....	114	66
				do 17...	do Rev. E. Richards.....	10	45
				do 17...	do N. Lefrancois.....	5	40
				do 18...	do P. C. Fournier.....	12	65
				do 22...	do J. B. Gaudin.....	165	18
				do 23...	do C. Ampleman.....	153	85
				do 24...	do D. Phillips.....	76	10
				do 24...	do J. Phelan.....	20	90
				do 24...	do Ed. G. Paradis.....	50	00
				do 29...	do A. Dufresne.....	75	00
				do 29...	do Joseph Trude.....	86	00
				Dec. 1...	do Joseph Fournier.....	53	33
				do 8...	do Jean Vigneau.....	100	00
				do 9...	do E. G. Paradis.....	50	00
				do 13...	do J. Phelan.....	1	20
				do 13...	do P. Bouchard.....	18	95
				do 16...	do Jean Vigneau.....	109	65
				do 26...	do Louis Arcand.....	54	50
				do 29...	do J. B. Emerson.....	10	18
				do 31...	By Balance.....	9257	02
	Total.....	57149	90		Total.....	\$57149	90

31st Decembe 1859!

APPENDIX 36.

REPORT OF THE PROGRESS OF THE WORK OF COLONIZATION DURING THE
YEAR 1859.

COUNTY OF CHICOUTIMI.

Kinogami Road.

J. B. GAUDIN, Superintendent.

Balance of the appropriation in 1858	-	-	\$510	70
Amount of the appropriation in 1859	-	-	1000	00
				70
Amount paid out	-	-	1425	88
				82
Balance remaining	-	-	\$ 84	82

For a description of this road, see the Reports for previous years.

This road, which is between thirty-eight and forty miles long, is now open for thirty-four miles. Twenty-four miles of it are passable for summer vehicles, and ten miles more for winter vehicles only.

Two miles and a quarter were opened in 1859, of which one mile and sixty-four chains were completed, and thirty-six chains merely cleared of wood—all this in the Township of Caron.

This road has cost, this year, \$364 per mile, not including bridges.

Three large bridges were built in 1859—one of 133 feet, and the two others of 141 feet in length, besides eight others of smaller dimensions. The united length of all these bridges is 412 feet, and they have cost \$594 41.

Mr. Gaudin has sent me an excellent report, full of most interesting details, the greater part of which I insert here, being well assured that it will be read by the friends of the country, and especially by the friends of colonization, with as much much pleasure as I experienced myself in reading it.

"The land over which this road passes," says Mr. Gaudin, "is, as I have already told you several times, of very good quality, especially from Lake Kinogami to Lake St. John, where it is superior to that of any other part of the County of Chicoutimi.

"There is very little lumber along this road; but there seems to be a good deal three or four miles from its line, as the Messrs. Price have five additional work-yards in that neighborhood this winter. These gentlemen have six other work-yards on the other side of the Lake, and elsewhere, employing from fifty to sixty men."

"These work-yards, which I look upon as the precursors of colonization, will be of great assistance to the Settlers. New Settlers have very little work to do on their farms in winter, and they go and pass three or four months in the work-yards, earning the means of supplying their wants."

"Those who have any surplus produce, sell it there to greater advantage than they could do at Chicoutimi; for I must tell you, in praise of the Messrs. Price, who carry on the lumber trade along the Saguenay, that they do not avail themselves of the absence of competition to the prejudice of the Settlers, but pay \$12 for hay at Hébertville, although we sell it for \$8, only, at Chicoutimi and *La Grande Baie*."

"These gentlemen pay the Settlers for grain on the same scale."

"More than a thousand loads of goods have passed up to Lake St. John this Summer (1859.) All these goods must have gone up *La Belle Rivière* in bark canoes and small boats, at great cost and with much danger, owing to the many dangerous rapids on that river, which render several *portages* necessary."

"As soon as this road is open, it will be the way by which all these goods will pass.

"Colonization will derive a still greater advantage from the opening of this road. The lands on each side of its line are so rich that the Settlers are not content to take possession of them by degrees, as it progresses, and begin to work them; but they go and make clearings more than two miles in advance of it.

"I think that next year all these lots will be taken up, as far as Metabetchouan.

"I need not say more in order to shew you the necessity for opening it to Lake St. John as soon as possible."

"And yet, I have not mentioned the settlers on the banks of Lake St. John, six leagues beyond Metabetchouan, amounting at present to more than eighty families, and increasing in numbers every day."

"The soil, the work-yards and the view of the beautiful lake, attract settlers from every quarter."

"I invite tourists visiting the Saguenay to land at *La Grande Baie*, and go up to Lake St. John. They will see, in it, one of the most beautiful lakes in Lower Canada. They will see at Metabetchouan, traces of former settlements still distinguishable. They will see there, in the woods, traces of the plough, fruit trees, and stone foundations laid there more than two centuries ago by the Jesuits. I invite also those young men, with strong arms, who quit their country for a foreign land, in search of I know not what; I invite them, I say, to come and see the fine lands at Lake St. John, being convinced that they will find there what they go to a neighboring country to seek—'bread, space and freedom.'"

"On *La Belle Rivière* a grist mill and a saw mill are being built, which will be in operation in the course of the winter, besides two other mills, a grist mill and a saw mill, on the River *des Palmets*, in the Township of *La Barre*, which have been working for several years."

"The value of real property has doubled in the last six years throughout the County of Chicoutimi."

"In the Townships on the Upper Saguenay it has quadrupled. A farm which was worth \$200 six years ago, is now worth \$800."

"A Settler who bought a farm in the Township of *La Barre*, six years ago, for \$500, now refuses \$2,500 for it. This Settler gathered in this year 3,800 bundles of hay, 500 minots of grain, and 350 minots of potatoes. I saw his crops when standing; they were a magnificent sight; the hay particularly was of great height."

"I have not seen anything like it in any of the places I have visited in Lower Canada."

"The grain grown along the road consists of wheat, rye, peas, barley, and oats; potatoes have grown in abundance, not at all affected by disease."

"The wheat has been but little injured by insects, and the frost which occurred in the night between the 14th and 15th of September, did but little damage."

"That frost extended all along the Saguenay, but I must tell you again, that this year it was not half so severe in the Upper Saguenay country as in the Lower."

"At many places on Lake St. John it did not blacken the potatoe leaves."

"The population of the Upper Saguenay country has increased by more than two thousand souls during the last six years."

"A site for a church has been marked out by the ecclesiastical authorities, on the bank of Lake St. John, in the Township of *Ouiatchouan*."

"A *procès verbal* has been made of 24 miles of this road, extending from the River *Cascoia* to where the work on it ends."

"As a proof of the public spirit to be found among the Settlers, I will quote an extract from a letter addressed to me by D. E. Price, Esq., M. P. P."

"I am happy to say that the desire to have their children taught has taken root among our Settlers, who cordially acquiesce in the good intentions of the Government."

"Schools are being established in every direction and are filled with children. The means of the rate-payers in our new settlements are small, and if the assistance given by the Government were greater proportionably greater results would be obtained."

Mr. Gaudin is of opinion that a sum of \$4,000 will be required for the completion of this road; but, in this sum, he has not, of course, included the cost of building several large bridges, among others that at the *portage des Roches*, on the River *Chicoutimi*, and that over the River *des Sables*.

Harvey, Tremblay, and Simard Roads.

AMBROISE GAGNON, Superintendent.

Balance of the appropriation in 1858	-	-	-	\$205	94
Amount of the appropriation in 1859	-	-	-	200	00

 \$405 94

Amount paid out	-	-	-	405	94
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This road commences where the boundary line between Simard and Tremblay strikes the River Saguenay, and extends along that line, as a by-road, to the lines between the 6th and 7th ranges, where it becomes a front road, crossing the three Townships between those ranges.

Seventy-six arpents of this road were opened in 1859, of which thirty-six were completed and the rest made into a good winter road.

Four bridges, measuring together seventy-four feet in length, were also built, at a cost of \$32 in all, and four arpents of causeway, at a cost of \$20.

The road has cost, on an average, \$220 per mile.

"This road," says Mr. Gagnon, "passes over land of superior quality, and there is, to my knowledge, in rear of these Townships, an immense territory well adapted for cultivation. The soil is rich and the surface is very level. There are two considerable water powers in the 5th range of Tremblay, and a third in the 5th range of Simard, on the River des Vases."

The population of these Townships has doubled in the last six years, and a great number of settlers have taken up lots along the road. "To my knowledge," says Mr. Gagnon, "as many as forty men have been at work at one time, cutting down trees and making clearings, each on his own lot."

The Township of Simard and part of the Township of Tremblay form a Parish, called St. Anne's; and a splendid Chapel has been built in the first range of Tremblay. "The value of property in this locality," says Mr. Gagnon, "has increased by one-third in the last three years."

The principal grain crops are composed of rye, wheat mixed with rye, barley, oats and peas. If grown in proper time, these crops are never affected by frost.

This Road crosses a lime stone quarry, of three miles in length, in the 3rd and 4th Ranges of the Townships of Tremblay and Simard.

A *procès-verbal* of this Road has been made by the Municipal Authorities.

Mr. Gagnon thinks that a further appropriation of \$400, will be required for the completion of the road to the point where it becomes a front road.

A sum of \$200, from the appropriation for the St. Urbain Road, at *La Grande Baie* has been set aside this year for the building of a bridge over the River Caribou, which crosses this road between the 6th, and 7th Ranges of Tremblay.

The building of the bridge will be commenced as soon as I receive notice of its legal erection as a public bridge by the Municipal Authorities.

Bridge over the River du Moulin, at Chicoutimi

JOHN GUAY, Superintendent.

Balance of the appropriation in 1855,	-	-	-	\$46	22
Amount paid out,	-	-	-	46	22

The sum of which the balance was paid as above mentioned, was appropriated in aid of the building of a bridge over the River *du Moulin*, in the Township of Chicoutimi.

Documentary evidence of the building of this bridge in a satisfactory manner, by the Municipality, which has charged itself with keeping it in repair, having been furnished to this office, the above mentioned sum was paid to Mr. Guay.

Bridge over the River du Moulin, at Grand Brulé.

ROMUALD MALTAIS, Superintendent.

Amount of the appropriation in 1858,	-	-	-	\$200	00.
Amount paid out,	-	-	-	200	00.

This bridge, built over the River *du Moulin*, in the Township of Laterrière, by Mr. George Desgagné, under Mr. Maltais' superintendence, has been completed, and was received by *experts* named for that purpose, on the 26th of October, 1859.

It is 125 feet long.

A *procès-verbal* of this bridge has been made by the municipal authorities, and provision has been made for keeping it in repair.

The Fafard By-Road.

THEOPHILE BOULLIANE, Superintendent.

Amount of the appropriation in 1858, - - -	\$400 00.
Amount paid out, - - - - -	400 00.

This road, which is four miles long, commences at the River *du Moulin*, between the 4th and 5th South-west ranges of the Township of Chicoutimi; passes along the line between lots Nos. 13 and 14 in the 4th, 3rd, 2nd and 1st ranges of that Township, and thence along the line of division between the Townships of Chicoutimi and Bagot, where it terminates, after having traversed three lots.

Two miles of this road were completed in 1859; the other two miles have been merely opened, and may be used for summer vehicles, but with difficulty.

The cost of the completed portion of the road has been \$228 per mile.

Five bridges, measuring together 129 feet in length, have been built on it, at a cost of about \$80.

The soil in the vicinity of this road is composed of black earth, easily drained, and of good quality; the timber consists of tamarac and black spruce.

This by-road, which forms part of the main line of road between the parishes on the Lower Saguenay and the valley of Lake St. John, will greatly facilitate the settlement of that vast territory.

Mr. Bouilliane says that colonization makes great progress in that locality; that the population has almost doubled in the last six years, and that the value of property has increased fifty per cent.

A *procès-verbal* of this road has been made.

Mr. Boulliane estimates the expense of completing this road, at \$600.

Sydenham Road.

THOMAS LOUIS DUBERGER, Superintendent.

Balance of the appropriation in 1858, - - -	\$ 68 25
Amount of the appropriation in 1859, - - -	175 00

	\$243 25
Amount paid out, - - - - -	243 25

Mr. Duberger has had drains made along this road, of ten feet wide at top, and three feet wide at bottom, by six feet and a half deep. Forty-four arpents of this road are completed, and there remain ten and a half to be made, which will cost, according to Mr. Duberger, about \$600.

Bridge over the River Mars.

JOHN KANE, and PASCHAL TREMBLAY, Agents.

Balance of the appropriation in 1856, - - -	\$300 12
Amount of the appropriation in 1859, - - -	200 00

	\$500 12
Amount paid out, - - - - -	200 00

Balance remaining on 31st December, last, - - -	\$300 12
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The work which remained to be done, at the date of the last report, for the completion

of this bridge, was given out by contract, on the 27th of September last, to Mr. Jacques Girard; and I have received through Mr. John Kane, Mayor of *La Grande Baie*, the report of the *experts* appointed to examine the work; this report, which is dated the 26th of December last, is to the effect that the bridge has been built in a satisfactory manner.

Anse St. Jean Road.

PASCHAL BOUCHARD, Superintendent.

Amount of the appropriation in 1859, - - -	\$250 00
Amount paid out, - - - - -	143 95
Balance remaining - - - - -	\$106 05

The point of departure of this Road is in the Village of *Anse St. Jean*, on the Saguenay, and its terminus is on the St. Agnes Road.

This Road, already chopped out, has been rendered passable, with winter vehicles, for five leagues and a half. Two bridges, measuring together 158 feet in length, have also been built on this Road.

Mr. Bouchard says that "colonization advances rapidly in this locality, and the value of property has increased by two-thirds in the last six years."

The land is of excellent quality, almost all along the line of this Road.

The crops consist of peas, barley, wheat, rye and oats; they have not suffered from frost or been attacked by insects.

COUNTIES OF CHARLEVOIX AND CHICOUTIMI.

Road from St. Urbain to La Grande Baie.

J. OVIDE TREMBLAY, Superintendent.

Balance of the appropriation in 1858, - - -	\$1800 45
Amount of the appropriation in 1859, - - -	1600 00
	\$3400 45
Amount paid out, - - - - -	2978 42
Balance remaining, - - - - -	\$422,03

This Road, already well known, is of great importance to the settlements on the Upper and Lower Saguenay; it is about seventy four miles long. The work of opening this road, which was commenced in 1854, and has been continued every year since, has made such progress this year as to admit of the hope that next year it may be rendered passable with summer vehicles throughout its whole extent. About forty miles of it are now passable with wheeled vehicles, so that there remain but twenty-four miles to make in order to its completion.

The cost of the portion of this road made under Mr. Tremblay's superintendence has been \$197 20 per mile, on an average, without including the bridges.

The number of bridges built in 1859, by Mr. Tremblay, is sixty-five, varying from 5 to 122 feet, and forming together 1051 feet in length, at a total cost of \$851.

For information as to the nature of the land along this road, I take the liberty of referring you to my former report, in which you will find all I have been able to procure.

"This road," says Mr. Tremblay, "is the only one that will be available for traffic in winter as well as in summer."

Communication by water being never certain, and the Malbaie road not being open as yet, it is undeniable that it cannot fail to prove of very great service in expediting the transaction of business between the Counties of Chicoutimi, Saguenay, and Charlevoix, and the City of Quebec.

Mr. Tremblay says that the value of real property has doubled in several parts of the Saguenay Territory; and he adds that the principal grain crops in the vicinity of this road, where he superintended the works, are peas, barley and wheat. Only the potatoes were injured by a frost which occurred in September, the grain not suffering from it at all.

The first frost occurred in the night between the fourteenth and fifteenth of September.

It cannot fail to be of great use to draw attention to the fact that in the month of June in this same year (1859) potatoes and Indian corn were much injured by frost to the westward and south-westward even of Toronto, and in the United States.

Mr. Tremblay thinks that a sum of \$6,000 will be required to complete this road.

COUNTIES OF SAGUENAY AND CHARLEVOIX.

Road from Black River to the mouth of the Saguenay.

RIEULE BOULLIANE, Superintendent.

Balance of the appropriation in 1858	-	-	-	-	-	\$88 02
Amount of the appropriation in 1859	-	-	-	-	-	200 00
						288 02
Amount paid out	-	-	-	-	-	276 80
						\$11 22

In 1858 this road was opened as a winter road for twenty-one miles, namely, nine miles in Callières and twelve miles in Saguenay; and in 1859 one mile and two arpents of it, in Callières, were completed. Only what was completed in 1859 can be used with summer vehicles.

The cost of the completed mile of this road has been \$250. Only two bridges were built in 1859, forming together fifteen feet in length, and costing together \$7.

The land appears to be of very good quality. The woods along the road are composed of balsam fir, birch, cedar, spruce and pine.

"This road," says Mr. Boulliane, "is of great use to the settlers along the St. Lawrence, as well as for those in the Townships below the Saguenay, and to travellers in the "winter season."

"For several years past persons have been taking up lots there, but not occupying them for want of a road; and since last spring those persons have built houses on their lots and gone to live in them."

The principal grain crops in the vicinity of the road consist of wheat, rye and barley. Potatoes also are cultivated there, and neither the grain nor the potatoes, says Mr. Boulliane, have been injured by frost or insects.

In his last year's report Mr. Boulliane estimated the sum required to complete the road at \$2000. Now that he has completed one mile he thinks \$4000, and perhaps more, will be required for the completion of the road throughout its whole extent.

COUNTY OF CHARLEVOIX.

Settrington and de Sales Road.

REVEREND CLOVIS GAGNON, Superintendent.

Balance of the appropriation in 1858	-	-	-	-	-	\$100 00
Amount of the appropriation in 1859	-	-	-	-	-	200 00
						300 00
Amount paid out	-	-	-	-	-	\$300 00

This road, which is fourteen miles long, extends from the first range of Settrington to "The Chain of Mountains."

For more ample description see last year's Report.

A little more than 77 arpents of it were opened in 1859, forming, with five miles fourteen arpents and five perches opened in 1858, more than eight miles and a quarter now passable with summer vehicles, although three miles and fifteen arpents of it have not been

completed, or even rounded. It furnishes a means of communication as far as the line between the 6th and 7th ranges of *de Sales*, where it strikes a branch of the River *du Gouffre*, about sixty feet wide at that place, over which a bridge will have to be built.

Three small bridges, measuring, together, fifty-nine feet in length, have been built this year, besides eleven arpents and some perches of causeway not quite completed.

Only three miles of this road have been verbalized by the municipal authorities.

In the middle of the portion of the road explored this autumn, there is a water power sufficient for grist and saw mills, and on the River *Louvre*, in the portion of the road already opened, there is another.

There is also a fine limestone quarry, one mile from the road, in the second range of Settrington.

"Settrington and *de Sales*," says Mr. Gagnon, in an excellent Report which he has been so good as to address to me, "present a level surface of good land, well fitted for cultivation."

And he adds—"I am happy to inform you that all the lots in Settrington and *de Sales*, without the exception of a single acre, were taken by the inhabitants of places in the vicinity, as soon as the road was opened; and it is well to draw your attention to the fact that a great number of farmers are desirous of taking more of them if the road is continued."

"All the lumber fit for exportation has been cleared off the land, but there remains more than enough of sufficiently good timber for all the buildings that will be required there."

"The wheat fly has not done any damage in the new settlements formed on these lots."

"The first severe frost was felt here, as elsewhere, both on the South shore and on the North, about the 16th of September; but here the grain was ripe and therefore out of danger."

"Potatoes have not been attacked by disease this year, either in newly cleared land or in land that has been under cultivation for many years."

"On the 25th of October I made a fresh exploration with four men. We crossed the River on the trees that had been thrown over it, and then kept on, as nearly as possible in a straight line by the compass, to the place where our road is to end. We found everywhere nearly the same kind of land as where the road is already opened, except that here the land inclines slightly to the Southward, and is protected from the North wind by the chain of mountains called *Les Monts*."

I cannot conclude without making known to the friends of colonization how much they owe to the zeal, the intelligence, and the disinterestedness of the Rev. Mr. Gagnon. This gentleman, who exposed himself for several weeks to all the fatigue and inconvenience of life in the forest, did not confine his useful services to the oversight of his workmen, but made also, with a view to the prolongation of this road, an exploration of which the result will be the addition of a well situated tract of land to that already opened for colonization. For these valuable services this gentleman has declined to receive any indemnity.

COUNTY OF CHARLEVOIX.

Bridge over the River Malbaie, in the Parish of St. Etienne de la Malbaie.

Amount of the appropriation in 1858 - - - \$200 00

Amount paid to John Nairne, Mayor, - - - 200 00

This sum of \$200 was appropriated to the purpose of assisting the Municipality of the Parish of *St. Etienne de la Malbaie* in building a bridge over the River Malbaie at the place where the old bridge stood.

I have been informed, by letter from the Member for the County, that the bridge has been built.

COUNTIES OF QUEBEC AND MONTMORENCY.

Stoneham and Laval Roads.

CHARLES AMPLEMAN, Superintendent.

Balance of the appropriation in 1858, for the Stoneham Road,	\$172 99
Amount of the appropriation in 1859, for the Stoneham Road,	400 00
Amount of the appropriation in 1858, for the Laval Road,	125 00
	<hr/>
	\$697 99
Amount paid out - - - - -	628 85
	<hr/>
Balance remaining - - - - -	\$ 69 14

Mr. Ampleman has connected Stoneham with Laval by means of three miles and fifteen arpents of road opened by him in 1859, of which two miles are in Stoneham and one mile and fifteen arpents in Laval.

This road extends from the furthest settlements in Stoneham to the roads made by the gentlemen of the Seminary in Laval.

The portion in Stoneham has been completed, on a width of from eighteen to twenty feet; that which has been opened in Laval has not had so much work done upon it, but like the rest it is passable with summer vehicles.

The two first miles are on Crown Lands, and the other mile and fifteen arpents are on the lands of the gentlemen of the Seminary of Quebec.

In the state in which it is, the road has cost \$225 per mile.

"The land," says Mr. Ampleman, "is good, but there are many rocks in the Stoneham part; the timber is fine, consisting of birch, hard maple, fir and spruce, but chiefly birch. The cleared lands along the road look well, particularly in Laval."

"I think this road will attract many persons to Laval, where the lands already cleared promise well. Since last Spring we have seen three fine houses built, and already some persons, who awaited the opening of the road, are coming to our neighborhood, to work here next winter; from and after this winter, squared timber will be got out here."

"The frosts in the month of June were not more severe here than on the banks of the St. Lawrence."

Permit me to observe that for one hundred, or one hundred and fifty dollars, a little by-road of fifteen or sixteen arpents, with a bridge, might be made, by which the communication with persons who have lands to the South of the River des Hurons, and who have not as yet, any way out whatever, would be very much facilitated.

COUNTY OF QUEBEC.

Valcartier Road.

HENRY CRAWFORD, Superintendent.

Amount of the appropriation in 1859 - - -	\$200 00
Amount paid out - - - - -	100 00
	<hr/>
Balance remaining - - - - -	\$100 00

The work done on this road consists of improvements in that portion of it which lies between Pine River and the grist mill.

Mr. Crawford has rendered passable for loaded vehicles thirty-three arpents of this road, which were almost impassable before, by cutting down a considerable hill and removing enormous stones which obstructed the road.

Bélair Road.

LOUIS L'HÉRAULT, Superintendent.

Balance of the appropriation in 1858	-	-	-	\$200 00
Amount of the appropriation in 1859	-	-	-	200 00
				<hr/>
Amount paid out	-	-	-	\$400 00
				<hr/>
Balance remaining	-	-	-	\$200 00

This road commences on James Tate's farm, at the Division Line between the Seigniories of Guadarville and Bélair, and according to the original plan it was to terminate at the line between Bélair and Fossambault, after running about 150 arpents.

It is open as far as the Saint Catherine road.

Of this road twenty-two arpents are completed; and forty-five arpents are fit to be used with winter vehicles only.

It has cost on an average, \$100 per mile.

Two bridges have been begun; but have not been completed.

Nineteen arpents of causeway, which have cost \$200, have been made this year.

This road traverses good land, covered with hard maple and birch, and will furnish the inhabitants of four parishes with easy access to Quebec.

Mr. L'Héroult considers that a sum of \$400 will be required for the completion of this road.

COUNTY OF PORTNEUF.

Alton Road.

JOSEPH VERRETTE, Superintendent.

Balance of the appropriation in 1858,	-	-	\$423 90
Amount of the appropriation in 1859,	-	-	200 00
			<hr/>
Amount paid out,	-	-	\$623 90
			<hr/>
Balance remaining	-	-	\$ 38 30

This road commences at lot No. 10, between the 2nd and 3rd ranges of Alton.

It is now open as far as the River Batiscan, along the line traced by Mr. J. E. Defoy, with the exception of four miles and a half, which were made in conformity with Mr. Bochet's survey.

Four miles and a half have been made this year, which are passable with wheeled vehicles, as is also the portion previously opened.

Six miles have been made in the Township of Alton, and the rest is in the Township of Montauban, terminating at the River Batiscan.

The cost of this road has been about \$120 per mile. Eleven bridges, measuring together 156 feet, have been built this year.

The land traversed by this road is tolerably fit for cultivation; it is undulating, and in parts stony. The most common trees are the birch, the balsam fir, the spruce and the hard maple.

According to the information I have been able to procure from Mr. Verrette, it would appear that the best land lies to the North of the River Batiscan, where it is said that there is a considerable extent of land fit for colonization.

In Alton there are at present about thirty lots occupied.

Montauban has not yet been surveyed.

The frosts have not done any injury in Alton this year

The principal object of this road is to give settlers access to the lands in the Valley of the Batiscan, which have often been described, as being of superior quality.

COUNTY OF CHAMPLAIN.

Road from St. Tite (Lake Cossette) towards the St. Maurice.

JOSEPH TRUDEL, Superintendent.

Amount of the appropriation in 1859	-	-	-	\$450	00
Amount paid out-	-	-	-	402	50
Balance remaining	-	-	-	\$ 47	50

This road commences about three arpents from the Chapel in St. Tite, on the North-west side of the River *des Envies*, and is intended to terminate at the road which is now being opened, leading from the Parish of St. Maurice to the *Grandes Piles*.

The portion of the road opened,—twenty-eight arpents,—is in the Seigniorship of Batiscan, and has cost \$206. This mile of road is completed, with the exception of about four arpents, which can only be used with winter vehicles.

Four bridges, measuring together 200 feet in length, have also been made, at a cost of about \$180.

“As for the Township of Makinack,” says Mr. Trudel, “to which the St. Tite road will be of unquestionable utility as a means of communication with the Saint Lawrence, I learn from Mr. Richard, who ran the lines of the lots in that Township, that its soil is of excellent quality; although a portion of the Township (the North-west portion) is intersected by mountains, this gentleman assures me that according to the plan he has adopted each lot will have a sufficient quantity of arable land, and the mountains will supply the settlers with the wood they may require.”

“I have not myself any knowledge, acquired on the spot, of the manner in which the Township has been surveyed.”

“The communication from Three Rivers to *la Tuque*, by the Parishes of St. Maurice and St. Tite and by Long Lake and Lake Makinack would be the most advantageous for the lumber trade of the Upper St. Maurice, if the navigation were not interrupted by numerous falls; but it would not be available for purposes of colonization, seeing that the banks of the St. Maurice, from the *Grandes Piles* to *la Tuque*, are strewn with steep mountains on which settlements could not be formed; on the other hand, the ice of the St. Maurice is bad, during a great part of the winter, and no communication by land along the bank of this River is possible, owing to the mountains, which do not admit of any road being made over them.”

“By passing further to the North-east, that is to say, by Long Lake and Lake Makinack, land admitting of good roads being made over it, and adapted for colonization, will be found.”

“The St. Maurice is seldom practicable for winter vehicles before the beginning of January; and this prevents parties engaged in the Upper St. Maurice from taking advantage of the time when the snow is not yet deep enough to interfere with the hauling of timber, unless they incur considerable expense for the transport of provisions up the St. Maurice, in canoes, during the autumn.”

“Therefore, for the reasons I have just enumerated, I consider the St. Tite road not only as calculated to promote the settlement of the unconceded lands in the Seigniorship of Batiscan, but also as the point of departure of a road indispensable to the colonization of the valley to the North-east of the St. Maurice, and very useful to the lumber trade in the upper part of *la Tuque*.”

“I cannot state exactly at what time the first frost, attended with injury to crops, occurred this year; but I know it came too late to do much harm, and that the crops of grain and vegetables are abundant.”

Fourteen hundred dollars would suffice for the opening of the road from St. Tite to the *Grandes Piles* road; and six hundred dollars would be required for the building of a bridge over the River *des Envies*.

COUNTY OF CHAMPLAIN.

Grandes Piles Road.

LOUIS ARCAND, Superintendent.

Balance of the appropriation in 1858	-	-	-	\$880 00
Amount of the appropriation in 1859	-	-	-	250 00
				\$1130 00
Amount paid out	-	-	-	908 33
				\$221 67

For a description of this road, see my previous Reports.

In the course of 1859, Mr. Arcand completed twenty-six arpents and a half of this road.

The difficulties experienced in draining this road have caused some delay in the execution of the works on it; but these works will be continued next season.

COUNTY OF ST. MAURICE.

Mill Road in Shawinigan.

CYRILLE MAGNANT, Superintendent.

Balance of the appropriation in 1858	-	-	-	\$200 00
Amount paid out -	-	-	-	200 00

See the description of this road in my last report.

Twenty-eight arpents of this road were completed in 1859, and eight were opened only. The mile of completed road is in Shawinigan; it has cost \$332, without bridges or causeways.

Three hundred and sixty-four feet of causeway cost \$57.

The lands and the woods through which this road passes are of various qualities.

This road will be of great use for the lumber trade.

Several water-powers near the road are already made use of, namely, one on the River *aux Outardes*, in the 4th range of Shawinigan, one in the 8th range of the same Township, one on the River of the same name, and another owned by Mr. Magnant himself. "These four saw mills," says Mr. Magnant, "as well as two grist mills, have been built within the last six years."

There is a bridge to be built over the River Shawinigan, which will be about eighty feet long.

The Chapel built at St. Boniface in Shawinigan is already found too small, and steps have been taken for building a Church of stone.

A site has been chosen, on the *Piles Road*, for another Church, to be dedicated to St. Flora. The building materials are already on the spot.

"Some land" says Mr. Magnant, "which was sold for \$50, six years ago, was resold for \$1,000, last summer."

Wheat, barley, rye, buckwheat and oats are cultivated in the neighborhood of this road.

Hay and potatoes also grow there in abundance.

"The frost," adds Mr. Magnant, "did but little damage there, on the 5th of September last."

COUNTY OF MASKINONGE.

St. Didace Road.

REV. MR. TURGEON, Superintendent.

Balance of the appropriation in 1858,	-	-	\$500 00
Amount paid out,	-	-	500 00

The St. Didace Road commences on the South-west bank of the River Maskinongé, it extends at present to a distance of seven miles and three arpents through the rear of Peterborough.

Of this extent, about four miles and a half have been completed. The other two miles and four arpents are sufficiently open to afford a good winter road, which might even, in case of need, be made use of with summer vehicles.

In a letter, dated 17th July, which Mr. Turgeon has been so good as to address to me, that Revd. Gentleman says:

"Already have nearly all the lots in the neighborhood of this road been taken up; and in places where the cautious settler would not venture to bury himself before the opening of this road, thousands of trees are seen to fall, and to yield their places and their ashes, for the accommodation and for the support of the new settlers."

"This road will give an impulse to settlement in the Township of Peterborough, and enable the Government to sell its lands there. I hope the Legislature will understand better than ever, the necessity for encouraging colonization, with a view to preventing the emigration of Canadians to the United States; and that, after having considered the suggestions you made in your Reports for 1857 and 1858, for the appropriation of \$200,000, in behalf of colonization, it will comply with the strong desire of the true friends of that great work, by voting the \$200,000 asked for.

"The inhabitants of St. Didace could give some information as to the advantage of a good road to any place, and particularly to a new place."

"Before money was granted for our roads, coming to St. Didace was considered as expatriation. But now that there are roads, the value of land has more than trebled, and we see that those who looked with disdain upon our locality, are glad to be able to come to it in search of a refuge from want."

"Permit me, Sir, in conclusion, to record here a sincere expression of the gratitude of the Parishioners and the *Curé* of St. Didace for the benefits conferred by the Government on this locality."

The population of the Township of Peterborough increases rapidly; and according to a census taken last summer by the School Commissioners, it amounts to 365.

Mr. Turgeon reports that the banks of the River Mastigosh, in Peterborough, appear to be very rich in iron and lead mines.

According to the report of some hunters, there is, in the bed of that river, a lead mine half a league in length.

As for the iron ore found there, Mr. Turgeon thinks it is not inferior to that of St. Maurice.

It would take \$3,000 to continue this road across the Township of Peterborough.

COUNTIES OF BERTHIER AND JOLIETTE.

Brandon and Joliette Roads.

MAXIME CRÉPEAU, Superintendent.

Amount of the appropriation in 1858	-	-	\$400 00
Amount paid out	-	-	400 00

For the point of departure of this road, its direction, &c., see my report on colonization works for 1857.

Four miles and an eighth were completed in 1859; and it is now passable with summer vehicles to within a few arpents of the 3rd range of Joliette.

Of what is now open, one mile is in the Seigniorship of Ramsay, six miles are in Brandon, and four miles and an eighth in Joliette.

The part made this year cost \$87.92 per mile.

A bridge of forty-eight feet in length has been built, at a cost of \$8; two hundred and seventy-nine feet of causeway cost at the rate of eight cents per foot.

All the settlers who have taken lots in Joliette can now transport thither the necessary agricultural implements, and bring their produce to market for sale.

"A sum of about \$2,000 will be required," says Mr. Crépeau, "for the completion of this road as far as the River Matawin, the distance being between twenty-one and twenty-four miles."

"I think that not less than 100 families have settled in those parts of Brandon and Joliette traversed by this road, within the last six years."

"The value of real property has increased by two-thirds during the last six years. The principal grain crops are rye and oats; and they have not suffered any injury this year."

"Potatoes are grown there also, in great quantities; and they are never affected by disease."

"Buckwheat only was injured by the frost, about the 15th of October, this year."

COUNTY OF JOLIETTE.

St. Alphonse in Kildare Road.

HUGH DALY, Superintendent.

Amount of the appropriation in 1859 - - -	\$300 00
Amount paid out - - - - -	300 00

This road extends from the front of lot No. 8 in the 1st range, to the front of lot No. 7 in the 2nd range of the augmentation of Kildare, Parish of St. Alphonse.

It is open throughout its whole length, which is one mile and twenty chains and a-half, and may be used with wheeled vehicles, except for a distance of twenty-one chains, where it is practicable for winter vehicles only.

Eleven bridges have been built on it, measuring fifty-nine feet in length, at a cost of \$17 50; and 222 feet of fascine work have been employed in its construction.

A *procès-verbal* of this road has been made.

The land through which this road passes is good, and is well wooded with hard maple, birch, beech and spruce. The land to which this road would lead, if prolonged, is also good, and would be taken up as soon as the road was opened.

"The advantages," says Mr. Daly, "which the cause of colonisation will derive from the opening of this road, are very great; it will enable the surplus population of the old Parishes to settle themselves in this country, and will put a stop to the emigration to the United States. Colonization makes great progress in these Townships, particularly in the vicinity of the roads opened by the Government within the last six years."

Mr. Daly says that a sum of \$300 will be required for the completion of this road.

COUNTY OF MONTCALM.

Chertsey Road.

MICHAEL SHELLY, Superintendent.

Balance of the appropriation in 1858 - - -	\$200 00
Amount of the appropriation in 1859 - - -	75 00
	<u>\$275.00</u>
Amount paid out - - - - -	275 00

The Chertsey road commences at the division line between the 9th and 10th ranges of Rawdon, and terminates in Chilton.

The work done on this road in 1859, was done in Rawdon, for the improvement of that section of the road, which crosses the 9th, 10th, and 11th ranges of that Township.

There is a bridge to be built over the River Lafontaine, to replace the one which was destroyed by fire two years ago. When this bridge has been built the Chertsey road will be practicable throughout its whole extent, that is to say, all the way into Chilton.

Few places have progressed as rapidly as Chertsey; and one still hears constantly of the great advantages colonization will derive from the prolongation of this road as far as the tract explored by Mr. Magloire Granger, which I made mention of in my preceding reports.

Although the land in Chertsey is undulating, and even a little rocky, there is excellent hard wood on it, with some fine groves of sugar maple; and abundant crops are got off it.

If this road were prolonged as far as Lake Ouareau, across the tract explored by Mr. Granger, and if another branch of this road were opened in a North-east direction, along the River Ouareau, fine settlements would be formed there, with great advantages from the number of water-powers, and from the vicinity of large lakes, abounding in Salmon Trout.

Mr. Shelly thinks that \$2,600 would be required to carry the road through the Township of Chilton, and \$1,200 to make the branch above mentioned.

A Catholic Church was built last year in the Village of Chertsey.

There are Houses built as far as the extremity of the road in Chilton; a great number of families went last year to settle in the vicinity of this road, while a considerable extent of land on the banks of the River Ouareau remains unoccupied for want of a road in that direction.

Bridge in Chertsey:

MAGLOIRE GRANGER, Superintendent.

Balance of the appropriation in 1858	-	-	-	\$83 34
Amount paid out	-	-	-	62 83
				\$20 51
Balance remaining	-	-	-	\$20 51

This bridge, built in 1857, over the River Ouareau, was not quite completed, and a further sum was appropriated for that purpose.

Mr. Granger has caused the abutments of this bridge to be filled with stone, in order to secure them against floods.

Kilkenny Road, and Achigan Bridge.

ALFRED DUFRESNE, Superintendent.

Amount of the appropriation in 1858, for the Kilkenny road	-	-	-	\$400 00
Amount of the appropriation in 1859	-	-	-	125 00
Amount of the appropriation in 1859 for the Achigan Bridge	-	-	-	150 00
				\$675 00
Amount paid out	-	-	-	\$675 00

The Kilkenny road was repaired in 1859, and, moreover, a mile of it which had only been opened as a winter road, was made fit to be used with wheeled vehicles. A bridge was built over the River Achigan, in Kilkenny.

When I receive the Superintendent's reply to my circular, I shall be in a position to give you further details on the subject of this road.

 COUNTY OF TWO MOUNTAINS.
Road from St. Columban Bridge to Gore.

JOHN PHELAN, Superintendent.

Amount of the appropriation in 1858	-	-	-	\$500 00
Amount paid out	-	-	-	372 10
				<hr/>
Balance remaining	-	-	-	\$127 90

This road extends from the new bridge at St. Columban to the division line between St. Columban and Gore. It is nearly ten miles long, and it is passable with winter vehicles the whole way. A little more than a mile of it was improved in 1859.

A *procès-verbal* of this road has been made by the Municipal authorities of St. Columban and Gore, who have also provided for its being kept in repair.

The land in the Townships to which this road leads, is good, and produces timber adapted for the manufacture of ashes.

"The effect of this road," says Mr. Phelan, "will be to encourage our young people to settle in the Townships, and to divert them from emigrating to the Western States."

"There are numerous water powers in the vicinity of this road, and the timber has not been carried away to such an extent as to injure the trade or interfere with the supply of the local demand."

"The wheat fly is as yet unknown in the new Townships."

"A sum of \$2,000," adds Mr. Phelan, "will be required for the completion of this road, from the new bridge over the North River, to Lakefield, in Gore."

 COUNTY OF VAUDREUIL.
Bridge in Newton.

D. A. McCOSHAN, Superintendent.

Balance of the appropriation in 1856	-	-	-	\$400 00
Amount paid out	-	-	-	209 60
				<hr/>
Balance remaining	-	-	-	\$190 40

This bridge, which is situate in the seventh range of Newton, has been completed, and has been received by *experts* named for that purpose, as appears by their Report, dated 22nd March, 1859.

 COUNTY OF ARGENTEUIL.
*1st. Road from Dalesville to Harrington.**2nd. Road from North River to Arnot's Mill.*

GEORGE HAMILTON, Superintendent.

First Road:

Balance of the appropriation in 1858	-	-	-	\$925 29
Amount of the appropriation in 1859	-	-	-	200 00

Second Road:

Balance of the appropriation in 1858	-	-	-	\$200 00
Amount of the appropriation in 1859	-	-	-	100 00

				<hr/>
				\$1425 29
Amount paid out	■	■	■	1425 29

The entire length of the road from Dalesville to Harrington is thirty-two miles; that of the road from North River to Arnot's Mill is fourteen miles.

Of the road from Dalesville to Harrington, thirty-two miles have been opened and improved.

Of the road from North River to Arnot's Mill, two miles and three quarters have been opened.

The Dalesville and Harrington road begins at the front of the 10th range of the Township of Chatham, and is practicable for summer vehicles as far as the Bevaux Rapids, in the 3rd range of the Township of Arundel. The remaining six miles can only be used with winter vehicles.

The North River Road commences at Lake John, in the Township of Gore, and is fit for summer vehicles almost as far as the South part of Ste. Angelique, in the Seigniori of *Mille Isles*.

These roads have cost about \$200 per mile, exclusive of the bridges.

On the Dalesville and Harrington Road, six bridges measuring together 403 feet, were built in 1859, at a cost of \$105; on the road from North River to Arnot's Mill, two bridges built in that year, measuring together 237 feet, cost \$45.

On the former road 2,216 feet of causeway, and on the latter 403 were built, at a cost of \$6.30 per 100 feet.

All the roads made in this county in 1859, have been verbalized by the Municipal Authorities, who have made provision for their being kept in repair.

The soil in the vicinity of Dalesville and Harrington, from the front of the tenth range of Chatham, as well as in the North ranges of the Township of Granville, is light, with a sub-soil of white sand. According to Mr. Hamilton the land is better in the 9th and 10th ranges of Harrington.

There is excellent land in the Township of Monicalm; but in many places soft wood predominates; and these tracts are not so promising for poor-settlers as those covered with hard wood.

In the Township of Arundel the land is still better; the soil is good, with a clay sub-soil; and hard wood predominates. A good deal of elm and oak is found there.

The Township of de Salaberry contains good land; it is more hilly than Arundel; hard wood predominates in it.

Thirty settlers have gone into this Township already, and some of them have made considerable clearings.

"This part of the country," says Mr. Hamilton, "is being settled faster than any other; and I think that before three years are over there will not be a vacant lot left in it. Some rich French Canadians, with large families, are selling their property in the old settlements, and going to establish themselves in the Township of Arundel."

"Since the opening of the road from North River to Arnot's Mill, the Western portion of the Township of Morin is fast becoming settled. At the time my predecessor began his works on this road (in 1854) there were settlements only in the first range, to the Westward of lot No 53. Now there are settlers in the first and second ranges, as far as the division line between Wentworth and Morin."

"Some settlers have gone even beyond that line, into Wentworth, where there is a tract of excellent land, in the 6th, 7th, 8th and 9th ranges. Twenty-five settlers have even taken up lots already on the west side of the Township, (adjoining Harrington), and have made great improvements there: these settlements are due to the Dalesville and Harrington road. In the eastern portion of the Township, the settlers have the advantage of the road from North River to Arnot's Mill."

Mr. William Strong is now building a grist mill and a carding mill in the Seigniori of *Mille Isles*, which will be in operation in the month of March next. A saw mill is also being built on Lot No. 44, in the 1st range of Morin.

There is a water-power in the 8th range of Arundel. No timber has been cut in the vicinity of these roads, except for rural buildings and other local purposes; and there is enough for the present and future wants of the settlers.

Mr. Hamilton makes a remark which it is well to publish to the settlers: it is, that all new land intended for potatoes should be plowed or burned the year before it is sown, in order to insure a good crop.

According to Mr. Hamilton, \$800 will be required for the completion of the road from

North River to Arnot's Mill, and \$1,100 to finish the Dalesville and Harrington road as far as de Salaberry.

COUNTY OF OTTAWA.

River du Désert Road.

PATRICK FARRELL, }
FRS. X. DESLOGES, } Superintendents.

Balance of the appropriation in 1858	-	-	-	\$1460	00
Amount of the appropriation in 1859	-	-	-	600	00
				<u>2060</u>	<u>00</u>
Amount paid out	-	-	-	1800	00
				<u>260</u>	<u>00</u>
Balance remaining	-	-	-	\$	260 00

Eight miles and three quarters of this road were opened in 1859, making in all twenty-eight miles and three quarters open, and leaving thirty-one miles and a half to be made.

Of these eight miles and three quarters opened in 1859, seven miles and a quarter are practicable for wheeled vehicles, and the remaining mile and a half for winter vehicles only.

The portion of the road now opened runs through Low, Aylwin and Wright.

What was made in 1859 cost, on an average, \$192 per mile, exclusive of the bridges.

The total length of the bridges built in 1859, is 1270 feet; they cost, including the bridge built over the River Pickanock, \$889.

The causeways and fascine work extend to 1,084 feet, and cost \$225.

As there are no municipalities organized north of Low, no provision has been made for the maintenance and repair of that part of the road which has been made in Aylwin and Wright.

Messrs. Farrell and Desloges continue to find land fit for making farms as they push forward their road along the River *du Désert*.

The heights are wooded with hard maple, birch, beech, hemlock, spruce, basswood, elm, pine and balsam fir; in some places pine and cedar predominate, in others soft wood is most abundant; but generally speaking, the wood is mixed all along the road. The land also varies in quality, but it is chiefly, according to Messrs. Farrell and Desloges, a mixture of rich land, sand, &c. "On the whole," they add, "it is well suited to agricultural purposes."

Messrs. Farrell and Desloges say it is generally believed that the part of the road which remains to be made will cost less than that which has already been opened. They think the population has quadrupled within the last six years.

There are already two Catholic churches built on the line of this road, one at the River *du Désert*, and the other at the mouth of the River Pickanock. Moreover, the ecclesiastical authorities have fixed upon three sites for new churches.

"We believe," say Messrs. Farrell and Desloges, "that the value of real property in the townships traversed by this road has increased fifty per cent since the road was commenced."

COUNTY OF GASPÉ.

1st. Anse au Griffon Road.

2nd. Grande Grève Road.

DAVID PHILLIPS, Superintendent.

Amount of the appropriation in 1858	-	-	-	\$592	30
Amount paid out	-	-	-	476	10
				<u>116</u>	<u>20</u>
Balance remaining	-	-	-	\$	116 20

These two roads commence at the Peninsula, and terminate, the one at *Anse au Griffon*, and the other at *Grande Grève*.

The first is eight miles long, and the second twelve miles.

They are open throughout their whole length.

Three miles and a half of the first are completed, and seven-eighths of a mile of the second.

They cost \$53 13 per mile without the bridges.

"There is already," says Mr. Phillips, "a good deal of traffic on these roads, and fourteen new houses are being built."

For further information, see my report for 1857.

Anse à la Louise Road.

JOHN HARLEY, Superintendent.

Amount of the appropriation in 1859, - - -	\$75 00
Amount paid out, - - - - -	75 00

I have not sufficient information on the subject of the work done on this road in 1859 to enable me to furnish precise details of it.

It appears from the documents transmitted to me that Mr. Hurley has built a bridge and done some work on this road.

COUNTY OF BONAVENTURE,

IN THE TOWNSHIP OF NOUVELLE.

1st. *Mann's Brook Road.*

2nd. *Pointe à la Garde Road.*

3rd. *Glenn Road.*

IN THE TOWNSHIP OF MANN.

1st. *Battery Point Road.*

2nd. *River du Loup Road.*

JOHN G. FAIR, Superintendent.

Amount appropriated in 1859 for the Mann's Brook Road, - -	\$60 00
For the Pointe à la Garde Road, - - - - -	60 00
For the Glenn Road, - - - - -	100 00
For the Battery Point Road, - - - - -	40 00
For the River du Loup Road, - - - - -	60 00

\$320 00

Amount paid out, - - - - - 320 00

A sum of \$220 was appropriated for the three roads in the Township of Nouvelle, and \$100 for the two others, in the Township of Mann.

Mr. Fair made three miles and twenty-four chains of road in 1859, namely :

On the Mann's Brook Road, - - - - -	62 chains.
On the Pointe à la Garde Road, - - - - -	36 "
On the Glenn Road, - - - - -	80 "
On the Battery Point Road, - - - - -	39 "
On the River du Loup Road, - - - - -	47 "

264

The above portions of these different roads have not been completed, but may be used with wheeled vehicles.

Four bridges have been built, measuring together 108 feet in length, and costing together \$44.

The land traversed by these different roads is of good quality, and well wooded with birch, hard maple, spruce, and some pine.

These roads lead to tracts of land of great value, well adapted for colonization, and also well watered.

Mr. Fair is of opinion that the opening of these roads will prove of great advantage to the country; the land along them being of the best quality will, he says, assuredly attract settlers.

The united lengths of these roads, as projected, is twenty-five miles, of which three miles and a quarter have been opened. Mr. Fair thinks that from \$100 to \$120 per mile will be required to complete the remaining twenty-one miles and three quarters.

ROADS IN NEW RICHMOND.

JOHN DODDRIDGE, Superintendent.

1st. Road from the 4th Range to the 6th Range, South-East of the Lake.

2nd. Capelin River Road.

Amount of the appropriation in 1859 for the first road,	-	-	\$100 00
For the second road,	-	-	100 00
			\$200 00
Amount paid out,	-	-	200 00

Mr. Doddridge opened three-quarters of a mile of the first of these roads, and repaired a mile of the second, in 1859!

He also built a bridge fifteen feet long on the Capelin River Road, which cost \$20 only.

A *procès verbal* has been made of the Capelin River Road, as well as one for a part of the road between the 4th and 6th Ranges of New Richmond.

"The land through which this road has been opened appears," says Mr. Doddridge, "to be very good; it is covered with hard maple, cedar, spruce, and other timber; and, still further inland the soil is even better, and the country more level."

ROADS IN MARIA AND CARLETON.

FINLAY COOK, Superintendent.

One Road in Carleton.

Two Roads in Maria.

Amount of the appropriation in 1859 for Carleton,	-	-	\$150 00
Do do do for Maria	-	-	200 00
			\$350 00
Amount paid out,	-	-	350 00

Although these three roads are not of great length, they are of great local utility. Two of them are by-roads, leading from one range to another; the third leads to what is called the "Irish Settlement," in rear of Manderson's Mill.

The land along these roads is good, and well fitted, according to Mr. Cook, for making farms. The timber on them is a mixture of birch, hard maple, spruce and cedar.

COUNTY OF RIMOUSKI.

St. Simon Road.

C. F. CARON, Superintendent.

Balance of the appropriation in 1858, - - -	\$200 00
Amount of the appropriation in 1859, - - -	400 00
	<hr/>
	\$600 00
Amount paid out, - - - - -	\$600 00

For the point of departure, and other items of information, see my former Reports. Eighty-eight arpents were completed this year, and forty-nine arpents opened merely. It may be used with wheeled vehicles throughout its entire length.

It has cost on an average \$200 per mile, including small bridges, and fascine and earth work.

The four largest bridges, measuring together 296 feet, cost \$60.

Besides these there are 27 small bridges, measuring together 294 feet in length, the cost of which is included in that of the road, as above stated.

I have already mentioned in my former Reports, that the land traversed by this road is good; but Mr. Caron says that "the land in the rear, where the road has not already penetrated, is of superior quality." The land in rear of St. Simon belongs to the Crown, and Mr. Caron is of opinion that if the road were prolonged, it would be settled immediately, in consequence of the low price at which it is sold.

On the subject of grist mills, saw mills, &c., see my Report for 1857.

"The new Parish of St. Mathieu de Rioux," says Mr. Caron, "which has been erected by canonical authority, in the back part of the Seigniorship of Rioux, owes its existence to the increase of population in that locality, in consequence of this by-road being opened."

Grain did not suffer any damage in this neighborhood last year, and there was no frost to injure the crops before the 25th of September.

From \$150 to \$175 would be required for the prolongation of this by-road as far as the Taché Road.

COUNTY OF TEMISCOUATA.

Bégon Road.

THOMAS P. PELLETIER, Superintendent.

Amount of the appropriation in 1858, - - -	\$500 00
Amount of the appropriation in 1859, - - -	188 00
	<hr/>
	\$688 00
Amount paid out, - - - - -	688 00

The Bégon Road commences at the division line between the Seigniorship of Trois Pis-toles and the Township of Bégon.

It is completed to beyond the River Berbenecasse, making an extent of four miles and a-half. Throughout this extent it is practicable for wheeled vehicles.

It has cost, on an average, \$190 per mile, not including the bridges.

Two bridges, amounting together to 200 feet in length, cost 34; and 12 arpents of causeway cost \$140.

This road, which was commenced in 1857, has been the means of inducing a great number of settlers to go and join those who had already been living for many years in this Township.

"Since the opening of this road in 1857," says Mr. Pelletier, "colonization has been rapidly developing itself here, and the population has been more than doubled."

The site of a Church has been decided upon by the proper authorities.

The principal grain crops are peas, barley and wheat, which have not suffered this year, either from frost or from insects.

There are several water-powers near the Road, one of which has already been brought into use

Mr. Pelletier estimates the cost of completing this Road, throughout the whole length of its surveyed line, which is about 15 miles, at \$2,500

Green Island Road.

J. A. FRASER, Superintendent.

Balance of the appropriation in 1858, - - -	\$316 08
Amount of the appropriation in 1859, - - -	180 00
	\$496 08
Amount paid out, - - - - -	\$83 93
	\$12 15

The work done on this Road this year consists of the opening of three miles, of which two miles and sixteen arpents are completed.

Four bridges, measuring together 226 feet in length, have been built, as well as four arpents of canseway

The work was left off in the 7th range of the Township of Viger, about five arpents from the 3th range.

"The land in the 8th range," says Mr. Fraser, "appeared to me to be level, and well adapted for colonization, although a little rocky. I am told that we are within one mile of the line of the Taché Road."

Mr. Fraser considers that a sum of \$275 would be required for the completion of this by-road as far as the Taché Road, without reckoning the cost of the bridges.

Mr. Fraser's reply to my circular of the 25th November last not having reached me, it is out of my power to give you any further information on the subject of this Road.

St. Eloi Road.

CHARLES THÉRIAULT, Superintendent.

Amount of the appropriation in 1859 - - - - -	\$180 00
Amount paid out - - - - -	180 00

The point of departure of the St. Eloi Road is in the third range of Denonville. It is now passable for wheeled vehicles as far as the *Ruisseau ferré*. Two miles of it were opened in 1859.

The land over which this road passes, as well as the surrounding land, is generally speaking good, although a little rocky; the prevailing wood is hard maple.

The land least adapted for Colonization is found in the first, second and third ranges of Denonville.

In these three ranges, swamps and rocks are more common than in the remainder of the Township. Now that these obstacles have been overcome, and the road has rendered better land accessible, it is expected that Colonization in this locality will be more rapid than it has been hitherto. (See my Report for 1858.)

The principal grain crops in Denonville are wheat, rye and barley, which have not suffered any injury from insects or from frost this year.

About \$300 would be required to complete this road, which is now only about twelve feet wide.

Viger Road.

L. M. LAPOINTE, Superintendent.

Amount of the appropriation in 1858	-	-	-	-	-	\$300	00
Amount paid out	-	-	-	-	-	300	00

See my Reports on the work done in 1857 and 1856, for a description of this road, &c. Mr. Lapointe has this year completed twenty arpents of this road, and opened three. The twenty arpents completed, and the three others merely opened, cost \$185.

Two bridges, of sixteen feet in length, and some perches of causeway, cost \$19.

Hardwood prevails in the vicinity of the road, and pine is scarce.

Mr. Lapointe thinks the land is good, and seems to be so for several miles on each side.

"This road," says Mr. Lapointe, "will be of vital importance to the Townships of Viger, Whitworth and Denonville, and to all the neighboring Parishes, when it joins the Lake Temiscouata road, distant about ten miles from the point at which it now terminates."

A Chapel was built last year in the Township of Viger.

Whitworth, or Ste. Modeste Road.

V. MIVILLE, Superintendent.

Amount of the appropriation in 1858	-	-	-	-	-	\$500	00
do	do	1859	-	-	-	180	00

\$680 00

Amount paid out	-	-	-	-	-	680	00
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The Whitworth or St. Modeste Road runs from the front road of the third range of Whitworth, at Lot No. 13 of that range. It is now open as far as the 8th range, and is intended to terminate at the Temiscouata Road.

Mr. Miville opened forty-eight arpents and a half of this road in 1859. Although not completely finished, it is passable for summer vehicles.

The cost of the road when completed, will be from \$400 to \$500 per mile, on an average, not including the bridges.

One bridge, of fifty feet in length, cost \$40; and two pieces of planked road, measuring together 150 feet, cost \$120.

The 3rd, 4th, 5th, 6th and 7th ranges are rocky, according to Mr. Miville's report; but the soil appears to him to be good, and produces timber of all kinds; such as pine, tamarac, white spruce, cedar, balsam fir, white birch, ash and others.

"The 8th, 9th, 10th, 11th and 12th ranges," adds Mr. Miville, "are very beautiful, and the land excellent, well wooded with hard maple, birch and beech."

This road has greatly promoted Colonization in Whitworth. A great number of lots along the road are taken already, even as far as the 9th range, although the road is not open as far as the 8th.

There are ten or eleven water-powers in Whitworth. "We have discovered in the 9th range," says Mr. Miville, "a quarry of limestone of superior quality. Some persons who have seen it, even say that it is chalk."

Mr. Miville thinks a sum of about \$3,320 would be required for the completion of this road as far as the Temiscouata road.

The grains grown in Whitworth are barley, rye, peas, wheat, buckwheat and oats; and they have not suffered more from frost or from insects there, than in the neighbouring seignories.

The first frost generally occurs there about the end of September or beginning of October.

A *procès-verbal* has been made of that part of the road which lies in the 3rd range.

The Taché road passes through the upper part of the 8th range of Whitworth; and as Mr. Miville has succeeded in opening his as far as the 8th range of the same Township, the advantage of uniting the two roads may be attained at a trifling additional cost.

COUNTY OF KAMOURASKA.

Pohenagamook Road.

JOSEPH ROY, Superintendent.

Balance of the appropriation in 1858	-	-	-	\$ 21 76
Amount of the appropriation in 1859	-	-	-	300 00
				\$321 76
Amount paid out	-	-	-	301 23
				\$ 20 53

I take the liberty of referring you to my former Reports in order to avoid repeating here what I have already said on the subject of this road.

This road was prolonged nearly a mile and three-fourths in 1859, so that its present length is twenty-three miles and twenty-six arpents, of which twenty-two miles and twenty-six arpents are adapted for wheeled carriages with loads of 400 and 500 lbs. The remaining mile is passable for winter vehicles only.

Seven miles are open in the Township of Bungay, and three miles and three quarters in the Seigniorship of River du Loup, six miles in the Township of Park, and seven miles and five arpents in the Township of Pohenagamook.

I will not repeat here either what I have already said as to the quality of the land around Lake Pohenagamook, to which this road leads; it will suffice, I think, to mention that intending settlers are looking anxiously for its being rendered accessible to them by a good road.

The principal grain crops in the vicinity of this road are wheat and barley.

There was no frost to injure the crops in this locality this year.

The cost of this road, without including the bridges, has been \$260 per mile, on an average.

According to Mr. Roy, \$2,000 would be required for the completion of this road.

Woodbridge Road.

J. B. MARTIN, Superintendent.

Amount of the appropriation in 1859	-	-	\$250 00
Amount paid out	-	-	250 00

See the description of this Road in my last year's Report.

Four miles completed, and 33 arpents merely opened in 1858, are passable for wheeled vehicles. In 1859, Mr. Martin built some bridges, and completed a bridge 170 feet long, commenced last year. The completion of this bridge alone cost \$100. Mr. Martin did a good deal of levelling and embanking, and applied the balance in his hands to the improvement of a part of the road previously made, and to the opening of eleven arpents of road to the South of River du Loup.

The whole of this road may be used with wheeled vehicles, though not without difficulty in some places.

The whole of the Township of Woodbridge appears to be adapted for being made into farms.

The lower part is covered with a growth of soft wood; but in the other part the land is better, and hard maple is the prevailing wood.

"Still greater advantage" says Mr. Martin, "would be derived from this road if it were continued further, as the land is better in the interior."

"Considerable clearings" observes Mr. Martin in his Report to me, "have been commenced. In that part of the third range, where the road on which I have superintended the works passes, four or five settlers have begun this year to build houses; want of means has prevented their going on with them, and it has prevented a great many others from beginning; the poverty of the settlers will therefore necessarily retard the progress of the settlements."

"The most trifling legislative aid would have the effect of causing a number of families to settle, in a very short space of time, on the lots in the Township of Woodbridge; and the want of means will necessarily retard its progress."

"If the settlers were to receive assistance from the Legislature—a loan of money—were it ever so little, such assistance would, I have no doubt, insure the success of colonization in this Township, and the settlers could repay the money in a few years, if it were required of them."

"A saw mill built at a short distance from the road by J. B. Dionne, Esquire, Warden of the County of Kamouraska, and Mayor of St. Paschal and Woodbridge, has been in operation since last winter and is of some advantage to the settlers already, in sawing the wood they require for their buildings, or for their trade in lumber: but here again a serious inconvenience presents itself, this mill being situated in the sixth range, at a distance of three or four miles from the present termination of the road, although it would be only about sixteen arpents from it if the road were prolonged to the sixth range."

"The crops raised this year in the neighborhood of the Woodbridge Road were wheat, rye, peas and barley; they have not suffered any damage this year, either from frost or from insects."

"The frost has done no injury to crops, in this locality, this year."

"A *procès-verbal* has been made of that part of this Road which lies in the first and second ranges of the said Township."

According to Mr. Martin, a further sum of about \$4,500 would be required for the opening and completion of this Road as far as the Taché Road, a distance of about four leagues.

Mount Carmel Road.

HENRI GARON, Superintendent.

Balance of the appropriation in 1858	-	-	\$614 12
Amount of the appropriation in 1859	-	-	200 00
			\$814 12
Amount paid out	-	-	814 12

It being intended to commence the opening of the Taché Road in two places at the same time, namely, in Buckland, in the County of Bellechasse, and in Painchaud, in the County of Kamouraska, it became necessary to render the Mount Carmel Road practicable in order to have as easy access as possible to the Eastern section of the Taché Road, where the work was to be done.

Mr. Garon, Superintendent of the works on the Taché Road, was accordingly desired to repair, with a party of workmen, to the Mount Carmel Road, and to improve that Road, now become, by its relation to the Taché Road, an important and necessary one.

Mr. Garon expended the above mentioned sums on this by-road; and although he did his work with all possible zeal and diligence, when I visited the road afterwards, in September last, it was not only in a dangerous, but even in an impassable state, for the space of four or five miles.

These four or five miles are paved with stones so large that they could not be removed without blasting, and unfortunately, there is not enough earth in the vicinity to cover the road with, so that a pretty large sum would still be required for the completion of the Mount Carmel Road.

Chapais Road.

MAURICE BOSSÉ, Superintendent.

Balance of the appropriation in 1858	-	-	\$ 1 55
Amount of the appropriation in 1859	-	-	450 00
			\$451 55
Amount paid out	-	-	449 81
			-
Balance remaining	-	-	\$ 1 74

See the description of this Road in my last Report but one.

Mr. Bossé built a bridge over the River Ouelle, in 1859, of one hundred and twenty-two feet in length, which cost \$163, and made also thirty-two arpents of road.

The entire length of road now open, and fit for wheeled vehicles, is seven miles. The average cost of this road has been \$320, including the small bridges.

The part of this Road which has been opened is situated in the Township of Ixworth, now called the Parish of *St. Onésime*.

The land all along this Road is of good quality. The wood is mixed, but the trees are large and tall. Rocks are scattered here and there on the high grounds, but not in great numbers.

Three ranges of Ixworth (*St. Onésime*) are now settled and inhabited.

"Since last year," says Mr. Bossé, "all the lots near the part of the road which has been opened, have been bought up, as may be ascertained from Mr. Deguise the local agent."

This Road has been marked out as far as the Province Line, but it would be well that the seven miles which remain to be opened in order for it to join the Taché Road, should be opened and completed with the least possible delay, so as to give easy access to the better road.

The Parish of *St. Onésime*, in Ixworth, has already been constituted a municipality. There are three or four elementary schools there, and also some stores.

A church was built there two years ago.

"Wheat, barley, rye, &c., are cultivated there," says Mr. Bossé, "and I have not heard that these crops have suffered from anything but scalding."

Mr. Bossé thinks that for \$2400 00 this road could be opened as far as the Taché Road.

COUNTY OF L'ISLET.

Arago Road.

P. C. FOURNIER, Superintendent.

Amount of the appropriation in 1859	- -	\$300 00
Amount paid out	- - - -	262 65
Balance remaining	- - - -	\$ 37 35

This Road commences at the line which divides the Fief Lessard from the Township of Lessard, between lots Nos. 18 and 19 of that Township, and is intended to terminate at the Taché Road, 13 miles 16 chains and 45 links.

This road, which was commenced on the 17th of October last, was opened for one mile and three arpents and a half, of which one mile, although not completed, may be used with wheeled vehicles.

It cost, as it is, \$230 per mile on an average, not including the bridges. Two bridges have been built, at a cost of \$32 00.

"The forests through which the part of the Road I am acquainted with passes" says Mr. Fournier, "is composed of spruce, balsam fir, birch, alder and cedar; all these trees are of a growth that would indicate a rich and fertile soil."

"I am informed that the land along this road is of the same kind in the 1st and 2nd ranges of the Township of Lessard, except that some mountains of no great extent, are found there; above those ranges there are some tracts of swampy land, hardly fit for cultivation; but I am assured that beyond these, the land is well adapted for colonization as far as the Taché Road, where the projected road is to terminate; moreover, a great number of persons have for some years been engaged in making, annually, a considerable quantity of maple sugar, in the fine groves of hard wood near the upper part of the Arago Road, and deriving a fair profit from the manufacture. This place will be a centre for colonization and the opening of new lands.

"On the score of colonization the Road is indispensable, for the few settlers scattered along the projected road can only bring down their produce in winter, having no means of communication with any mill, market for the sale of their produce, or place where their most pressing wants can be supplied; and in a commercial point of view, it will

" afford an opening which will serve not only for the bringing of lumber to market within the Province, but also for the supplying of the numerous lumbering parties getting out pine and other timber on the tributaries of the River St. John, who, for want of good roads cannot receive their provisions at any other time than in winter, the greater part of such provisions coming from New Brunswick and the State of Maine; whereas, with a good road, Canada will have the advantage of that trade."

Mr. Fournier thinks that a sum of \$6700.00, would be necessary for the completion of this Road.

Elgin Road.

J. G. VERREAULT, Superintendent.

Balance of the appropriation in 1858	-	-	\$376 53
Amount of the appropriation in 1859	-	-	500 00
			\$876 53
Amount paid out	-	-	876 53

The point of departure of this Road is on Lot No 27, in the 1st range of Ashford. This road is completed as far as the River Ouelle, which runs through the 2nd ranges of the Townships of Garneau and Lafontaine. It is to be continued as far as the Province Line. Two miles and sixteen arpents have been opened and completed this year. More than thirteen miles and a half are fit for summer vehicles, and the remainder, about twelve miles and a half, may be used with winter vehicles.

There are several considerable water powers near this Road, on which mills of all kinds could be erected. The most considerable are on the River Ouelle, and on another River called "le Bras." On each of these Rivers a saw mill is being built. These two mills will be in operation in the spring. In the course of next summer a run of stones will be added to one of these saw mills.

There are at present more than twenty families residing along this road.

Besides the churches mentioned in former reports, two more are to be built, one near Black Lake, in the Township of Fournier, and the other in the third range of the Township of Lafontaine, near the Taché road. The timber for these buildings is to be prepared in the course of this winter.

"Lots of land," says Mr. Verreault, "for which no one would have given anything last year, have been sold for \$180."

Barley, rye and potatoes have been grown in abundance on the land traversed by this road, and have proved of superior quality. Nothing suffered from frost there except some crops sown late for the sake of the straw.

Mr. Verreault thinks \$7,500 will be sufficient to complete this road.

For further information see my former reports.

COUNTY OF MONTMAGNY.

Anse à Giles Road.

L. A. BEAUBIEN, Superintendent.

Amount of appropriation in 1858	-	-	\$500 00
Do do in 1859	-	-	250 00
			\$750 00
Amount paid out,	-	-	300 00
			\$450 00

This road commences between the third and fourth Concessions in the Parish of Cap St. Ignace, and is to terminate at the Taché Road.

It was only towards the end of October that Mr. Beaubien had it in his power to organize a body of labourers and commence the opening of this road, and the frost and

snow setting in earlier than usual last autumn compelled him to leave off working before he had made as much progress as he desired.

This by-road as laid out will be about fifteen miles long, and will be one of those lateral roads having for its object, among other things, the facilitating of access to the lands bordering on the Taché Road.

Sixteen arpents only of this road were opened last autumn ; of these 16 arpents 14 were completed.

The work on this road will be resumed as early as possible in the approaching season.

Although this road has only been opened as yet about half a mile into the 4th Concession, the industrious inhabitants of the District of Quebec are so much in need of room for new settlements, and so desirous of forming them, that settlers have already gone into the 5th Concession in the hope that the road will soon extend as far as their clearings.

One of these settlers raised 700 sheafs of wheat this year.

ROAD IN REAR OF ST. PIERRE.

ANTOINE TALBOT, Superintendent.

Balance of the appropriation in 1858, - - -	\$103 31
Amount of the appropriation in 1859, - - -	200 00

\$303 31

Amount paid out, - - - - - 303 31

This road commences at the end of the *Route des Commissaires* at St. Pierre, to the south-east of the River Du Sud, and terminates in the 5th Range of Montminy.

Two leagues and a half of this road are now practicable for summer vehicles.

This road has not been verbalized.

The land it passes through is of good quality and generally level. The timber on it is well grown, and consists of hard maple, birch, spruce and cedar.

The harvest was abundant there this year.

No damage was done by frost.

The wheat fly is as yet unknown in this locality.

Although practicable, this road is not as yet completed.

The population of Montminy is about 500 souls.

There is a chapel in this Township.

ROAD IN REAR OF ST. THOMAS.

EDOUARD COTÉ, Superintendent.

Balance of the appropriation in 1857, - - -	\$ 26 57
Amount of the appropriation in 1858, - - -	800 00
Amount of the appropriation in 1859, - - -	350 00

\$1176 57

Amount paid out, - - - - - 1161 44

Balance remaining, - - - - - \$ 15 13

For point of departure and other details, see my Report for 1857.

This by-road is to terminate at the Taché Road.

Forty arpents of it, in the Township of Ashburton, were completed in 1859, at a cost of about \$750 per mile, including the bridges.

There remain yet about three leagues of this road to be opened before it reaches the Taché Road.

Mr. Côté cannot give precise information as to the progress of colonization in the vicinity of this Road ; but he says he knows, "notwithstanding the bad state of the roads, "about 100 families have already settled in Montminy and Ashburton."

"The grain," he adds, "sown in these Townships last year, consisted chiefly of wheat, "barley and oats, which did not suffer from frost and yielded a very good return."

 COUNTY OF BELLECHASSE.
Armagh Road.

PIRRE DAGNAULT, Superintendent.

Amount of the appropriation in 1859	- - - -	\$400 00
Amount paid out	- - - -	400 00

For a description of this Road, see the Report for 1857.

The length of road made this last year (1859) was twenty-three arpents, which, added to what had been made previously, gives an extent of seven miles and two arpents now fit for use with wheeled vehicles.

Mr. Dagnault says that "the progress of colonization in the vicinity of this Road is satisfactory; the settlers are greatly extending their clearings, and the land is remarkably productive."

"Although frost caused great damage in many parts of Upper and Lower Canada, and even in the United States, it is worthy of remark, that it did not cause damage everywhere in Lower Canada."

In the place where Mr. Dagnault carried on his works (Armagh) it seems that neither grain nor potatoes were injured last year.

For a description of the land in the vicinity of this Road, see former Reports.

Clearing of the River du Sud.

LÉON LORTIE, Superintendent.

Amount of the appropriation in 1858	- - - -	\$200 00
Amount paid out	- - - -	200 00

With this sum Mr. Lortie succeeded in clearing the South-west branch of the River *du Sud*, in the Township of Mailloux, which was obstructed by an accumulation of timber. This work was performed in a space of twenty arpents.

 COUNTIES OF BELLECHASSE AND KAMOURASKA.
*Taché Road.**Section of the Taché Road in Bellechasse.*

ÉLIE AUDETTE, Superintendent.

Section of the Taché Road in Kamouraska.

HENRI GARON, Superintendent.

Balance of the appropriations in 1858,	- - - -	\$8,500 00
Amount of the appropriations in 1859,	- - - -	3,500 00

 \$12,000 00

Amount paid to Mr. Audette,	\$2,900 00	- - - -
Amount paid to Mr. Garon,	4,058 70	- - - -

 \$6,958 70

 Balance remaining, - - - - \$5,041 30

The opening of the Taché Road, the length of which is 209 miles and 46 chains, and not 180 miles, as stated in my former report, was commenced simultaneously in Buckland, in the County of Bellechasse, and in Painchaud, in the County of Kamouraska; Mr. Audette carrying on the work towards the East, and Mr. Garon towards the West. This mode of proceeding was adopted with a view to give the population on the South of the St. Lawrence, in the District of Quebec, who are so eager to form new settlements, access in two directions to the lands along the line of this important Road.

Two Superintendents, independent of each other in their respective operations, were appointed for this purpose.

Mr. Audette, who was entrusted with the management of the works on the western

section, commenced at the division line between the Seignior of Taschereau and the Township of Buckland; and Mr. Garon at the place where the Mount Carmel Road joins the Taché Road, between the 6th and 7th Ranges of the Township of Chapais.

These two gentlemen have sent me their respective Reports, and have furnished such valuable information that I think it a duty to the cause of Colonization to quote freely their own words.

Before doing so, however, I must observe, in justice to Mr. Garon, that if that gentleman has not so many good results to show, it is owing to the almost inaccessible state of the section of road he had to open. The Mount Carmel Road, forming the approach to Mr. Garon's section, is almost impracticable, and even dangerous, for several miles.

This Mount Carmel By-road ought, therefore, to be improved, in order to facilitate settlement in that section of the Taché Road which has been opened in the County of Kamouraska.

"Nearly two miles," says Mr. Audette, in a report on the work carried on by him on the western section of the Road, entrusted to his care, "have been finished this year, and 200 arpents, or a little more than seven miles, have been completely opened to the width of between 12 and 14 feet, in conformity with the instructions I have received.

"We have thus made about nine miles this year, including the preparatory work which we did last year.

"All the completed part of the Road is in the Township of Buckland, and that which is nearly opened, as above mentioned, is partly in Buckland and partly in Mailloux.

"The finished and the merely opened parts are alike used with winter and summer vehicles; there are few such good roads in the old settlements; about nine miles and a half of the Road are in this state.

"The average cost per mile of the completed portion of the Road, not including the bridges, may have been \$700, as nearly as I have been able to ascertain, allowing for the work done on that portion last year in order to render the old Road made by the settlers practicable to a certain extent.

"In the portion of Road made this year, that is to say, in a range of nearly nine miles, there are 51 bridges, measuring together two hundred and fifty-three feet and a half, besides four hundred and eighty-six feet of abutments, costing in the whole \$345, or 46 cents per foot of bridge and abutment, or again, \$1.36 per foot of bridge only.

"There are also in the same portion of Road thirty-four arpents and a half of fascine work and causeway, which cost \$314, or \$9.10 per arpent.

"The soil on each side of the road is of good quality, even excellent in certain places, and everywhere fit for cultivation; stony on the surface and very uneven for the first three miles; towards the East it becomes more level.

"The adjacent ranges are nearly of the same quality, and are universally adapted for colonization.

"The advantages for colonization presented by the Taché Road are, in the first place, the facility it affords for penetrating into a vast extent of land, lying at little distance from the old Parishes, but which the want of roads rendered inaccessible until lately. And it should be seen with what expressions of gratitude these brave settlers point to the land which they have cleared, which belongs to them, of which they are lords; with what hope they look forward to the future. They now understand what a difference there is between the peaceful and independent life they are leading, and their former adventurous life; they are no longer exposed to the fluctuations of commerce, in plenty one day, and in want the next.

"It is pleasing to see the thick dark forest replaced, in the space of a few months, by fine fields of grain. Already has all the land along the finished portion of the Road been taken up and settled upon.

"The Ranges in rear are also being rapidly cleared, and soon there will not remain a single vacant lot throughout the whole extent of the Townships of Buckland and Mailloux.

"Excellent timber for building purposes will be found there, which can be easily and cheaply conveyed down the many streams intersecting these lands, to the old settlements, where it is already scarce.

"A potashery and a pearlshery have been in operation for more than a year, and contribute to the progress of these settlements by affording to the poor settlers the means of

"maintaining their families while they are clearing their lands, by the sale of salts and ashes. A settler of my acquaintance, who has a family of thirteen children, in describing to me his former state of poverty, said, 'Five years ago I was obliged to beg my bread, when work was not to be had; I had neither horse nor cattle, nor vehicle; I came up here without any means whatever; Providence only, which has never forsaken me, prompted me to come. On arriving, I set to work to cut down trees; my children made salts. We lived on the proceeds of the sale of these salts, without too great privation for several months, deriving courage from our hopes of the approaching harvest. The Almighty blessed our labor, and the first harvest supplied us with the necessaries of life for a year and more; the second furnished subsistence for the family, and enabled me to sell two hundred bushels of potatoes and some bushels of grain. I fattened the finest pig that has been killed in these mountains. I have now a horse, some cows, some sheep, some pigs, and vehicles to ride in. I am thankful to Providence for so many mercies; and I entertain the hope of being able, if it please God to spare my life for a few years longer, to bequeath to my children, besides a taste for labor, sufficient land for their maintenance as long as they choose to work.' And how many others are there I could mention, who have prospered in an equally striking manner?"

"The proof of what an advantage there is in going to open new land, is that no week passes without some families from the old Parishes coming to join those already settled here.

"There are many water powers, of which several have already been brought into use. In the Township of Buckland there are two grist mills, four saw mills in operation, and three others being built.

"In the Township of Mailloux there are also three mills in course of construction. Besides a deposit of yellow and red ochre which I mentioned in my last Report, we have remarked this year some copper in a very pure state, and some iron pyrites. I entertain no doubt that an exploration by a competent man would lead to the discovery of several useful metals or minerals, which we often tread under foot without knowing it.

"I estimate the cost of the work to be done for the completion of the seven miles of road which have only been opened this year, as above mentioned, and throughout which the bridges have been made, with the exception of that over the North-west River, as at least equal to that of the finished portion, \$209 per mile, or \$1463 for the seven miles.

"Grain sown in the month of May, and as late as the 15th of June, suffered no damage from frost or from insects.

"The first frost to injure grain occurred about the 10th of September; almost all the grain sown in good time was housed at this period.

"A *procès verbal* has been made of all the Road completed or merely opened."

Mr. Garon, who, as I have stated above, had the superintendence of the works executed in the Townships of Painchaud and Chapais, made the following remarks:—

"I also superintended the work on the latter Road (the Taché Road) from its intersection with the former on Lot No. 7, and in the line between the 6th and 7th Ranges of the Township of Painchaud, running westward one mile to the line between that Township and the Township of Chapais, where it follows the said line to the North-west about fourteen arpents, to the line between the 2nd and 3rd Ranges of the latter Township, and thence to the South-west as far as the seventeenth mile post, on Lot No. 41, in the said Township. Five miles and a fifth of the Taché Road, instead of five miles and a third, (as stated in my former Reports), have been opened under my directions.

"Four miles of the Taché Road may be used with summer vehicles, and one mile and a fifth with winter vehicles."

"The average cost per mile of the completed portion of road, including incidental expenses and the value of tools and materials remaining is nine hundred and fifty dollars, (\$950 00)."

The soil along that portion of the Taché Road which has been opened, is generally of good quality, presenting the varieties of sandy clay, and of yellow and grey loam, the latter being commonly considered good land for grain, but more or less stony in several places. The same varieties, with the same exceptions, are reported to exist in the interior. The land, as well in the neighborhood as further off, is interspersed to the right and to the left with several small lakes, and with mountains more or less sus-

ceptible of being cleared, on some of which there are groves of hard maple. The land along this road being generally of pretty good quality, I think clearing will be commenced on it as soon as the Mount Carmel Road has been sufficiently improved to admit of easy access to it.

There are no water powers along this portion of the Road, but there are some on each side, at distances of five miles and two miles, along the Mount Carmel Road.

COUNTY OF DORCHESTER.

Road from Frampton to Buckland and Ware.

JOHN DILLON, Superintendent.

Balance of the appropriation in 1858	- -	\$205 35
Amount paid out	- - - -	272 90

About sixty-two chains of this Road were opened in 1859. The entire length of road now open, and fit for summer vehicles, is about five miles and a third.

It commences at the Road between the 10th and 11th Ranges of Frampton, and has been completed as far as the 6th Range of Buckland.

It has cost on an average \$148 per mile without the bridges.

This road has proved so favorable to colonization, that all the land South-east of that part of it which is practicable for summer vehicles, as far as the line between Standon and Buckland, has been taken up by settlers.

A great quantity of lumber has been carried off the land traversed by this Road, within the last twenty five years; but according to Mr. Dillon, there still remains enough to supply the future wants of the settlers.

The settlers built a Church last year in the Township of Standon, and they have divine service there once a month. There are four churches in Frampton, two of which are Catholic, and two Protestant.

There is also a Protestant Church in Standon.

Owing to the press of business in this office, there was paid by mistake to Mr. Dillon, a sum of \$67.55 beyond the amount of the appropriation. His having to pay an indemnity to the Widow Starnes for the right of carrying the road through the property, which was a long time under consideration, contributed to this error. As the whole sum was laid out by Mr. Dillon upon the Road, and in paying the said indemnity, I beg of you to be pleased to cause it to be repaid.

Ballyporeen Road.

JOSEPH FOURNIER, Superintendent.

Amount of the appropriation in 1858	- -	\$400 00
Amount paid out	- - - -	392 51
Balance remaining	- - - -	7 49

Mr. Fournier wrote to me while he was carrying on the work of improving the hills at Ballyporeen, as well as a part of the Road in the 9th Range of Frampton, that these improvements were progressing in a satisfactory manner, and I have reason to think that the Report he will transmit to me of all the works he has superintended, will not fail to afford all the information that can be wished for.

Roads in St. Edouard de Frampton and Cranbourne.

JOHN DUFF, Superintendent.

Amount of the appropriations in 1858 and 1859	- -	\$1000 00
Amount paid out	- - - -	1000 00

The works executed in these two localities were: 1st, Improving the road between the 3rd and 4th Ranges of Frampton; 2nd, improving the road in the first seven Ranges of Cranbourne; 3rd, opening a new road in continuation of the above; 4th, opening a new by-

road between the 1st, 2nd and 3rd Ranges of Frampton, as far as St. Joseph; 5th, improving a by-road across the seven Ranges of that Parish, and leading to Ste. Claire; 6th, prolonging a road between the 7th and 8th Ranges of Cranbourne, where the settlers are taking up a good deal of land; 7th, improving a marshy piece of road between the 5th and 6th Ranges of Cranbourne; 8th, opening a new road at the extremity of the Parish, to afford an outlet to a certain number of settlers.

The Reverend Odilon Paradis, a zealous friend of colonization, wrote to me on the 25th of January last:

"I have no doubt it will give you great pleasure to learn that so much has been effected with so little money: this is owing to the voluntary co-operation so generally afforded by my worthy parishioners, in order to show that they appreciated what was being done for them.

"In reply to the other questions contained in your circular, I have to inform you that the road opened in Cranbourne, across the 8th and 9th Ranges, would have to be extended to a total length of about 16 miles, to connect it with the Kennebec Road across the remainder of Cranbourne, and part of Watford and Linière; or of 23 miles by crossing the whole of Watford and part of Metgermette and Linière.

"The opening of the road would place within reach of settlers the finest and most eligible lands, perhaps, in all Canada; to which settlers would repair in numbers, in consequence of the liberality of the Government, which sells its lands at 1s. 6d. per acre, while the large proprietors ask 15s. and more.

"As soon as the improvements on these roads were commenced, settlers began to arrive in great numbers.

"When I came into the Parish three years ago, there were hardly ten Canadian families in it, now there are seventy-two. I am told that more than forty young men came from St. Joseph and St. François last autumn, to view the land in Cranbourne, and are only waiting for the opening of the roads for summer traffic, to come and settle there. No one can doubt that this increase is due to facilities of communication."

COUNTY OF BEAUCE.

Shenley Road.

ADRIEN BLOUIN, Superintendent.

Amount of the appropriation in 1858,	-	-	-	\$600	00
do	do	1859.	-	-	800
					00
				\$1,400	00
Amount paid out,	-	-	-	-	1,400
					00

The Shenley Road starts from the Lambton Road by a by-road beginning on Lot No. 20 in the 7th Range of Forsyth, and ending at the western extremity of the line dividing the double Range of Shenley, as drawn by Mr. Antoine Gagnon, Surveyor, in 1857. From this point the Shenley Road is prolonged as a Front Road, along this line to the line between the 4th and 5th Ranges of the Township of that name.

Six miles of this Road were opened in 1859, and are fit to be used with wheeled vehicles.

This road was opened through a forest of cedar and balsam fir, which made it a costly work.

It cost \$222 per mile, including bridges and causeways.

There is only one bridge of considerable size in the portion opened; it is forty feet long, and cost \$40. The united length of the causeways is nearly a mile; they are covered with fascines and earth, and have been valued by Mr. Blouin at \$100.

According to the Reports furnished to me, the soil of the Township of Shenley is very fertile. There are very fine groves of sugar maple, and other hard wood trees in this Township.

There is a water power on which a grist mill and a saw mill have already been built.

"Colonization" says Mr. Blouin, "has made rapid progress during the last six years

"in Tring, Forsyth and Lambton, the population of which has increased by at least three thousand souls in that time."

"Shenley, which has only been inhabited for three years, contains at present about thirty families, forming a population of at least two hundred souls."

"The principal grain crops in this Township and its vicinity consist of rye, barley and oats: which have suffered hardly any damage this year, and have been very abundant."

"The first frost occurred in October.

"A *procès verbal* of this Road has been made."

Mr. Blouin thinks that at least \$2,000.00 will be required for the completion of this Road:

COUNTY OF MEGANTIC.

Glenloyd Road..

THOMAS LLOYD, Superintendent.

Balance of the appropriation in 1858	- -	\$500 00
Amount of the appropriation in 1859	- -	500 00
		<hr/>
		\$1000 00
Amount paid out	- - - - -	200 00
		<hr/>
Balance remaining	- - - - -	\$800 00

The Glenloyd Road commences at the Lambton Road, near the Church of Saint Ephrem, in the Township of Tring, and terminates at the Railroad in Nelson.

It is open as far as the line between the 9th and 10th Ranges of Leeds, nearly twenty-four miles, but not open through the 9th Range, from the line between the 8th and 9th Ranges; thence it is open as far as the Railroad, nearly sixteen miles.

It is consequently open throughout its whole extent, with the exception of one mile. The line of this road passes through Tring, Thetford, Broughton, Leeds, Inverness and Nelson.

One section of this road, nearly half a mile long, through a swamp in Nelson, was completed in 1859; and another section, of almost equal length, had been very much improved when the inclemency of the weather put a stop to the work.

The portion between the Railroad, in Nelson, and the River Thames, nearly eleven miles long, is used with wheeled vehicles, although it is incomplete, and sometimes impassable in two or three places. Another portion of the Road, between the River Thames and the Craig Road, nearly six miles long, can only be used in winter.

For the information furnished to me by Mr. Lloyd, on the subject of the copper mines now being worked in Leeds, and the local and general advantages to be derived from the completion of this Road, I take the liberty of referring you to my former Reports.

"No part of this road," says Mr. Lloyd, "is completely finished. A section of eleven miles in length, that is to say from the Railroad in Nelson to the River Thames, may be made for \$120 per mile. From the River Thames to the Craig Road, in Leeds, at least \$200 per mile would be required to make the Road along its present course, but if a slight change were made in the direction of the line, so as to make it strike the line between Inverness and Nelson, a smaller sum would suffice, and a better road would be obtained. This last section of road is nearly six miles long. Then from the Craig Road, following the Broughton Road about two or three miles, and continuing from thence as far as the line of Thetford, from \$160 to \$200 per mile would suffice to make a road, fit for summer vehicles, of about six miles in length; and from this last point as far as Tring,—a distance of eighteen miles,—about \$400 to \$500 per mile would be required: that is to say, (\$11,170) eleven thousand one hundred and seventy dollars, to complete the road, without including the bridges.

"The population along the line of this road has much increased during the last six years. In Nelson, a large saw-mill has been built for the manufacture of deals for the Quebec market, which gives employment to 25 or 30 heads of families.

"In Inverness and Leeds, the population has increased from 20 to 25 per cent.

"In Nelson and Thetford, the population must have doubled within the last six or seven years; and it is, probably, not too much to say that, if this Road were completed, so as to afford a communication by wheeled vehicles between the railroad and the mineral regions of Leeds and Inverness, the population would increase more in two years than it has done in the last six."

The Glenloyd Road was commenced in 1856. It is one of the most important lines of road in the Eastern Townships. It puts the railway from Quebec in communication, by the shortest line, with the Lambton Road, which is an outlet for Tring, Forsyth, Lambton, Shenley, Dorset and Gayhurst, where colonization makes rapid progress.

The principal objects in opening this road were to facilitate communication between the above-named townships and Quebec, and to promote settlement in Tring, Thetford, Broughton, Leeds, Inverness and Nelson.

Three years have elapsed since it was commenced, and during that time settlements have been formed along and near its line; and conflicting interests in the location of the road have arisen—each thinking it would be better in one place than in another. This diversity of interests has given rise to doubts as to the real utility of its present position.

With a view to these interests being considered, and justice being done to the settlers, without losing sight of the principal object of the road,—the promotion, as generally as possible, of colonization in the Eastern Townships,—no work was done this year except on a portion of the road in Nelson, as above-mentioned, with respect to which there could be no dispute.

As soon as possible, next summer, the claims of the different parties interested having been taken into consideration, a visit will be made to the locality, and a report on the representations of individuals, and the facts of the case, will be submitted to you, in conformity with the instructions transmitted by you to this office.

Ste. Sophie Road, and Road from Somerset to Lake William.

J. L. POUDRIER, Superintendent.

Amount of appropriation in 1857 for the first road	-	\$600	00
Amount of appropriation in 1859 for the second road	-	200	00
		<u>\$800</u>	<u>00</u>
Amount paid out	- - - - -	799	40
Balance remaining	- - - - -	00	60

The Ste. Sophie Road, which is about a mile and three quarters long, commences at the road between the 10th and 11th Ranges of Somerset, on Lot No. 30; traverses the 11th Range and the augmentation of that Township, and terminates at the road between the 5th and 6th Ranges of the Parish of Ste. Sophie, in Halifax, at a point near the centre of the front of Lot No. 28.

This road is completely finished to a width of twenty feet, with good ditches in the swampy places, and a layer of sand and gravel over the causeways.

A bridge of thirty feet, and eleven small bridges, have been built on it.

The sum of \$200, appropriated for the road from Somerset to Halifax, (the Poudrier Road), has been expended in repairs; but the assistance of the Municipality of Somerset, who bestowed a good many days' work upon it, was required to make it a good road.

This road is much travelled; it is the only outlet from the Townships of Halifax-North, Halifax South, Ireland, the North-west part of Wolfestown, part of Inverness, and Somerset.

COUNTIES OF NICOLET AND ARTHABASKA.

Aston Grand Line Road.

JEAN VIGNEAU, Superintendent,

Balance of the appropriation in 1857, - - -	\$ 44 00
Amount of the appropriation in 1858, - - -	600 00
	\$644 00
Amount paid out, - - - - -	609 65
	\$ 34 35

The Aston Grand Line Road is divided into two sections. The first of these sections, established by a *procès-verbal* of the Municipal Council of the County of Arthabaska, dated the 24th October, 1856, commences on the front line of the Concession called *Pays Brulé*, in the Parish of St. Celestin, thirty arpents to the North-east of the church, and terminates at the line between the 11th and 12th Ranges of Aston, between Lots Nos. 16 and 17.

The second section commences where the first terminates, runs in the same direction, and terminates at the point where it meets the line between Aston and the augmentation of Bulstrode; it was verbalized by the Municipal Council of Aston, on the 1st of June, 1858. These sections, although still requiring a good deal of improvement, are practicable throughout their whole length.

This road traverses the Township of Aston, and divides it into two equal parts. It would seem to be, through its connexion with other by-roads, the shortest way between Three Rivers and the Grand Trunk.

In 1859 the worst portions were repaired, and, in order to avoid pressing the settlers to make the second part, a by-road of seven arpents and four perches long was opened between the 11th and 12th Ranges, so as to connect the first section with the road already opened by Mr. Joseph Prince, on a line parallel to that of the second section.

A water course nearly a league long, to drain that part of the road which passes through a swamp in the 5th and 6th Ranges, and seven other water courses, measuring together seventy-five arpents in length, to drain other places, were opened in 1859; and several bridges and causeways were also built.

Some hills and water courses were repaired in the portion of road previously made by Mr. Prince.

The quantity of rain that fell last autumn prevented as much of these works being done as was desired. Some portions of the road, near the River Blanche, were also raised, by means of trunks of trees covered with fascines and earth, to prevent them from being overflowed. The utility of the drains made was fully proved during the heavy rains of last autumn.

"The Township of Aston," says Mr. Vigneau, "comprises an extent of fifteen miles in length, by an average width of eight miles. It is intersected throughout its whole length by the little River Blanche, the banks of which are very fertile.

"The soil is chiefly a sandy clay, easy to work, and very productive. There are two swamps of some extent in it; they would be susceptible of cultivation if they were drained.

"The trees are principally hemlock spruce, and tamarac. There are also hard and soft maple, elm, oak, butternut, basswood, pine, &c.

"In the 8th Range there is some high land, about a mile and a half square, covered with the finest grove of hard maple that could be seen.

"The Township of Bulstrode, next to Aston, is an excellent Township. It contains land of superior quality. Unfortunately the crops are injured from time to time by inundations of the River Nicolet. Bulstrode is the first Township in the hardwood lands, to which emigration from the old Parishes was directed.

"It is thirty years since the first clearing was made in it; but the absence of communication with other settlements discouraged the settlers. Until the Grand Line Road was opened the settlers had no outlet from their prison. Bulstrode is one of the most backward Townships, although it is one of the longest inhabited. The same may be said

" of Horton, with this difference, that the soil there does not seem to be generally so good. Wendover is a good Township, it is progressing well; considerable settlements have already been made in it.

" This Road affords the means of turning a quantity of wood of all kinds to account; it facilitates settlement on lands; it affords an outlet to the settlers in Aston, Arthabaska, Bulstrode, Horton, Warwick and the Townships in their rear, as far as Lake Aylmer. There is no doubt that if this road had been opened ten years ago, many prosperous settlements would be seen now in Aston and the neighboring Townships.

" There are seven water powers in Aston, two of which are considerable; the only mineral known, so far, is iron ore, of which there are some traces.

" In four or five years from this time, the population will certainly have doubled, and perhaps more."

Within the last two years, His Lordship the Bishop of Three Rivers has selected the sites of five new chapels, which are destined to be the centres of as many Parishes in Aston, Horton and Warwick.

Three of these Parishes have already been canonically erected; the other two will be so shortly.

Four of these new chapels are now being built.

The cereals most generally cultivated are wheat, oats and buckwheat. No damage has been done this year by the frost nor by insects.

Mr. Vigneau thinks that \$2000 will be required for the completion of this road.

COUNTY OF ARTHABASKA.

Maddington Road.

VENANT ST. GERMAIN, Superintendent.

Balance of the appropriation in 1858	-	-	\$187 37
Amount of the appropriation in 1859	-	-	120 00
			<hr/>
			\$307 37
Amount paid out	-	-	260 37
			<hr/>
Balance remaining	-	-	\$47 00

This Road, which was opened last year, and rendered passable for summer vehicles throughout its whole extent, was improved this year by Mr. St. Germain, who built more than four bridges on it. It is not yet as good as one could wish, and Mr. St. Germain thinks that a sum of one hundred dollars, in addition to the balance remaining unexpended, would suffice to complete it.

The Maddington Road is, undeniably, one of the main roads in the Eastern Townships, in the District of Three Rivers. Commencing at St. Gertrude, nearly opposite the City of Three Rivers, it forms a communication, through a fine tract of land, between that city and the settlements on the River Becancour, in Maddington.

I have mentioned in my former Reports the fine water powers which Mr. St. Germain possesses in this Township. These immense water powers bid fair to become soon of considerable value, and they will, doubtless, have a great influence on the prosperity of the surrounding localities, as soon as the state of trade admits of their being more easily and profitably used.

East and West Chester Roads.

E. G. PARADIS, Superintendent.

Amount of the appropriation in 1859	-	-	\$200 00
Amount paid out	-	-	200 00

Mr. Paradis has performed some work on this road, with respect to which I cannot furnish any details, not having received any myself.

I can state, however, that Mr. Paradis has received assistance from some of the settlers in the work of opening this road.

Mr. Paradis' zeal and intelligence are such as to warrant the expectation that his Report—which I shall probably receive before long—will apprise me of his having made good progress.

Stanford and Bulstrode Road.

RAPHAEL RICHARD, Superintendent.

Amount of the appropriation in 1858	-	-	\$200 00
Amount of the appropriation in 1859	-	-	100 00

300 00

Amount paid out	-	-	300 00
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This road commences at the line between Stanford and Bulstrode, on Lot No. 1, and terminates on Lot No. 12, in the 11th Range of Bulstrode.

Three miles were opened in 1859, and are passable, although with difficulty, for summer vehicles.

The land traversed by this road is good, but hard to clear.

The timber on it consists of spruce trees and hard wood trees of different kinds.

Almost all the lots along the road have been taken up and occupied since it has been opened. There is a water power about six arpents from the road.

Wheat and oats are the grains chiefly grown in the vicinity of this road; and Mr. Richard thinks that neither frost nor insects have injured them.

A *procès-verbal* has been made of this road.

Mr. Richard thinks that \$300 per mile would suffice for its completion.

Craig Road.

J. R. MURPHY, Superintendent.

Amount of the appropriation in 1859,	-	-	\$200 00
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Amount paid out,	-	-	200 00
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The Craig Road is too well known for a description of it to be necessary.

The work done by Mr. Murphy in 1859 consisted of repairs only. About two miles of this road, in the Township of Tingwick, were repaired.

Mr. Murphy has been so good as to give me the following information, respecting the Eastern Townships:—"There has been a great increase in the population of Tingwick, as well as in that of Chester, Warwick, Ham, and Wotton, during the last six years, not from immigration from Europe, but from that of the French inhabitants of the Seigniories, whose sobriety and industry renders them a good class of settlers. The serviceable timber has not all been carried away in Tingwick, and there still remains enough to supply local wants."

There is a parsonage built in Tingwick. The site for a church has been selected, and the contract for building one of stone has been given out.

The Township has been constituted a Parish by the civil authorities, under the name of St. Patrice de Tingwick.

Craig Road.

J. EMERSON, Superintendent.

Amount of the appropriation in 1859,	-	-	\$200 00
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Amount paid out,	-	-	170 18
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Balance remaining,	-	-	<u>\$ 29 82</u>
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Mr. Emerson was employed to make certain repairs in the Craig Road. With the ex-

ception of some slight repairs made by the Municipal authorities in this part of the Craig Road in 1858, no work had been done on it for several years.

In 1859 Mr. Emerson repaired seven miles of the Craig Road, in the Township of Chester.

He also built a bridge fifteen feet long, which cost \$10; and he was obliged to make 180 feet of fascine work, at a cost of \$20.

It is my duty to state that the Craig Road, although opened and verbalized many years ago, is in such a neglected condition that Mr. Emerson thinks \$2,000 more would be required for its repair, without including the bridges. Notwithstanding the bad state of this important road, Mr. Emerson says the population has increased fifty per cent in Chester, Halifax, Wolfestown, Ham, and Tingwick.

A church has been built in Chester, and two in Halifax; and a site for one has been marked out in the Township of Ham.

Road from the Arthabaska Station to Wotton.

A. STEIN, Superintendent.

Amount of the appropriation in 1859, - - -	\$200 00
Amount paid out, - - - - -	200 00

The amount of this appropriation has been expended in the repair of the worst parts of this road in Bulstrode.

When I visited this road, in the month of August last, I saw that the work on it to that time had been well done; and I feel sure that the Report, which I shall probably receive before long, will contain a satisfactory account of what has been done since.

Warwick and Tingwick Road.

W. FARWELL, Superintendent.

Amount of the appropriation in 1858, - - -	\$200 00
Amount of the appropriation in 1859, - - -	750 00

\$950 00

Amount paid out, - - - - -	950 00
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This road commences in Warwick, at Captain Héroux's settlement, between the 7th and 8th Ranges, on the line between Nos. 12 and 13, and follows that line past the Railway Station in Warwick, as far as the line between the 1st and 2nd Ranges of Tingwick; from this point it traverses Nos. 13, 14, 15, 16, 17, and 18 obliquely, as far as the 4th Range of that Township; thence it passes between lots Nos. 18 and 19 as far as the line between the 4th and 5th Ranges, crossing the Craig Road there, and following the same course between the same lots Nos. 18 and 19 across the 5th and 6th Ranges and part of the 7th, where it joins the road called the "Hallstown Road."

The length of this road, from the Village of Héroux to the Hallstown Road, is nearly fifteen miles, including two sections of old roads partly opened.

Since the autumn of 1858, Mr. Farwell has opened more than ten miles of road through the forest, and has repaired a section of the old road.

These ten miles have been opened by Mr. Farwell as a winter road; the old road is adapted for summer vehicles.

Two bridges will have to be built, and will cost \$200.

This road has been verbalized.

The land along this road is covered for the greater part with hard wood, and is fit for settlement; but the West part of Warwick contains swamps, which require to be drained in order to make good land.

This road affords access to a large tract of good land as yet uncleared, and capable of receiving a great number of settlers.

There are some fine water powers near the line of the road. Excellent limestone is also found there.

There is a great quantity of wood in this locality, well adapted to supply the wants of the settlers.

A site for a Church in the Village of Héroux, on this road, was fixed upon last year, and it is intended to commence building it next summer.

Mr. Farwell thinks \$300 per mile would be required for the completion of this road.

COUNTIES OF ARTHABASKA AND DRUMMOND.

Arthabaska and Drummondville Road.

JAMES GOODHUE, Jr., } Superintendents.
R. S. MILLER, }

Amount of the appropriation in 1858, - - \$1,000 00

Amount of the appropriation in 1859, - - 750 00

\$1,750 00

Amount paid out, - - - - - 1,750 00

This road is thirty-two miles long. No part of it has been completed; but twenty-five miles, from Drummondville to the Railway Station in Arthabaska, were opened or improved in 1859. Winter vehicles can pass over the whole of the road. Wheeled vehicles cannot easily pass over the part of it nearest to the Railway Station in Arthabaska.

In the section nearest to Drummondville, there is a portion finished, but I have not been informed of its extent.

Three miles of this Road are in Arthabaska, eleven miles are in Warwick, two miles in Horton, and the rest in Simpson and Wendover, as far as Grantham.

Two hundred and fourteen feet of bridges have been built, at a cost of \$134.

Another bridge, of 65 feet long, cost \$55.

The preceding details relate principally to the portion of the Road in the neighbourhood of the Arthabaska Station.

I have not received the information I desired on the subject of the other section of this Road.

When this Road is completely opened, it will have the effect of causing to be settled a tract of land thirty miles long, now almost entirely uninhabited.

It will connect the Western portion of the District of Arthabaska with the *chef-lieu* by a road twelve miles shorter than the present one.

It crosses the British American Land Company's Road, and will be before long one of the principal Roads in the Townships.

There are several good water powers on the South branch of the River Nicolet, as well as in the 2nd, 3rd and 4th ranges of Ham.

There is also as good a water power as could be desired on the River du Loup, near the Road.

Limestone of inferior quality is found in this locality.

"It has been remarked," says Mr. Goodhue, "that the water of several brooks is of a red color, which seems to be an indication of the presence of some kind of metal. Almost all the good lots in Arthabaska are taken up, and it is in contemplation to make several sub-divisions, to meet the wants of the settlers."

"Many new settlers are establishing themselves along that section of the road which adjoins Arthabaska."

"In that part of Wolfestown which adjoins Chester and Halifax, in the South-east part of Tingwick, and the South-west part of Halifax, as well as in South Ham, in almost all Chester, both to the North and to the South of Craig's Road, and also along the whole length of the Pacaud Road, between the Craig and Gosford Roads, a poor but enterprising population is seen to press forward to form settlements."

Great quantities of lumber have been carried away from many of the Townships on the River Nicolet, &c., &c., &c., within the last twenty years; but Mr. Goodhue thinks there still remains a good deal for the use of the settlers.

It is in contemplation to build a Church in Tingwick, and another in Warwick.

From \$4,000 to \$5,000 would probably be required for the completion of this Road.

COUNTY OF DRUMMOND.

Road in the Tenth Range of Durham.

ASA LEIGHTON, Superintendent.

Amount of the appropriation in 1859	- - -	\$300 00
Amount paid out	- - -	300 00

This Road commences at the Hughes Road, and terminates at the Ployart Road, in Durham. It is eight miles long; two miles were opened in 1859. Two bridges were built, measuring together forty-five feet, and also forty perches of causeway.

A *procès-verbal* of this road has been made by the Municipal Authorities, who have provided for its being kept in repair.

All the land near this road is settled.

This road affords a direct communication from Drummondville, Wickham, &c., to the Railway Station in Durham. A great part of the lumber in the Township of Durham has been carried away, but there still remains enough for the supply of present wants.

The wheat fly has done damage in most places, but first crops have not suffered from it.

COUNTY OF WOLFE.

Road from Weedon to Tingwick.

CHARLES TANGUAY, Superintendent.

Amount of the appropriation in 1858,	- - -	\$400 00
Amount of the appropriation in 1859,	- - -	300 00
		<u>700 00</u>
Amount paid out,	- - -	300 00
		<u>400 00</u>
Balance remaining,	- - -	\$400 00

The point of departure of this road is on the line between the 5th and 6th Ranges of Weedon, between lots Nos. 8 and 9; and it follows that line through the 5th, 4th, 3rd, 2nd and 1st Ranges of that Township, as far as the line between Weedon and Tingwick, where it joins a road made some years ago by the British American Land Company.

The Weedon Road was opened this year, as a winter road, throughout its whole extent; that is to say, five miles, of which three and a half miles are ten feet wide, and one and a half mile twenty feet; this last mile and a half might be used with summer vehicles.

The nature of the land traversed by this road is various; in some places there is black earth on the surface, with a subsoil of blue clay; in other places the subsoil is grey earth or sand. The trees are as various as the land; they consist of spruce, cedar, hard maple and birch.

The Township of Weedon has not been long settled, and yet land has attained a high value there. The land and timber in that Township are of excellent quality.

The River St. Francis, which traverses this Township, formerly abounded in excellent fish, and particularly in large sturgeon. The damming of this River, for various purposes, has almost destroyed the fishery, which was a most valuable resource for the settlers.

There is a water power on this road.

The population of Weedon has increased by two-thirds within the last six years.

The settlers have built a Chapel in the 6th Range, and hope to have a resident Priest this year.

There is a grist mill and saw mill near the Church.

The cereals chiefly cultivated there are Buckwheat, Barley and Oats.

Mr. Tanguay thinks a sum of \$1,600 would be required for the completion of this road along its whole length; but I must add that a bridge over the River St. Francis would be required between the 3rd and 4th Ranges of Weedon, and it is more than probable that Mr. Tanguay has not included the cost of building it in his estimate. This bridge would be of great use to the settlers in Tingwick, and in the 1st Range of Weedon, where I am told there are several farming establishments

COUNTY OF COMPTON.

Otter Brook Road.

JAMES ROSS, Superintendent.

Amount of the appropriation in 1858	-	-	\$800	00
Amount of the appropriation in 1859	-	-	200	00
			<hr/>	
Amount paid out	-	-	810	00
			<hr/>	
Balance remaining	-	-	\$190	00

The length of this Road as projected, is eleven miles and a half.

Nearly eight miles and a half were opened in 1859, of which six miles and a half are fit to be used with wheeled vehicles. What has been opened is in the Township of Hampden. This Road has been verbalized. It cost on an average \$100 per mile. It had been partly opened, nearly twenty-five years before, by the British American Land Company.

Four bridges were built on it, measuring together 110 feet, and costing together \$140.

The soil along nearly one-fourth of the Road, consists of black earth, with a sub-soil of blue clay, slightly mixed with sand, and is covered with hemlock spruce, white spruce and tamarac; another portion, nearly a half, is yellow loam, bearing hard maple, elm, beech and birch; the rest is a marshy waste, or so covered with granite bowlders as not to be arable.

"If this road," says Mr. Ross, "were continued as it ought to be across the neighboring Township of Marston, as far as Lake Megantic, it would pass through a tract of excellent land belonging to the Crown, and would form, in connection with the navigation of the lake, a communication between this Road and that which joins the Gosford Road, in the Township of Ham, passing across the Townships of Garthby, Stratford, Winslow and Whitton.

"Where this Road crosses Salmon River, there is the finest water power in that part of Canada.

"It would cost \$300 per mile to complete this Road as far as it has been projected, (nearly twelve miles and a half), and \$500 per mile if it were continued as far as Lake Megantic, including the bridges.

"This Township (Marston) belongs to the Land Company; it is but little settled, too high a price being asked for the land, that is to say, from \$3.25 to \$5 per acre.

"The neighboring Township, Winslow, is well settled; and as much may be said for the other neighboring Townships, Stratford and Garthby, which are to the North-west of Winslow and Whitton; the South-east part of Winslow is not so well settled.

"The Government has opened roads within the last six years in all these Townships except Tingwick. There are about forty settlers in Hampden, across which the Otter Brook Road passes; but all the good lots are on the point of being taken up by squatters. There is need of a Local Agent to oversee the lands of the Crown in these different Townships.

"According to the information I have received, all the potatoes planted this year in new land, without exception, have escaped the disease, while those planted in ploughed land have invariably been attacked.

"Within the last few years a Catholic Church and Protestant Church have been built in Winslow, and a Catholic one in Stratford."

Hereford Road.

LOCKHART HALL, Superintendent.

Amount of the appropriation in 1859,	-	-	\$300	00
Amount paid out,	-	-	300	00

There were eight miles of the Hereford Road to be opened and repaired. Three miles and a half have been opened.

No part has been completed, but three miles and a half are practicable for summer vehicles, and the remainder is so for winter vehicles.

Part of it is in Hereford and part in Clifton.

This road commences at Salmon River, in Clifton, and terminates at Hall's Brook, in Hereford. What was opened in 1859 is nearly at the centre of the road, that part being the worst.

The portion made in 1859 was not completed, and cost \$86 per mile.

A *procès-verbal* of this road was made many years ago, by the Deputy Grand Voyer of the District.

The land along this road would be inhabitable if the road were completed; and then, says Mr. Hall, the trade now carried on from Hereford with the United States would be carried on with Canada.

Lumber for building purposes and for export has been cut in Hereford and removed, but it is thought there remains enough for the supply of local wants.

The wheat fly has done much damage in the vicinity of this road; but Mr. Hall says that wheat sown in April generally escaped the attacks of that insect.

Mr. Hall thinks \$1,000 would suffice to put the road in such good order that it would tend to encourage settlement.

Westbury Road.

JAMES COOK, Superintendent.

Amount of the appropriation in 1859, - - - \$200 00.

Amount paid out, - - - - - 200 00.

Three miles of this road, in the Township of Westbury, have been repaired, of which, one mile and a half completely.

The completed portion cost \$150 per mile.

The road has been verbalized, and provision for its being kept in repair has been made by the Municipal authorities.

There are in the vicinity of this road good water powers, slate quarries, and a great quantity of limestone.

Mr. Cook says that \$200 will be required to complete the improvements on this road, besides \$3,000 to build a bridge over the River St. Francis, which he considers necessary.

Mr. Cook thinks that \$1,000 of the above sums could be raised by subscription in Eaton and Dudswell.

COUNTIES OF COMPTON AND STANSTEAD.

Main Eastern Townships Road.

H. CUTTING, Superintendent.

Amount of the appropriation in 1858, - - - \$800 00

Amount paid out, - - - - - 800 00

This road is fourteen miles and a quarter long. Nine miles and a half were opened and repaired in 1859, and are practicable for summer vehicles, and five miles for winter vehicles only.

This road commences at Coaticook, in Barnston, passes across Barford, and has been completed and opened as far as Lots Nos. 23, in the 8th and 9th Ranges of Hereford.

The completed mile has cost \$366.

In the places where Mr. Cutting has conducted work on this road the land is good, although a little stony; hard wood trees prevail there.

"It is expected," says Mr. Cutting, "that all the lands of the Crown in Hereford will be settled as soon as the road is completed. A good many settlers have begun to clear land there already, and others are preparing to do the same."

The timber for building has not been cut down.

This section of country generally suffers but little from frost, but this year has been an exception.

Mr. Cutting thinks about \$5,000 would be required for the completion of this road,

with bridges, from Chesley's farm, in Barford, to the Hall Brook settlement, a distance of nine miles and three quarters.

COUNTIES OF SHERBROOKE AND SHEFFORD.

Oxford Road.

GEORGE BONNALLIE, Superintendent.

Amount of the appropriation in 1858, - - -	\$ 400 00
Amount of the appropriation in 1859, - - -	1,000 00
	<hr/>
	\$1,400 00
Amount paid out, - - - - -	1,397 00
	<hr/>
Balance remaining, - - - - -	\$ 3 00

See the description of this road in my Report for 1855.

Mr. Bonnallie made a mile and a half of this road in 1859.

It is now practicable for summer vehicles throughout its whole extent, five miles and a half. It traverses or touches the Townships of Orford, Stukely, Ely and Brompton.

It has cost \$363 per mile, including the bridges.

The land in the vicinity is of good quality, adapted for the cultivation of wheat, barley, rye, &c.

The greater part of the lots have been taken up since the road has been opened.

Mr. Bonnallie, who has lived for a number of years in the Eastern Townships, says in his Report, that he has always remarked that when a road is opened through good land, the lots along it are taken up immediately.

COUNTY OF BROME.

Patton Road.

HENRY BRIGHT, Superintendent.

Amount of the appropriation in 1858, - - -	\$500 00
Amount paid out, - - - - -	489 66
	<hr/>
Balance remaining, - - - - -	\$ 10 34

The Patton Road leads from Mansonville to Lake Memphremagog.

Mr. Bright completed one mile and a third of this road in 1859.

It is open throughout its whole length, and may be used with summer vehicles.

The land over which this road passes is of good quality, and well adapted for cultivation. The trees on it are of all kinds, and of very fine growth.

"The Patton Road," says Mr. Bright, "will be available for the transport of certain articles of commerce which have hitherto come by the State of Vermont."

There is at Mansonville one of the best water powers in the Province.

At Lake Memphremagog there is a quarry of beautiful limestone.

Mr. Bright thinks \$1,000 more would be required for the completion of this road.

INSPECTOR OF AGENCIES' OFFICE,

St. Hyacinthe, 22nd February, 1860.

To the Honorable P. M. VANKOUGHNET,
Commissioner of Crown Lands, &c., &c., &c.,
Quebec.

SIR,—In the preceding pages, which I have had the honor to address to you, you will find a statement of the Colonization works performed in the course of the year 1859.

You will find there the names of several roads already known to you, and on the subject of which I have more than once had occasion to communicate with you, and with your predecessors, owing to the smallness of the annual grants in favour of colonization, compared to the extent and the multiplicity of the works which, at the request of the many friends of colonization, and of the settlers themselves, it has been thought proper to undertake. There are still many of those works that are not completed, although something has been done almost every year to nearly every one of the roads commenced—some of them several years ago.

The results of all these works taken together have, however, been highly satisfactory, and have surpassed the most sanguine expectations of the friends of colonization. Such is the necessity and the desire for colonization, in Lower Canada, that, in the counties susceptible of it, every one claims a share of the annual grant, and that, consequently, the portions allotted to the different roads are not sufficient to ensure their being completed as promptly as may be required.

Within the last two years, especially, applications for new roads, and for the completion of those already commenced, have multiplied.

In different parts of the country a great number of young men, and even many fathers of families, are very eager to form new settlements; and in a great number of cases, settlers have been disappointed at the tardiness of the proceedings for the opening of new roads.

On several roads there have been great numbers of settlers. On the Kinogami Road, which connects the settlements on the Lower Saguenay with the magnificent lands around Lake Saint John, the settlers have even gone eighteen miles beyond the furthest point to which the road has advanced, and are waiting, with a degree of impatience easy to be understood, for the opening up to them of this means of communication with the other inhabited parts of the country.

It will hardly be believed, that the settlers along the Upper Saguenay have already made arrangements for building a Church, on a site near Lake St. John, selected for it by ecclesiastical authority; although the road has not yet been opened as far as their settlements, and they live in the woods, more than thirty leagues to the North of the St. Lawrence. Within the last six years, says a Report which I have already quoted in the preceding pages, the population of the Upper Saguenay country has increased by 2,000 souls. What would it be if the Kinogami Road was opened as far as Metabetchouan?

Mr. Price, M. P. P., to whom I am indebted every year for fresh information on the subject of the important Saguenay Territory, after having given me a very interesting account of the crops, and of the progress and wants of colonization in that part of the country, adds:—The settlements at Lake St. John are progressing, but the settlers are so scattered and isolated for want of land communication, that many persons who would like to settle there hesitate about doing so before the road already commenced is completed. It is much to be regretted that this road has not been completed before this.

Mr. Gaudin, the Superintendent of the works on the Kinogami Road, speaking of the progress of colonization in 1859, says to me:—"The lands on each side of the road are so rich that the settlers are not content to take possession of them by degrees, as it progresses, and begin to work them; but they go more than two miles in advance of it and make clearings. I think that next year all these lots will be taken up, as far as Metabetchouan. I need not say more in order to shew you the necessity for opening it to Lake Saint John as soon as possible."

Mr. Ambroise Gagnon informs me that he has seen in a single day as many as forty settlers, each on his own lot, occupied in clearing the land they had taken along the line of

the Simard and Tremblay Road; of which only thirty-six arpents can be used with summer vehicles, and forty by winter ones.

"I am happy to inform you," says the Reverend Mr. Gagnon, *curé* of Les Ebolements, "that every acre of land in Settrington and de Sales was taken up as soon as the road was opened; * * * * * and it is as well to let you know that a great number of farmers are desirous of taking more land if the road is prolonged."

In a very interesting letter written to me by Mr. Ampleman, Superintendent of the works in Stoneham and Laval, that gentleman informs me that as soon as it was known that a road was to be opened in the direction of Upper Laval, two hundred lots were bought by settlers; and yet there were only about three miles and a half of road opened this year between Stoneham and Laval.

The above has reference to the movements of settlers on the North of the St. Lawrence, in the lower part of the former District of Quebec. The same eagerness to colonize is observable on the South side of the River. Mr. John G. Fair, one of the Superintendents of colonization works in the County of Bonaventure, says that the population has increased by one third, and perhaps even by one half, within the last few years, in the neighborhood of the roads he has opened; but that the absence of bridges, and of roads leading from the River to the lands in the interior, is an insuperable obstacle for the settlers.

According to the Report from Mr. Lapointe, Superintendent of Works on the Viger Road, in the County of Temiscouata, the population of that township has increased, in six years past, in the proportion of from two to five.

In the Township of Bégon, in the same county, according to Mr. Thomas Pelletier, colonization has been making rapid progress since 1857, when the road was opened; and the population has doubled itself in two years.

According to Mr. Joseph Roy's Report, the lots in the Townships of Ixworth and Woodbridge, in the County of Kamouraska, are almost all taken, and parties are waiting for the road to be made as far as the lake,—in the vicinity of which there is better land,—to take up lots in the Township of Pohenagamook.

Mr. P. G. Verreault reports that there remain only a few lots on the Elgin Road, in the County of l'Islet, on which clearings have not been commenced.

For an account of the progress of colonization in Buckland and Mailloux, I take the liberty of referring you to the extract I have given from the excellent Report from Mr. Elie Audette, under the head of the Taché Road. You will read in it not only of progress, but also of ardor, bordering on enthusiasm, on the part of the settlers, which it is important not to allow to cool.

Standon, in the County of Dorchester, is settled as far as the 4th Range; "and if the French Canadians," writes Mr. Dillon, "continue to press into the interior as they did last year, all the good land will be taken up before long."

The Rev'd. Mr. Paradis, *Curé* of West Frampton, who was pleased to afford me the advantage of his intelligent co-operation in the execution of certain colonization works in his parish and in the Township of Cranbourne, says, in a letter which he has had the goodness to address to me:—"When I came into the parish three years ago, there were hardly ten Canadian families in it; now there are seventy-two. I am told that more than forty young men came from St. Joseph and St. François last autumn, to view the land in Cranbourne, and are only waiting for the opening of the roads to go and settle there."

According to Mr. Thomas Lloyd, who superintends the works on the Glenloyd Road, population has doubled in the Townships of Nelson and Thetford, in the County of Megantic; and he thinks that if that road were completed from the railroad in Nelson to the copper mines in Inverness and Leeds, it would increase more in two years than it has done in the last six.

Colonization promises to be very successful—both to the north and to the south of the St. Lawrence,—in what was formerly the District of Three Rivers.

Mr. Joseph Trudel, of St. Tite, who made an exploration and survey for a road from St. Tite towards the St. Maurice, says to me in a most interesting Report of his operations:

"Since the St. Tite Road has been in a fair way of being opened, applications for the purchase of lots have increased two-fold, and a great number of persons intend to apply for grants."

Yet there are only 23 arpents of this road fit to be used with summer vehicles, and 4 arpents more fit to be used with winter vehicles only.

The Rev. Mr. Turgeon, *Curé* of St. Didace, who was pleased, with a degree of generosity that does him credit, again this year to superintend, without any indemnity, the works on the Peterborough Road, says, in his report:—"The population of Peterborough increases rapidly, and the value of land has increased 300 per cent. This Township has been erected into a Municipality."

Brandon, in the County of Berthier, and Joliette, in the county of that name, have also made great progress. According to Mr. Crepeau, one hundred families have settled there within the last six years.

South of the St. Lawrence, in the Eastern Townships, the success of colonization has been attended with most important results. Mr. Vigneau informs me, that since roads have been opened in the Township of Aston, and in the neighbouring Townships, five new sites for churches have been decided upon by ecclesiastical authority; that in four of these new parishes the churches are even in a fair way to be built; and that a great number of the inhabitants of the old parishes are proceeding to remove to these new parishes.

According to the report of Mr. John R. Murphy, there has been a great increase of population in Tingwick, Chester, Warwick, Ham, and Wotton, by immigration, not of Europeans, he says, "but of French Canadians, who are excellent settlers, being sober and industrious."

In the Township of Hereford, a great number of settlers are beginning to clear lots, "and it is believed," says Mr. Cutting, the Superintendent on the Main Eastern Townships' Road, "that all the lands of the Crown there will be settled upon as soon as the road is completed."

In Chertsey, in the County of Montcalm, two hundred lots were taken up in 1857 and 1858, and the same rate of progress continues. A church has been built there. This Township has now a resident *Curé*. It has also its post-office, and has been constituted a Municipality.

Many lots have been taken up in the neighbouring Township of Wexford, also, within the last two years.

North of the Ottawa, also, there are successful results to be described. "Thirty families," says Mr. George Hamilton, of Britonville, to me, "have gone into the Township of De Salaberry although the road leading to it has only been opened as a winter road, and terminates at the side line of that Township. There are," he adds, "some rich French Canadian farmers, with large families, who are about to sell their farms in the old parishes and settle in the Township of Arundel."

On the River Gatineau, in the vicinity of the River *du Désert* Road, commenced in 1856—according to the report of Messrs. Farrell and Desloges, Superintendents of Works, the population has quadrupled within the last few years.

I might increase the number of quotations, and extend them very much; but such as they are, they will suffice, I think, to convince you that settlers are sure to abound wherever roads are made leading to good lands, so that in many cases there is cause for regret, that the funds appropriated for the opening of the roads are not sufficient to enable us to meet the wants and requirements of the settlers. Besides the local roads, those leading from inhabited parishes to tracts of wild land adapted for colonization, and which are opened for the purpose of affording to the superabundant population of the old settlements easy and direct access to new lands, there are certain roads which, being of more general interest, require your more particular attention.

The first and the oldest of these roads is that from Saint Urbain to *La Grande Baie*. This Road, which is of vital importance to the energetic settlers along the Saguenay, is sixty-four miles long; it was commenced in 1854, but the sums hitherto appropriated for it have not sufficed for its completion.

Considering that the settlers along the Saguenay have no means of communication in summer with the old settlements, except by water, that the population and trade of that territory have increased considerably, and are advancing more and more rapidly, it must be admitted that that immense section of the country is entitled to require that this road, which was commenced six years ago, should be completed next year, seeing especially that

there remain only twenty-four miles to be made in order to complete it and render it practicable for wheeled vehicles.

Another great road, which is also of common interest to a number localities, is the Glenloyd Road. It is forty-one miles long. The opening of it was commenced in 1856; but it is still far from being completed.

This Road was intended to form a connection between the Railroad, in Nelson, and the Lambton Road, in Tring, by the most direct line, and thus to afford the settlers near Lake St. Francis, and in the Townships near the Lambton Road, easier access by railroad to the Quebec Market.

The River *du Désert* Road, commenced in 1856, and intended to be a means of communication between the banks of the Ottawa and the settlement formed by the Reverend Fathers of the Order of Oblats, at the mouth of the River *du Désert*, in the Township of Maniwakei, is also one of those which it is my duty to recommend to your particular attention. In my former Reports, I have spoken of the advantage of completing this road.

To make its importance better known to you, I will repeat what the Reverend Father Andrieux wrote to me in 1856, on the subject of the land to the North-west of Maniwakei: "I know that at and above this elevation there are immense tracts of land well adapted for "cultivation."

With respect to the Taché Road, I have nothing to add to what is said by Messrs. Audette and Garon, Superintendents of the works being done on it.

I know that this important road has already had your attention, and engages it still. There is every reason to hope that as soon as this road has been opened a little further, colonization will make satisfactory progress in its vicinity, under the zealous care of Mr. Stanislaus Drapeau, the intelligent Agent lately appointed to superintend the formation of settlements along this great road.

I cannot conclude this Report without drawing attention once more to the insufficiency of the existing Road Laws, relatively to colonization roads.

Obliged as I am to obtain the concurrence of the Municipal authorities in the legal establishment, (verbalization), the completion, and the making of provision for the keeping in repair of the roads on which I have to expend the sums appropriated for them, I have generally found but little desire on the part of these authorities to co-operate with me, and always a slowness of action fatal to the proper execution of works which, owing to the shortness of the favorable season for them, require for their performance in proper time, the exercise of all possible energy, and the employment of all available means. Not only do the Municipalities refuse or hesitate to charge themselves with the completion and keeping in repair of the roads which the Government causes to be opened, but when they are compelled to do so, these works are not always executed as well as it would be desirable that they should be.

To avoid repetition, I take the liberty of referring you to what I have already said in my Report for 1857, as to the inefficiency of the Municipal authorities; and also to the draft of a Bill for the amendment of the Road Laws in the Townships which I took the liberty of submitting.

In proof of the negligence of the Municipal authorities in the matter of repairing roads, I will only cite one fact out of twenty: It became necessary last year to make repairs at the expense of the colonization fund in the Craig Road, which was legally established in 1857.

One hundred and thirty-three miles and a quarter of road were opened and completed, and one hundred and five miles merely opened, in 1859.

There were, moreover, completed in 1859 thirty-five miles of roads which had been opened in preceding years.

There were built also, in the same year, bridges whose united length is eight thousand nine hundred and sixty-three feet, and six miles and a quarter of causeway.

The cost of the roads, bridges and causeways made in 1859 was nearly one hundred and ninety-eight dollars per mile; but from the sum—by the division of which the average cost per mile is established at nearly one hundred and ninety-eight dollars—there should be deducted the cost of repairs on thirty-five miles of road completed previous to 1859, for which repairs several Superintendents neglected to keep accounts separate from those of the rest of their works, so that I have not been able to ascertain the precise amount.

Nevertheless, I think I may say that, after making this deduction, the cost per mile of road in 1859 is probably equal to that of 1858, namely, one hundred and eighty dollars.

The sum paid in 1859 for the works executed in that year, and mentioned in this Report, was forty-seven thousand eight hundred and ninety-two dollars and eighty-eight cents.

After having carefully examined the Reports of the several Conductors of Works on the Colonization Roads, and duly considered those documents, as well as the demands and the wants of the settlers, I have come to the following conclusions on the subject, to which I solicit your earnest attention :—

1st. That colonization is making greater progress at present than it did in former years.

2nd. That the last annual appropriations have not been sufficient to meet the pressing demands of the settlers or the necessities of colonization in Lower Canada; and that the next appropriation ought to amount to two hundred thousand dollars.

3rd. That the action of the Municipal authorities is not calculated to afford the Government the requisite co-operation in the legal establishment and completion of roads, and that some other authority ought to be substituted for them, in so far, at least, as Colonization Roads are concerned.

I have the honor to be,

Sir,

Your most obedient servant,

T. BOUTILLIER,

Inspector of Agencies.

APPENDIX NO. 37.

To the Honorable

The COMMISSIONER OF CROWN LANDS.

OTTAWA, 14th January, 1860.

1. SIR,—I have the honor to submit for your consideration my Annual Report on the late Ordnance properties in Canada, and on the management of, and receipts from the same for the year 1859.

2. My Report of 1858, hastily prepared, from a mass of materials, which accumulated as I wrote, partook in a great degree of the same crude and ill digested character. I will therefore, with your permission, endeavor to repair this defect, upon the present occasion, by reassembling and briefly recapitulating such of my preceding statements as may be necessary to make this Report, in itself, intelligible.

3. The Ordnance properties were transferred to the Province, by Act, 19 Vic., Cap 45, which was passed 19th June, 1856. On the 15th September, 1856, I had the honor to be appointed to take charge of these properties, which were handed over to me, constructively, by the Royal Engineer Department, on the 5th November, 1856. I make use of this expression, because the delivery on this occasion, consisted of deeds, documents and schedules. Practically, the lands and buildings came into my hands in the course of 1857, on the gradual withdrawal of the stores, &c., from the different Posts, by the Military Authorities, and on the final settlement of questions then pending in relation to the Pensioner Force.

4. The Barracks and Buildings at Chambly in Lower Canada, have been only recently evacuated, and the Old Fort and New Barracks at Toronto, and the Barracks at St. John's in Lower Canada, are still occupied by the Military Authorities, whose wishes and convenience, in this particular, have received every attention.

5. At the time of my appointment I received under Order of Council, 11th September, 1856, special instructions with reference to the Ordnance Reserves at Toronto and London, and in relation to the state and condition of the Rideau Canal. It is unnecessary to revert to these subjects here, as they are fully explained in the first twelve paragraphs of my Report for 1858.

6. I will proceed therefore, at once to show the result of what has been done under the more general instruction of the Order in Council of the 11th September, 1856, (paragraph 5), "to report to His Excellency the Governor General with all convenient speed

"as to the condition, and best mode of disposal of the remaining Ordnance Lands including those attached to, but not required for the purposes of the Rideau Canal."

7. Before I attempt to state how I have endeavoured to discharge this duty, I beg leave to observe that previous to the transfer, the management of the Ordnance properties extending from Sarnia and Penetanguishene, in Western Canada, to Temiscouata, in Eastern Canada, had been distributed in the hands of Military Departments and offices at Quebec, Montreal, Ottawa, Kingston and Toronto.

8. Some of the properties had been in the charge of these Military Departments since the beginning of the present century. Many from 1812 to 1819, and a majority from about the year 1830. It became therefore my duty to possess myself, as soon as possible, with all the information obtained and handed down by successive relays of Military Officials during a long series of years.

9. I may also observe that the Ordnance properties, unlike wild and unoccupied lands of the Crown, have all, to a greater or lesser extent, been occupied in larger or smaller proportions, sometimes on lease, sometimes on sufferance, very often upon pretended or implied understandings, to which pre-emptive and prescriptive rights have been unduly ascribed. That, before reporting to His Excellency, it became necessary to inquire into the state and condition of these properties generally and separately; that each subject of enquiry gave rise to collateral and incidental enquiries; that, from the time of my appointment, applications, claims, and pretensions, the revival of questions long before settled by law and by the proper authorities, crowded in upon me—which, whether obsolete or unreasonable, or real, or just, required careful investigation before they could be pronounced to be so; and which created interruptions, to which must be attributed not only the delay in what I have done, but why I have not done more.

10. I have, however, been deeply and anxiously impressed with the importance of bringing to the knowledge of the Government with all practicable correctness, the value and character of these properties, in the fullest manner, yet in the most compendious form, and in the shortest possible time.

11. How far I have or have not been successful is best evidenced by the numerous and detailed Reports which I have from time to time submitted, through your Department, for the information of His Excellency, and of which the present is a summary. For facility of reference, these Reports, with dates, are enumerated in the margin of the Schedule hereunto annexed.

Present Income.

12. I have felt, moreover, that it was not only necessary to report, but that something should be actually and practically done to develop the value of these properties, and to give reasonable promise of the future prospects of this most noble endowment. The result I will now endeavor to show.

13. By the Ordnance Schedule of the properties, as handed to me on the 5th Nov., 1856, the annual rents were stated to be \$15,020 currency. From 5th Nov., 1856, to the 31st Dec., 1857, the receipts of this office amounted to - - - - \$21,822 93
To 31st Dec., 1858, receipts amounted to - - - - 15,127 50
To 31st Dec., 1859, receipts amounted to - - - - 32,213 68

The last mentioned amount consists—

1st. Proceeds of sales	- - - - -	\$13,259 28
2nd. Proceeds of rents	- - - - -	17,354 40
3rd. Mortgage Bonds of the Municipality of Windsor	- - - - -	1,600 00

\$32,213 68

14. The improved condition of the rents in different localities, will be best seen by reference to the Schedule annexed to this Report, which exhibits in detail the rent collected 31st Dec., 1856, and 31st Dec., 1859, showing the gain or loss in every locality at such period.

I regret to be obliged to add, at this point, that arrears are beginning to accumulate. Within the last two years, parties have fallen in arrears to the extent of \$49,044 76. I am satisfied that with larger powers it would have been as easy to have collected \$50,000 this past year, as it has been to collect \$32,213 68.

stations on the "Chain Reserve" on the bank of the Niagara River; the fisheries at this point had previously been at the disposal of the first comer, and the strongest hand—a constant subject of struggle and dispute; now, a system has been introduced, and these fisheries will be lawfully and peacefully exercised, with the prospect of a small income to result to the Government. I disposed of seven of these fishing stations, at public auction, for a rent of \$63.50 for the fishing season; a small beginning; but which may be expected to improve. I now respectfully recommend that the future administration of these fisheries should be handed over to the Inspector of Fisheries for Canada West, reservation being made of one half of the future proceeds of the same for the benefit of the Militia Fund, a proportion to which I consider it to be entitled from the fact that not only the "Chain Reserve" but the "beaches," by the Ordnance Vesting Act, belong to the Ordnance Lands.

28. At Ottawa, a careful survey of the Ordnance property, including a large part of Lower Bytown, has been made. This became necessary, from the absence of plans of survey, lawfully authenticated, so as to enable the Department to issue Letters Patent to the purchasers of Town Lots. It was also necessary, in view of the growing importance of the City, to settle the correct alignment of the streets, with reference to the proprietary, and in many instances to settle trifling differences, fertile in future litigation, among the proprietary themselves.

29. At the Seignior of Sorel, surveys have been instituted, and are in progress, with the view of ascertaining the extent, value, and capability of several large tracts of land, situated chiefly in the rear of, and intermediate to existing Concessions. It is proposed, where desirable and practicable, to concede these pieces of land, hitherto disregarded, first, at an upset price, to contiguous proprietors, or otherwise, by public competition, to the public generally. I anticipate from this extension some increase to the revenue of the Seignior. I may be permitted to observe here, that, by the Ordnance Schedule, the Seignior of Sorel is set down as producing an annual rental of £500, or \$2,000; but from this must be deducted the rents of portions of the Seignior retained by the War Department, "for purposes of defence," amounting to about one-fifth of the whole, and reducing the rental payable to the Province to about \$1,600. The rent collected this year in the Seignior of Sorel has amounted to \$2,974.11, including some arrears; but showing the healthy condition of the rent roll, while the expense of collecting has been considerably reduced.

Ottawa Lands and Water Powers.

30. My attention during the whole of this year has been so thoroughly occupied by the duties herein before enumerated, as to compel me, very reluctantly, to postpone until next season an examination and report on the valuable lands on the line of the Rideau navigation. Having, however, brought all the outlying properties within reach, and having reduced them to something like order and system, I shall now, without prejudice to them, be able to give myself, with less chance of interruption, to this subject of enquiry; I propose to do so in the course of next Summer.

31. This valuable property, however, has not been lost sight of. On the 6th Dec., 1858, I had the honour to submit a Report on the water power and land claims at the Hogsback, on the Rideau navigation, in the Township of Gloucester; and on the 15th January, 1859, a similar Report on the water powers and land claims at Kingston Mills and Brewer's Lower Falls, Townships of Pittsburg and Storrington, County of Frontenac. These Townships lie at either extremity of the Rideau navigation. The chief object of the selection of these localities, as the subjects of preliminary Reports, was to establish rules and precedents for the settlement of land claims, and for the utilization of the water powers on the whole length of the Rideau. But at the bottom of the whole scheme laid the necessity of ascertaining to what extent the numerous water powers on the Rideau could be employed without injury to the navigation in summers of the usual temperature of our climate, and in times of drought. Without certainty on this head, the Department could not safely offer the privileges in question to public competition. These gave rise to engineering questions, which, in due course, were submitted to the Department of Public Works. I have reason to know that these questions have been fully investigated during the past summer, and I shall most probably be able to proceed with my inquiries in the next, with the advantage of a more thorough and intelligible view of the subject, to be derived from this source.

32. No time, therefore, has for practical purposes been lost. The lands on the line of the Rideau navigation available for culture amount, by the Ordnance Schedule, to 11,107 acres. The submerged lands are stated to be 11,419 acres.

33. The whole cost the Imperial Treasury the sum of £80,000 or \$320,000. Of the drowned land I have great reason to believe that much has been, in the course of time, reclaimed by natural causes, and that more is reclaimable. The whole subject requires a thorough and careful investigation; which will, I believe, not prove unremunerative. It may also be added that the Province will be no loser by the delay which has unavoidably taken place. The establishment of the Seat of Government at Ottawa will enhance the value of these properties, and publicity will benefit equally the buyer and the seller when these properties are brought into the market.

Future Prospects.

34. The main object of these inquiries has been, and is,

35. 1st. To create a present and increasing income, to contribute to the support of the Provincial Militia.

36. 2nd. To ascertain how far the proceeds of the Ordnance properties may be rendered available hereafter to the same object.

37. 3rdly. To suggest how they may be appropriated and employed, so as to compensate the Province for the expenditure required to maintain this important national establishment.

38. In the terms of the Act, 18 Vic., Cap. 91, it was declared to be the condition of the surrender of the Ordnance Lands to the Province, "that the Provincial Government shall make ample provision for the maintenance of peace and order, within the limits of the Province," and in the fifth section it is enacted that the monies arising from the sale, "lease or use of any of these lands or properties shall form part of the Consolidated Revenue Fund, and shall be credited in deduction of the expenses of the Provincial Militia and Police," leaving the amount to be so applied, to the constitutional decision of the Legislature consistently with the obligations imposed by the Act.

39. To admit of a fair conclusion upon this subject, it is my first duty to show what amount of money may be considered to "arise from the sale, lease, or use of any of these lands and properties."

40. I have already stated the cash income of the present year, (which I look upon as a fair criterion for the next), arising from the "sales and leases" of these properties, to be the sum of \$30613.68 cy.

41. It remains, now, to consider what advantage and pecuniary benefit the Province has derived from the occupation and "use" of other Ordnance properties, assumed for, and applied to, important Provincial objects, which may be regarded as a set-off and compensation for the expense of maintaining the Militia of the Province.

42. Since the transfer of the Ordnance Lands to the Province, the Government has appropriated the following properties to Provincial uses. The important objects to which they have been applied, with the extent and value of these properties respectively may be stated as follows:—

43. To the purposes of a Juvenile Reformatory at Isle aux Noix, Lower Canada,—the Fort, Barracks, Officers Quarter, Store-houses, (all of cut stone, covered with tin), other buildings and 150 acres of land	\$100,000
44. To the purposes of a Juvenile Reformatory at Penetanguishene, Barracks and Officers Quarters, (cut stone), Commissariat Stores and other buildings, with 198 acres of land	25,000
45. To the purposes of a Lunatic Asylum at Fort Malden, Amherstburg,—Barracks, buildings and 58 acres of land	25,000
46. Land taken at Ottawa, for Public, Governmental and Parliament Buildings,—50 acres at \$8,000 per acre	480,000
47. Land appropriated at Queenstown Heights, Upper Canada, as grounds surrounding the National Monument to the memory of Sir Isaac Brock,—25 acres at \$80 per acre	2,000
47. Land set apart and appropriated at Chateauguy, in Lower Canada, for a National Monument commemorative of the Battle of Chateauguy,—5 acres	800

48. Fort Wellington, Prescott, occupied as an Armoury, by the Active Militia Force Nil
Nil as being employed for Militia purposes, but deducting the cost of
the hire of an armoury from the Militia expenditure.

49. Artillery Barracks at London, occupied by the Active Militia - - - Nil
Nil, but saving so much of rent, to Militia Expenditure of the Province.

50. The value of the Ottawa property remains as given at this time last year, although the value of property correspondingly situated has much increased since. I may express my belief, that the Government could not have found in the Province land and buildings so peculiarly adapted to the purposes to which these properties have been applied, except at a cost exceeding the above estimation; and that the prompt appropriation of those above mentioned has been a gain to the Province, and to the cause of humanity and morality, at the least possible expense. I have valued the above properties at the sum of \$632,800, which represents the cash payment saved to the Province; at 6 per cent interest (taken in lieu of rent), this amount would produce annually \$37,968, in the words of the Act 18 Vict., Cap. 91, to be "credited in deduction of the expenses of the Provincial Militia."

51. But this principle may be carried yet much further, and with equal advantage. In a Report addressed to, and published by consent of the Government, on application of the Honorable the Legislative Council, 19th July, 1858, it was suggested that the Barracks at London, C. W., should be converted to the objects of a Deaf, Dumb, and Blind Asylum for Upper Canada; that the Barracks at Niagara should be applied to the purposes of a Marine Hospital, for our disabled and frost-bitten seamen on the Lakes; that the Barracks at St. John's, in Lower Canada, with 60 acres of land attached, should be used as a Lunatic Asylum; that the buildings at Laprairie should be employed as a receptacle for Idiots and incurable Lunatics; that the buildings at Chambly should be occupied as an Asylum and School for the Deaf and Dumb, and those at Three Rivers for the relief of the Blind, all in Lower Canada. I beg leave again to bring the subject under your notice. If these buildings and properties could be made use of, as projected, while yet in repair and available on demand, the value of the same estimated and capitalized, and the annual interest appropriated "in deduction of the expense of the Provincial Militia," two great Provincial objects would be attained at once, the relief of a vast amount of human misery, and a satisfactory contribution to the support of our National Force.

52. In this statement I make no account of a large quantity of property which, if unproductive at the moment, still represents capital which must advance in value with the progressive improvements of the country; but this inert mass of property will in time amply compensate for, if it does not immediately contribute to, the expenditure of the Militia. As it is, however, something has been done towards the attainment of the latter object. The actual revenue of the Ordnance Lands, applicable to the support of the Provincial Militia, may be stated as follows:—

1859.—Active Revenue derived from rents, &c., - - - - -	\$30,613 68
Passive Revenue, being interest of the value of buildings and lands occupied by the Provincial Government, - - - - -	37,968 00
	\$68,581 68

53. I beg leave here to renew the remark contained in the 18th paragraph of this Report, that the cash cost of a portion of these properties to the Imperial Treasury, apart from the cost of buildings, was \$1,360,000, the annual interest of which amounts to the sum of \$31,600.

54. I believe I might safely promise a great deal of improvement in the first item—that of active revenue—but I prefer to allow the present year, in due course, to speak for itself. I beg; however, to call attention to one subject. It has been a part of my plan for the speedy utilization of the Ordnance Lands, to induce, where practicable, the Municipal authorities to follow, on a small scale, the example of the Government, and thereby to contribute at once to the health and embellishment of their respective localities, and to the support of the Militia. It has been suggested to several corporate bodies to acquire portions of the Ordnance Lands, to be applied to the purposes of public parks and gardens for the communities they represent; and the further inducement has been held out of fair price and easy terms of payment. Windsor, in Canada West, has taken the initiative, and

acquired a park on terms equally beneficial to itself and to the Militia Fund; and other corporations, both in Upper and Lower Canada, are negotiating for similar advantages, which it is to be hoped, will realize the same result.

55. As it has been the practice, in the Crown Lands Department, to specify, in the Annual Report of the Hon. the Commissioner, the amount and nature of the duties performed during the preceding year by the different branches, in addition to general observations relating to the same, I beg permission to add, that I received during the year 1859 776 official communications and references, and that my replies and reports covered 971 folios. I beg to remark that 193 days of the past year I have been employed in different parts of the Province, investigating cases and collecting materials for the above Reports,—in preparing for surveys, superintending sales, &c., leaving only 172 days for purely office work, including long and careful inquiry into questions both of fact and law, and researches into documents and correspondence extending over a long interval of years; and interrupted by the ordinary routine of interviews with individuals, and other daily details of a Public Office.

56. I append hereto a Schedule of the Ordnance Lands for 1859, showing the original area of each piece of property,—how it now stands, or how it has been disposed of,—what sum it has produced, if sold; and the state of the rent roll in 1859, as compared with the rent roll under the Ordnance in 1856. Showing, also, the improvement or decrease in each locality, as compared with the former period.

I have the honor to be,

Sir,

Your most obedient Servant,

WILLIAM F. COFFIN,

Crown Lands Agent.

APPENDIX 37.

SCHEDULE of Ordnance Lands, shewing superficial contents. Mutations in 1859. Rents respectively in 1856-1859.

Reports.	Locality.	Acreage.	Rent 1856 as per Rent Roll.	Rent 1859 actually collected.	
		a. r. p.	\$ cts.	\$ cts.	
15th July, 1858 par 1.	Temiscouata	11 2 13	1 20	.....	Temiscouata, Block House and eleven acres of land now in charge of Postmaster.
15th July, 1858 par 2.	Three Rivers	7 3 15	.....	.....	Barracks in good order, well suited for a Blind Asylum, as recommended, Report 26th May, 1858. Frontal on Notre Dame St. and St. Lawrence, to be set off in lots.
15th July, 1858 No. 2.	Fuel yard leased by the Ordnance for 21 years from 1st Jany., 1856.	0 3 8	0 25	.....	Great improvements made on river front by Grand Trunk Railway Contractors. Street enlarged at cost of Corporation.
26th May, 1858 30th July, 1859 17th Nov., 1859 2nd Sept., 1859	Sorel	50918 0 0	1800 00	2974 11	Surveys are in progress of the Abouts or Continuations, or unoccupied spaces, in this Seigniory, which, when conceded, will increase the revenue. The present annual income, Lands retained for defence being deducted, may be placed at \$2000.
5th March, 1857 10th Mar., 1857 11th Mar., 1857 3rd Decr., 1858 No. 1. 3rd Decr., 1858 No. 2. 12th Decr., 1859	Seigniory of and Islands exclu- sive of Lands re- quired for pur- poses of defence.				
30th July, 1859 3rd July, 1857 10th Mar., 1858 26th May, 1858	Laprairie	42 1 8	.....	1680 62 12 00	Proceeds of Sale of divers old and delapidated buildings, Officers Quarters and Stone Hospital retained, which may be converted to the purposes of an Asylum for Idiots or incurable Maniacs.
26th May, 1858 30th June, 1857 19th Mar., 1859	Saint John's	128 1 33	382 83	330 60	Infantry Barracks for 800 men, brick with tin roof in very good order, 62 acres of Land contiguous. Montreal and Champlain Railway Company occupy 43 acres Residue, between Fort and Town, set off in building lots. Barracks and Land destined for a Provincial Lunatic Asylum, at present occupied by the Military Authorities.
20th May, 1858 1st July, 1857	Isle aux Noix	150 0 0	.....	.....	Occupied as a Juvenile Reformatory.
1st July, 1857	South River	135 2 5	9 70	9 73	Let on Lease, which terminates 1st November, 1860.
6th March, 1857 10th Mar., 1858 4th July, 1857 26th May, 1858 11th Nov., 1858 7th Nov., 1859	Chambly	157 1 22	219 80	347 48 1369 15	The Annual Rental has been increased, by letting on lease many unnoticed lots and pieces. The old Cavalry Barracks of wood and in disrepair have been sold, realising the sum of \$2738.30, of which one half has been received and the residue is in process of payment. The Stone Barracks still remaining are well suited to the object of a Deaf and Dumb Asylum for Lower Canada.
5th July, 1858 30th Nov., 1859 11th Nov., 1858	Chateauguay	5 1 0	.....	.....	Block House and five acres of Land. Reserved as a site for a Public Monument in honor of the Battle of Chateauguay,—Order in Council.
26th May, 1857 27th April, 1857 8th Feby., 1858 15th July, 1858 25th Sept., 1858 11th Nov., 1858	Coteau du Lac, Cascade, Cedars. }	.....	.....	60 00	At the Coteau, five water powers, which have been surveyed, but are still undisposed of. Ten acres of Land well adapted to Village lots ordered to be laid out,—Order in Council, 23th November, 1858. Unattended to thus far from want of time.
1st Aug., 1857 11th Nov., 1858 19th May, 1858 18th July, 1858 11th Nov., 1858	Cornwall	1 0 0	.....	.....	Cornwall ordered to be sold, Order in Council 20th Nov., 1858, will be advertised this Spring.
	Grant's Islands, Brockville	0 2 32	.....	.....	Recommended to be sold to the Brockville and Pembroke Railway Company, now in occupation; price \$1000.

APPENDIX 37.

SCHEDULE of Ordnance Lands, shewing superficial contents. Mutations in 1859. Rents respectively in 1856-1859.—(Continued.)

Reports.	Locality.	Acreage.	Rents, 1856, as per Rent Roll.	Rent, 1859, actually collected.	
		a. r. p.	\$ cts.	\$ cts.	
16th Feb., 1858	Prescott.....				
11th Nov., 1858	Fort Wellington..	87 1 6	272 50	272 50	A survey has been made of this reserve under Order of Council. 20th Nov., 1858, the land subdivided into Town lots will be sold in the Spring, or at least offered to public competition. \$800 represents part price of Old Hospital sold by Public Tender.
21st April, 1859	.....			800 00	
11th Nov., 1858	Kington	276 0 0	592 15	145 26	Kington is rapidly falling into arrear. The property is in the heart of the Town but unproductive. It is to be hoped that the value will improve but at present it is difficult to form an estimate.
	Snake Island.....	1 0 0			Unvisited.
	Horse Shoel Island	110 0 0			Situated in Lake Ontario, a little above Kington. The Ordnance Schedule represents this Island to be held under licence of occupation by the present occupants, to be surrendered for military purposes when required.
	Kington Mills...	1000 0 0	104 70	364 73	Kington Mill Reserve in connection with Water-power, valuable. Reported on at length 15th January, 1859. Ordered to be reported on by Department Public Works with reference to extension of Water-power.
24th May, 1859	Cape Vesey	1260 0 0	Nil	Nil	This Reservation, occupied chiefly by Squatters, has been surveyed and will be disposed of in the Spring, with preference to actual settlers.
	Prince Edward Co.				It is doubtful if this point has not been otherwise disposed of.
	Green Point.....	Quantities	Nil	Nil	
	Bay of Quinte.....	not given.			Toronto, Acreage taken from Ordnance Schedule.
9th Nov., 1858	Toronto Reserve West of				
11th Nov., 1858	City	487 0 0	41 50	353 75 1306 00	From this has to be deducted 50 acres occupied by Lunatic Asylum and grant to corporation of Toronto 50 acres more, and the land appertaining to and surrounding Old Fort and New Barracks. We have about 200 acres of most valuable land available whenever it may be desirable to dispose of it.
	Old Fort. New Barracks				The Old Fort and New Barracks continue to be occupied by H. M. Troops.
	Bathurst st. Barracks	3 0 0			Bathurst st., Barracks unoccupied.
	19, 20 Wellington Place	1 0 0		4120 00	19, 20 Wellington Place sold to Hon. H. H. Killaly.
	Commissariat Stores	1 3 0		1326 56	Commissariat Store and Royal Eng. Office, taken possession of by Grand Trunk Railway Company.
	Royal Eng. Office.	3 2 0			An engine house now erecting thereon, value \$
	Victoria Square...	6 0 0			Victoria Square at the disposal of the Govt. though by Ordnance Schedule represented as applicable to the building of Churches!

APPENDIX 37.

SCHEDULE of Ordnance Lands, shewing superficial contents. Mutations in 1859. Rents respectively in 1856-1859.—(Continued.)

Reports.	Locality.	Acreage.	Rents 1856 as per Rent Roll.	Rent 1869 actually collected.	
		a. r. p.	cts.	\$ cts.	
11th Feb., 1858 11th Nov., 1859 28th Aug., 1859	Burlington Heights	178 0 0	Nil.....	Nil.....	About 35 acres occupied by the Great Western Railway, for which, as yet, nothing has been paid. A small portion by Sir Allan McNab, Bart. Under Order in Council, 20th Nov., 1858, the whole property has been surveyed and will be brought into the market this spring and sold by Public Auction, in accordance with demand.
12th Oct., 1857 11th Nov., 1858 27th April, 1859	Short Hills Farm, Township of Pel- ham, County of Welland	200 0 0	280 00	.....	Under Order in Council, has been surveyed and laid off in 25 acre lots, and will upon proper advertisement be offered to public competition this Spring.
25th Feb., 1857 30th April, 1859	<i>Niagara</i> Reserve, Ruins of Fort George.....	374 0 0	129 35	504 10	This fine property is still unemployed. In the event of any future enlargement of the Welland Canal, embracing Niagara, this piece of land will be most valuable to the Government. The Barracks might be converted, with advantage, to the purpose of a public School or of a Marine Hospital for Canadian Seamen on the Lakes. Recommended in Report, 20th Nov., 1858.
	Missisauqua Re- serve fortifica- tion, Royal En- gineer Premises. Block of land in Town Lots 79, 80, 89 and 90.....	62 2 14 4 0 0			
	<i>Niagara</i> Chain Reserve.....	.....	.....	.....	The Chain Reserve extends along the bank of the Niagara River from the Town of Niagara to Fort Erie. The Province has accepted titles of a portion of it from the Ordnance, 1st Oct., 1852. It consists of a chain wide the whole distance.
25th Feb., 1857 10th Jan., 1857 11th Nov., 1858 27th April, 1859	<i>Queenston.</i> Queenston Heights	111 0 0	8 86	204 93	The rents at Queenston have been improved by converting profitless squatters into hopeful leaseholders. About 30 acres of land on the heights have been assumed by the Government and leased to the Brock Monument Committee. Balance available.
	Lyons Creek.....	3 1 0	.....	.....	Ordered to be leased to the present occupant, resumable at pleasure. Will be so leased.
	Chippewa	19 2 29	44 00	.....	Barrack, Store and fifteen acres of land, also Island at the mouth of Chippewa Creek, containing 4 acres 3 roods of land to be offered for sale. Order in Council, 20th Nov., 1858. No opportunity, as yet, offered.
5th Aug., 1857	Navy Island .....	.....	.....	.....	Navy Island does not appear to have been vested in the Ordnance, by the Ordnance vesting Act. It may, however, be reserved for military purposes.
5th Aug., 1857 15th Dec., 1859 21st Dec., 1859	Fort Erie.....	940 2 13	.....	.....	Of this reserve, 130 acres have been appropriated to the Pensioners located thereon. The claims of divers claimants have been reported upon. The Buffalo and Brantford Railway Company hold acres for which no compensation has been made. The residue should be set off in lots and offered for sale, according to the state of the market.
	Port Maitland.....	426 0 0	.....	.....	Unvisited from want of opportunity.
	Turkey Point.....	592 0 0	.....	.....	Has not been visited for the same reason.

APPENDIX 37.

SCHEDULE of Ordnance Lands, shewing superficial contents. Mutations in 1859. Rents respectively in 1856-1859.—(Continued.)

Reports.	Locality.	Acreage.	Rents, 1856, as per Rent Roll.	Rent, 1859, actually collected.	
		a. r. p.	\$ cts.	\$ cts.	
23rd Jan., 1857 26th May, 1858 11th Nov., 1858 12th Aug., 1859 17th Nov., 1859	London.....	73 0 0	Nil.	100 00	It is not desirable to offer this property for sale under present circumstances. Artillery Barracks occupied by the Volunteer Artillery. The remaining Barracks and buildings should be converted to the purposes of a Deaf and Dumb, and Blind Asylum for Upper Canada. The Corporation of London are negotiating for the purchase of a part of this land as a Public Park.
11th Nov., 1858 12th Aug., 1859	Chatham.....	11 3 8			Lease abandoned. Ordered to be surveyed and sold in lots. Order in Council, 20th November, 1858, which will be carried out at once. It has been deferred at request of Corporation, to admit of proposals being made to purchase for a Public Park, but nothing has been done.
	Rond Eau	500 0 0			Has not been visited for reasons assigned in other cases.
6th June, 1857 5th Nov., 1858 No. 2. 11th Nov., 1858 26th May, 1858 13th Aug., 1859 8th Dec., 1859	Amherstburg	311 0 0	144 0	220 00	The Pensioners are located upon 199 acres of this Reserve. Fort Malden and 58-1.20 of land, have been assumed by the Province, and converted to the purpose of a Lunatic Asylum for Upper Canada. Balance of land has been surveyed, and will be sold at auction in lots.
	Bois Blanc Island	212 0 0	36 0		Bois Blanc Island. Good land. Might be sold in farm lots.
	Fighting Island.	1200 0 0			Fighting Island is valuable for its fisheries only, being almost entirely a swamp. Sold to Mr. Paxton, by Crown Lands Department.
6th June, 1857 17th June, 1857 2nd Augt., 1857 5th Nov., 1858	Windsor.	4 0 0	26 00	96 00	The Corporation of Windsor have purchased this Reserve for a Public Park, having paid for the same \$1,600 in debentures, redeemable in 20 years, annual interest, \$96.
5th Dec., 1859	Point Edward, Sarnia.	41 3 0	40 00	40 00	Leased for 30 years, from 24th July, 1856, to Contractors of the Grand Trunk Co.
	Owen Sound.	51 2 44			Unvisited.
	Nottawasaga Bay	66 0 0			Nottawasaga Bay, Township of Flos. unvisited.
24th June, 1857 20th May, 1858 30th June, 1857	Penetanguishene,	5896 2 15			A Juvenile Reformatory has been established at Penetanguishene, occupying the Barracks and Buildings and 198.0.25 acres of Land. The pensioners occupy, cottage and farm lots, 2,342 acres, the remainder is disposable.
	St. Joseph Island.	910 0 0			Unvisited.
	St. Mary's Island.	170 0 0			Unvisited.
20th Oct., 1857 6th Dec., 1858 15th Jan., 1859 Numerous during 1859.	Rideau Canals. Ottawa Canals.	23409 0 0 460 1 10	1563 95		With reference to the water power and Lands on the line of the Rideau Canal, I refer to my reports of the 20th October, 1857, 6th Dec. 1858, and 15th Jan. 1859, the details of which it would be impossible to condense within the limits of this abstract.

APPENDIX 37.

SCHEDULE of Ordnance Lands, shewing superficial contents. Mutations in 1859. Rents respectively in 1856-1859.—(Concluded.)

Reports.	Locality.	Acreage.	Rents, 1856, as per Rent Roll.		Rents, 1859, actually collected.		
			a. r. p.	\$ cts.			
Very many during 1859.	City of Ottawa, comprising parts of (formerly), Upper & Lower Bytown.	415 0 0		1563 95	.....	City of Ottawa, known as the Bytown estate, consists, of A. & B. in Con. C. of the Township of Nepean, purchased in 1823, from Hugh Frazer, Esq., then Prothonotary, of the Town of Three Rivers, by the Earl of Dalhousie, for and on behalf of the King. It has been for the most part divided and set off in Town Lots. A considerable part has been sold and granted in fee simple. Another portion has been leased for periods of 30 years, on lease renewable at the option of the holders. The Government has assumed, for the purpose of Public Buildings at Ottawa, upwards of sixty Acres of Land, worth at least \$8,000 per acre. The Government also own surveyed lots in Bytown, as yet undisposed of 68 of 66 x 198, equal to 136 lots of the ordinary size, 66 x 99. Wharf Lots may be laid off on the whole frontage of the Government property on the River Ottawa. Government own also a selvaige of land on both sides of the navigation to the Hogsback well situated. These Lands including farm blocks in Gloucester and Nepean, embrace a superficies of 2,140 acres of Land.	
				\$195 06			9960 64
				9759 01			55 00 4121 59

(Signed,)

WILLIAM F. COFFIN,
Ordnance Land Agent.

Ottawa, 1st Feby., 1860.

APPENDIX No. 38.

SIR,—In compliance with your instructions, I have the honor to forward, for your information, the following Report upon the service you were pleased to place under my charge during the past season.

In order to render explicit the remarks I have to offer, I shall divide my Report into three parts. First, I shall describe the location of the main line of road from the Goulais to the Spanish River, and of the two branches thereof, leading to the Village of St. Mary, with such remarks upon the general topography of the country as I am enabled to supply. Secondly, I shall report upon the portions of road constructed, the manner and cost of construction; and Thirdly, I shall lay before you, as briefly as possible, a general description of the country, its resources and its wants, with a view of giving you as full information as you could obtain, even by a personal inspection.

Leaving Chatham on 10th June, and Detroit on 12th, I proceeded by an American Steamer to the Sault Ste. Marie, having previously despatched an assistant with my provisions and a portion of my party from Toronto by way of Collingwood, whom, with his men, I found awaiting my arrival.

Having made the necessary arrangements, I commenced the survey and location of the roads on June 16th, and, assisted by Provincial Surveyor James Johnston, closed upon the Range line, 36 miles West of the principal or "White Fish Lake Meridian," as surveyed by Provincial Surveyor P. S. Donnelly, and 135 miles East of Goulais Bay, on 14th October.

As soon as practicable, I discharged my party, and having given the Contractor his final estimate for the season, I returned to Chatham, reaching home on 5th November.

Our point of commencement of the Main line was on the Goulais River, in Latitude $46^{\circ} 44' N.$, about two miles North-east of its entrance into Goulais Bay. This river has, for several miles from its mouth, an average breadth of five chains, with a rapid current in places; the general depth of the channel is twelve feet, with a sandy bottom. Both banks of the river are well timbered with hardwood, mixed with hemlock, spruce, balsam, and pine; the soil near the bank is a fine sandy loam, resting on clay, which continues for about thirty chains upon either side. Leaving the bank of the river we entered upon a low, level plateau, which stretched eastward to the first range of hills; the soil is here a light sand, and the country has been overrun with fire. The timber, where standing, consisted of spruce, pine, cedar, tamarac, and balsam.

The surface of this section is favorable for the construction of a six miles road.

From this point to the Eastern boundary of the Township of Aweres, five and a half miles, the surface was much broken by ridges of rock, and considerable difficulty was experienced in obtaining a good line for a road. We guided our line, however, in such a direction as to avoid, as far as practicable, all expensive excavation and blasting. Some of the valleys contained good land, but many boulders were scattered over the surface. The timber on this section was fine and thrifty, black birch, maple, cedar, balsam, and ironwood prevailing, with here and there a few white pine of fine growth. At the distance of eight miles from our point of commencement considerable local attraction was observed, and a vein of iron ore discovered, specimens of which are forwarded, marked No. 6.

11½
miles.

From the Eastern boundary of Aweres to the Garden River, the surface is more level, and the rock ridges less frequent.

The soil, as well on the roadway as upon either side for a considerable distance, is a fine sandy loam; the timber much the same, excepting that pine, of a large size and sound, was plentiful.

The Garden River is shallow, with a very rapid current; and like most of the streams, in this country, floods its banks during the spring freshets. In width it is two hundred and seventeen feet; the height of the banks, where crossed, on the East side, ten feet; on the West, four feet: it has a gravel bottom, and four feet of water. A large quantity of very fine pine was seen on both sides of this river. A good truss bridge will be required across this stream.

19½
miles.

From the Garden to the Echo River, five miles; the principal portion of this tract is

first rate arable land. The soil is a fine sandy loam; the timber, maple, birch, cedar, very large pine, balsam, hemlock and basswood.

This river will also require a good truss bridge; its width is one hundred and fifty feet, depth fifteen feet, height of banks, three feet, with a mud bottom.

My reason, for keeping South of Echo Lake, instead of North, as laid down on the plan furnished me, was, that after a careful exploration, I found that Northward of the Lake, the construction of a road would involve a very serious outlay, if a track could be obtained at all, the country North of the Lake being very rugged and rocky

24½
miles.

Eastward of Echo River, for six miles the surface of the country is more broken, several rock ridges were crossed, and one of considerable extent near the Easterly bank of the river. The soil in the intervening valleys was a fine sandy or clay loam, with a few scattered boulders; the timber chiefly hardwood, fine and thrifty. North and South of the roadway the same appearance prevailed, and a great portion of this tract is fit for settlement. A large lake was met, lying North of the road on this section; in the neighbourhood, a great quantity of fine white pine, mixed with hardwood was observed.

30
miles.

From this point to Desert Lake, the second of the Thessalon Chain, six miles, we passed over a fine tract of country, the soil being a first rate sandy loam. This section extended South of the road as far as explored; the usual hardwood timbers prevailing, and white pine, of a fine growth being abundant.

36
miles.

From Desert Lake to the Thessalon River, the tract of country passed was good. Very few rock knolls disturbed the equality of the surface. The soil is a rich sandy loam, well timbered, and this section is well adapted for purposes of settlement. The river at our crossing point has a width of three hundred and fifteen feet, the extreme depth of the water fourteen feet, with a slow current and mud bottom. A good truss bridge will here be required; but the water being shallow at the approach to the river upon both sides, and the stream sluggish at the crossing point selected, the bridging of this stream will not be so expensive as from its width might be supposed.

43
miles.

Eastward of the Thessalon River, for five miles, we pass through a section of country which, for soil and timber, is not surpassed on the shores of the Lake.

48
miles.

The soil is a rich, sandy loam; and the hardwood timbers, so frequently mentioned, prevail on this tract, with a mixture of fine white pine.

From this point to Lake Wa-que-ko-bing, a distance of eight miles, the surface is level, and affords a good line for a roadway; the soil is, however, a light sand or gravel, the prevailing timber being white pine, which, though fine in growth, and fit for saw mill purposes, is very far from being of so good a quality as that found in the valleys mixed with the hardwood. A mile to the northward, the surface of the country is rocky and broken.

56
miles.

Leaving Lake Wa-que-ko-bing, we guided the line over a level tract of hard wood land, passing between a chain of lakes, and thence to the Mississaga River, thirteen miles.

South of the line the country is fitted for settlement, but to the northward it is more rugged and rough.

A considerable portion of this tract has been burned, and much valuable timber destroyed.

The soil is a sandy loam, with boulders scattered over the surface.

The Mississaga is fringed with a thick growth of hardwood, mixed with spruce, balsam, and pine. The soil, within 40 chains of the river is a rich, sandy loam, resting on a white clay.

69
miles.

This river is one hundred and ninety-eight feet in breadth, and will require to be spanned by a good truss bridge. A middle ground being discovered at the point selected for crossing, will materially lessen the cost of bridging.

Eastward of the Mississaga for five miles, our line passed over a level tract of country the surface slightly broken by an occasional rock knoll, affording an easy roadway.

The soil is light and sandy, and for a considerable extent has been overrun by fire. A second growth of pine, spruce, balsam, poplar and birch had sprung up on this section which had originally been an extensive pinery.

74
miles.

This plateau extended to the North and South of the road line for a considerable distance, as reported by the explorers.

From this point Eastward for five miles, the country is level, but the rock near the

surface; and though we were able to obtain a fair line for a road, it is a section but ill adapted for settlement.

The timber as may be expected is stunted in growth and scrubby, and consists chiefly, of small pine, balsam and white birch.

An extensive marsh about half a mile in width bounds our roadway on the South, leaving a coarse prairie grass, with clumps of tamarac and black alder. South of this marsh there is again, a tract of fine hardwood land.

A river containing yellow sulphuret of copper was discovered at seventy-five and three quarter miles, bearing North-east and traced for two miles—specimens of this vein are forwarded for your inspection, labelled 35.

79
miles

Producing our line eastward for fifteen miles, we passed near a chain of lakes bounded by bold and precipitous cliffs, from which the Blind River takes its rise. Our progress here was slow, as the frequent occurrence of bold rock hills rendered it necessary to make a careful exploration before proceeding. Though compelled to make frequent curves to evade expensive cutting and blasting, we succeeded in discovering a fair line of road.

The country passed on the line, as well as that to the North and South, offers but few inducements to settlers. High ranges, with narrow intervening valleys, form its general character. The timber was small and scrubby, pine, spruce, balsam, and cypress prevailing, with an occasional narrow valley timbered with hardwood. The soil, where any, was a light sandy loam. Where crossed, the Blind River was ninety feet in width, having banks six feet in height, a slow current, sandy bottom, and ten feet of water.

94
miles.

Thence to the westerly branch of the Serpent River, a distance of twelve miles, the surface of the country is low and level, but rocky; the timber much the same as before. A large quantity of red and white pine was observed; the average size of the trees being two feet in diameter. The westerly branch of the Serpent River is eighty feet in width, its banks three feet in height, with a slow current and sandy bottom.

106
miles.

Proceeding eastward, we crossed the Serpent River, and a south westerly flowing tributary of the same. The main river, where crossed, is in breadth ninety-three feet; its depth is ten feet, and its banks six feet in height, with a slow current and sandy bottom. The easterly branch is eighty-two feet in width, has three feet of water, with low banks and a gravel bottom. The general character of the country between the eastern and western branches of this river is rocky and barren. No high ridges were met, yet the surface is considerably broken by low knolls of rock. The prevailing timber is white birch, spruce, balsam, and tamarac. A large quantity of fine white pine was observed throughout this section.

117
miles.

From this point to the Spanish River our line passed, for the most part, over a level country; a few rock ridges broke the uniformity, which were neither an obstruction to the formation of a good road, nor an obstacle in the way of settlement.

On the first seven miles of this section the soil is a sandy loam, and the timber birch, hemlock, maple, cedar, spruce, and balsam, mixed with a large quantity of fine red and white pine. On the last three miles the soil is a clay loam, and the timber similar in character.

This is the largest river emptying into Lake Huron, and in its vicinity are met extensive tracts of land fit for settlement. It has several branches, all of which, as I have been informed, take their rise near the height of land. The navigation is broken by numerous falls, some of which are very picturesque, and afford unlimited water power. We crossed the river immediately below the Aux Sables, the first tributary entering into it.

Towards the shore of Lake Huron the country is rugged and broken, but northward there are considerable tracts of land fit for settlement.

The Spanish River, where crossed, is three hundred and ninety-six feet in breadth, has banks 12 feet in height, a slow current, rock bottom, and has twenty feet depth of water.

127
miles.

From the Spanish River to the Range Line, the surface of the country is much broken, and though no serious obstacle to the construction of a good road presented itself, the valleys are narrow, and afford but little room for settlement upon either side.

135
miles

In the valleys, beech, mixed with the usual hardwood timbers, was seen, but the soil was generally light and stony.

17
chains.

In compliance with your directions, specimens of the several Geological formations passed on this line were obtained, which being duly labelled, and the positions from which they were taken, being noted on the plan, they are forwarded for your inspection.

Of the two branches of this road leading to the Sault Ste. Marie I have next to report.

In establishing these roads I was compelled, from the character of the country, to deviate from the lines laid down for my guidance. After mature consideration, I determined to make the terminus of the roads at Pim's Wharf, as being an established steamboat landing, it afforded facilities to emigrants which could not be obtained without a considerable outlay. On sounding the water at the foot of the allowance for road, laid out by Provincial Surveyor Alexander Vidal, a few chains to the eastward of the present wharf, I found that the construction of a dock at this point would involve a very serious expenditure, and Mr. Pim having gratuitously offered me the right of way through his property, I considered the public service would be benefitted by accepting his offer.

At the distance of two miles from the water I found it necessary to form two lines, one diverging to the North-west in order to reach the Goulais River, the other to the North-east in order to connect the McKay Road with the Main Road, and thereby form a line of communication with the Bruce Mines and lower parts of the Lake.

On the survey of the Western branch, leading to Goulais River, no serious difficulty was encountered until I passed the Northerly limit of the Township of Korah. From this point to the foot of the Goulais hills the surface was much broken by rock ridges, and I experienced considerable difficulty in finding a line for a road. This same range crosses the Western boundary line of the Township of Aweres, along which, as I previously reported, I hoped to have discovered an easy line; but I am of opinion that the construction of a road by either route would be attended with a very considerable outlay, and that the benefits to be derived from its construction would not be commensurate with the cost of construction. I would therefore respectfully suggest, that the Western branch should be continued through the centre of the Township of Korah, South of the Goulais range of hills, until it intersects the waters of Goulais Bay; and that the Eastern or McKay branch alone should be produced to intersect the main line of road as surveyed from the Goulais River.

The Western branch thus formed would pass through a tract of country well adapted for settlement; and its construction would, I am of opinion, serve materially to promote the settlement of the Township of Korah.

On the survey of the Eastern branch, a good line of road was obtained to within one mile of the Northern boundary of the Township of Tarentorus. Three ravines were crossed, and several deviations from a straight line were made to avoid expensive cutting and bridging.

The land on both sides of the road is good to this point, but a considerable portion of the country has been burned.

Northward from this to the intersection of the main road, the country is much broken by ridges of rock, and although a fair line of roadway was obtained, its course is tortuous.

I would here suggest, Sir, that the road should not be constructed under the present specifications, a copy of which are hereto annexed, beyond the termination of the land fit for settlement; but that in order to form a winter road, as a means of postal communication, it should be close chopped a width of thirty feet, and rendered passable for sledges. I would also recommend the adoption of this system on the main line. I have said thirty feet, as from information gathered from those well acquainted with the country, I am led to believe that a road opened to a greater extent than this would, at certain seasons, be impassable from the heavy snow drifts.

For some time to come I apprehend the general mode of communication between the principal points will, during the months of navigation, be by water; and if a good winter track, such as I have described, were found, I am of opinion it would answer all present purposes.

The road through the Township of Korah, I would recommend, should be constructed under the existing agreement with the Contractor.

In accordance with the specifications received by me on 3rd July, I accepted tenders for the performance of the work until 3 P. M. of Monday, the 25th day of July.

After a careful examination of the several tenders, I allotted the Contract to Mr.

Thomas Maitland, as previously reported, his tender being the lowest, and the prices offered for the performance of the work being, as I considered, moderate.

On the 9th August Mr. Maitland entered upon his work, and has, I think, performed as much as I could reasonably have expected, considering the late period at which he commenced active operations.

The difficulty of hiring laborers for so short a period, and the broken state of the weather during the latter part of the month of September and the month of October, much retarded his progress.

The road is chopped and cleared for nearly five miles on the McKay or Eastern branch, and for about one and a half mile Westward from the junction of the two branches.

A considerable amount of bridging, ditching, grading and levelling has also been performed, and for four miles to the North-east, and three and a half miles to the North-west, the road is passable; but no portion has, as yet, been taken off the Contractor's hands, as it has yet to be satisfactorily completed, in accordance with his agreement.

From the accompanying estimate (No. 2), taken on the 27th of October, you will perceive, Sir, that there has been expended in the construction of these roads during the past season, the sum of two thousand one hundred and seventy dollars, thirty-four cents. (\$2,170.34.) From this sum the Contractor has received the sum of one thousand nine hundred and fifty-three dollars, thirty-four cents. (\$1,953.34.) The balance having been detained for the full completion of his contract, as provided for in his agreement.

To complete these roads, under the existing specifications, to the termination of the land available for settlement on the Eastern branch, and to the water's edge of Goulais Bay, through the centre of the Township of Korah, will, I estimate, require a further expenditure of seven thousand dollars (\$7,000); making the cost of construction of twenty-three and a half miles of road, nine thousand one hundred and seventy dollars (\$9,170), or an average of three hundred and ninety dollars (\$390) per mile.

To open a winter road, such as I have described, from the Goulais River to French River, and to connect the same with the McKay branch leading to the Village of St. Mary, would cost ninety dollars (\$90) per mile, exclusive of bridging, crosswaying and ditching.

In constructing the branches of this road leading to the Village of St. Mary, I deemed it advisable to ditch both sides of the road for the first two miles, as being the portion over which the greatest amount of traffic would pass. Although the surface of the country is high, and has a gradual descent to the river, yet the soil is of that retentive nature, that without good drainage the water would remain on the surface, and soon destroy the road. In bridging the Root River I raised a structure similar to those thrown by the officers of the Board of Works over streams of a like character, and in crossing the ravines, constructed my bridges of round timber, covering them with logs, as cross-way, guarding the sides with a rough but substantial hand rail.

In excavating, I gave as steep a grade to the hills as was consistent with safe travelling, and by every means in my power endeavored to lessen the cost of construction.

I have thus, Sir, as explicitly and briefly as possible, described to you the nature of the country traversed, the mode adopted in the construction of these roads, the amount expended in their construction, and the sum which will be required for future operations; and I shall now, in accordance with the preamble I laid down in the opening part of this Report, give you a general view of the whole section of country bordering on the shores of Lakes Huron and Superior.

What I have previously stated I again reiterate, that this section of country will, sooner or later, prove a source of great revenue to the Province.

The mineral resources of which but little yet is known, must and will be developed, the tracts of arable land will, I feel satisfied, be settled and improved, conjointly with the mineral sections, and draw thousands of emigrants to our shores, who now seek a home across the lines.

The timber region, if thoroughly explored, will open an avenue for the safe investment of capital, and the fishing stations, already eagerly sought after, will, year by year, increase in value and importance, and tend to forward the improvement, and eventual settlement of the country.

Taking first the country bordering on the shores of Lake Superior.

But little is known of this region, save the information which has been acquired by a hasty examination of its coast line; and I believe I am correct in saying that, with the exception of the half-breed Trapper and Indian, no living soul has ever penetrated the interior.

If the opinions of practical miners are to carry any weight, no reasonable doubt can be entertained, that our country contains a vast amount of mineral wealth.

Inland from the shores of Lake Huron, indications of iron and copper have been found by myself and others, and specimens obtained this year are forwarded for your inspection, the precise locality where these discoveries were made being marked on the plan.

Many families have, already, taken up land in the newly surveyed Townships; and after a road is opened, affording a means of communication with the interior, I am satisfied that many more will follow this example, and the portions of arable land be readily settled.

Several saw mills are in active operation on the coast of the lake, and though, at present, the lumber trade is depressed, as are, indeed, all branches of commercial business, I yet feel sanguine as to its future success.

The fishing grounds, as I have said, are eagerly sought after, and a thriving trade is carried on at many points of the lake, by parties engaged in this branch of commerce.

The surveys and construction of the roads have done much to encourage the settlement of this section, and I trust that at the close of the present year, we shall see a marked improvement in this portion of the Province.

In order to bring more prominently under your notice the importance of this part of the country, I beg to lay before you the value of the exports, reported at the Custom House of the Sault Ste. Marie, as supplied to me through the kindness of Messrs Wilson and Pilgrim, the revenue officers at that port.

Value of exports to England and the United States, reported at the Custom House, Sault Ste. Marie, from 1st May to 31st October, 1859, consisting of copper ore, furs, fish, isinglass, &c.	\$308,035 00
Customs duties collected at this port during the same period	5,159 77

I would also, here state that the amount of land sold in the townships of Korah, St. Mary and Tarentorus since the first day of May, when these townships were opened for sale, was 3900 acres.

These facts, sir, will serve to give you some idea of the importance of this section of the Province, which is yet in its infancy, and only of late has received the attention of the Executive Government.

If, sir, in its present state, this section returns five thousand dollars to the Provincial Treasury, what may it not do when its resources are developed, and the interior thoroughly explored.

The population, as nearly as could be ascertained, between Goulais Bay and the Bruce Mines, including the Island of St. Joseph, was 2,288.

The Bruce and Wellington Mines were the only works in active operation on the Canadian side of the lake, until the close of the past season, when Mr. Palmer commenced work on the Root River location, adjoining the Township of St. Mary, with, I believe, good prospects of success.

Smelting works have been erected at the Bruce Mines this season by Mr. Fletcher, and it is to be hoped the shareholders of these mines, who have been the pioneers of mining in this portion of Canada, will reap the reward of their indomitable energy and perseverance. The company propose constructing a road for their works, to intersect the main line, as soon as it is opened up.

The Wellington Mine, situated about one mile West of the Bruce, is progressing favorably, and under its present able Manager will evidently prove a profitable investment for capital.

The population of these mines is 1150 souls.

The quantity of ore shipped to 31st October, 1859, from both, was 2250 tons, the average value thereof being from eighty to ninety dollars (\$80 to \$90) per ton.

Viewed then, Sir, in four points; as a mining region, as a timber producing country, as an agricultural district, and lastly, as a section of our Province possessing valuable fishing

grounds, I consider it worthy of note, and well deserving the fostering care of the Government.

It may not be unprofitable, and I trust I shall not be stepping beyond my duty, if I compare the progress made by our neighbors on the South shores of the Lakes with our own, and endeavor to explain the reason why they so far surpass us in improvements.

In order to place in a clear light the advancement made by the Americans, I beg to quote from authentic documents, the returns from the mines on the South shore of Lake Superior, the general traffic of this section of the country, and the number of vessels employed in the carrying trade. I shall confine myself to the years 1858 and 1859, though I am in possession of statistics shewing the gradual improvement on this Lake since 1847; to quote which, would, however, exceed the limits of this Report.

Vessels, of all kinds, passed Canal at Sault St. Marie during the season of 1858,	- - - - -	241	
Value of Copper exported, 1858,	- - - - -		\$2,730,300 00
Value of Iron exported, 1858,	- - - - -		102,000 00
Imports from lower ports of United States to several periods on Lake Superior, 1858,	- - - - -		3,000,000 00
Vessels, of all kinds, passed Canal at Sault St. Marie, during the year 1859, from 1st May to 31st October,	- - - - -	891	
Total tonnage of same,	- - - - -	331,687 Tons	
Total amount of Copper exported during the same period,	- - - - -	6,430 Tons	
Value of same,	- - - - -		2,895,468 00
Total amount of Bloom Iron and Iron Ore exported during same period,	- - - - -	68,765 Tons	
Value of same,	- - - - -		479,484 00

To this must be added the amount of copper and iron shipped during the month of November; and to the general exports for both seasons, the fur, fish, isinglass, and hides, which would materially enhance the value of the exports.

The success of our neighbors is attributable chiefly to the fact that the whole country was surveyed and blocked out, thereby affording to explorers an opportunity of examining the interior, and of developing its wealth.

In this, Sir, we might profitably follow their example, as I feel convinced that if our country were surveyed into blocks of six miles square, and inducements offered to parties to explore it, under similar regulations as those adopted by the United States authorities, the mineral and other wealth said to exist there would be opened up, and in a few years materially increase our revenue; and that many emigrants, who now seek a home in the neighboring States, would remain with us, and help to improve this portion of our country.

On the portions of this section fit for Agricultural purposes, spring wheat, barley, oats, maize, and hay, have been successfully cultivated. Specimens of the two first mentioned grains, I beg to forward with the mineral specimens. The wheat was raised by Mr. Walker, on Isle Campment d'Ours, and the barley by Mr. Richardson, on the Island of St. Joseph.

The soil is peculiarly adapted to the culture of all esculent roots, and the climate is salubrious.

The greatest degree of cold in Winter is, I believe, from 20° to 35°, and this rarely for more than three days consecutively.

Possessing, as this section does, an invigorating climate, large blocks of arable land, fishing grounds abounding with trout, white fish, herring, and pickerel, forests of valuable timber, water power unlimited, and in its most rugged and barren portions, as is believed, an inexhaustible supply of mineral wealth, I deem it of no little importance to the Province.

In conclusion, Sir, I beg to bring under your notice, at the particular request of the parties concerned, the claims of certain inhabitants of the Island of St. Joseph. Several of them applied to me during the summer, and I promised to mention the subject to you, with a view of getting their several claims adjusted.

I have thus, Sir, endeavored, as briefly as possible, to lay before you a faithful Report upon the service you were pleased to entrust to my direction, which I hope will be found satisfactory.

I have the honor to be,

Sir,

Your very obedient servant,

(Signed),

ALBERT PELLEW SALTER,

Provincial Surveyor.

Chatham, January 10th, 1860.

The Honorable,

The COMMISSIONER OF CROWN LANDS,
Quebec.

R E T U R N

To an Address from the Legislative Assembly to His Excellency the Governor General, dated the 7th instant, praying His Excellency to cause to be laid before the House, "Copy of the Commission and "letter of instructions under which Mr. Allan Neil McLean has "recently been appointed as Inspector of Crown or Clergy Reserve "Lands' Sales in Upper Canada; also, for full information as to the "duties of the said Allan Neil McLean, and the remuneration to be "given to him."

(By Command,)

C. ALLEYN,

Secretary.

SECRETARY'S OFFICE,
Quebec, 27th March, 1860. }

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*Copy of a Report of a Committee of the Honorable the Executive Council, dated 21st February, 1859.—Approved by His Excellency the Governor General in Council on the same day.*

The Committee have had under consideration a Report of the Commissioner of Crown Lands, submitting Memoranda from the Accountant of the 10th January, 1859. Department, on the subject of arrears of Rent due on Clergy Reserve Lots, and the necessity of having an inspection of such leased Lots made by some competent person, with the view of establishing their present value, and collecting arrears due.

The Commissioner requests authority to employ a suitable person to collect in the arrears due as rents and purchase monies on the Clergy Reserves, and that the expense thereof be a charge on the Fund arising from these lands. That it may be necessary the Agent appointed should visit certain localities; and that from the confused state of the accounts of the late Agent, Mr. Baines, and the difficulty of ascertaining who have and who have not paid, the work of collection cannot be successfully carried on through the ordinary Staff of the Department.

The Committee recommend that the authority requested be granted.

Certified,

(Signed,)

W. H. LEE,

The Honorable  
The Commissioner of Crown Lands.

C. E. C.

(Copy.)

CROWN LANDS DEPARTMENT,

Toronto, 10th January, 1859.

*Memorandum.*24th September, 1856.  
Clergy Rents.

When Mr. Baines, late agent for the Counties of York, Ontario and Peel, was suspended, he handed over to this Department the Books and Papers connected with the Clergy Reserve Rents.

On examining these Books there appears a large number of cases unsettled, there are many persons holding old Clergy Leases who have not paid any rent for years.

These Reserves would all require to be inspected, with the view of ascertaining their present value. The small amount of yearly rent at which these Clergy Reserve Lands are held render the parties in occupation unwilling to come forward and pay up their arrears. No demand being made for rent by the Government, they naturally enough conclude that it is unnecessary to volunteer any payment.

Under these circumstances it would appear advisable to have the state of the Clergy Reserve Rents examined.

I am not prepared to say what amount is due, as the Books of Mr. Baines are not balanced.

I would respectfully recommend that some person should be appointed to make the necessary investigation under the supervision of this Department.

Respectfully submitted.

(Signed,)

WILLIAM FORD,

Acct. C. L. D.]

To the Honorable

The Commissioner of Crown Lands.

(Copy.)

CROWN LANDS DEPARTMENT,

Toronto, 8th February, 1859.

*Report on Upper Canada Clergy Rents.*

By the Memorandum annexed there appears 14,890 acres of Clergy Lands under lease on which there is rent due.

The Townships in which these lots are situated formed part of the old districts of Newcastle, London, and part of the Midland.

There still remains to be examined the

Eastern District,

Ottawa "

Johnstown "

Bathurst "

Midland "

Home "

Gore "

Western.

(in part.)

and

(Signed,)

WILLIAM FORD.

The Honorable P. M. VANKOUGHNET,  
Commissioner of Crown Lands.

Memorandum of Clergy-Leased Lots Unsold.

| Sophiasburgh.       | Sidney.    | Cramahe.  | Murray.    | Darlington. | Mariposa.      | Ameliasburgh. |
|---------------------|------------|-----------|------------|-------------|----------------|---------------|
| 200                 | 50         | 200       | 200        | 25          | 150            | 200           |
| 400                 | 200        | 200       | 100        | 200         | 100            | 200           |
| 200                 | 200        | 100       | 200        | 24          | 200            | 200           |
| 91                  | 200        | 100       | 50         | 100         |                | 100           |
| 166                 | 200        | 50        | 200        | 200         |                |               |
| 100                 | 200        | 50        | 200        |             |                |               |
| 100                 | 100        | 10        | 100        |             |                |               |
| 100                 | 200        | 100       | 100        |             |                |               |
| 157                 |            | 58        | 200        |             |                |               |
| 100                 |            | 200       | 100        |             |                |               |
| 133                 |            | 200       | 200        |             |                |               |
| 53                  |            | 200       | 200        |             |                |               |
| 200                 |            |           |            |             |                |               |
| 200                 |            |           |            |             |                |               |
| 3000                | 1350       | 1418      | 1650       | 549         | 450            | 700           |
| Percy.              | Haldimand. | Otonabee. | Douro.     | Eldon.      | Clarke.        | Hope.         |
| 100                 | 200        | 100       | 100        | 100         | 100            | 60            |
| 200                 | 100        | 200       |            | 200         | 135            |               |
| 200                 | 112        | 50        |            |             | 50             |               |
|                     | 100        |           |            |             |                |               |
| 500                 | 512        | 350       | 100        | 300         | 293            | 60            |
| Seymour.            | Cavan.     | Monaghan. | Ernestown. | Kingston.   | Hollowell.     | Loughboro'.   |
| 200                 | 200        | 200       | 100        | 100         | 393            | 50            |
| 200                 |            |           | 200        |             | 100            |               |
| 100                 |            |           | 50         |             |                |               |
|                     |            |           | 200        |             |                |               |
| 500                 | 200        | 200       | 550        | 100         | 493            | 50            |
| Charlotteville.     | Yarmouth.  | Burford.  | Blenheim.  | Townsend.   | Oakland.       | Hamilton.     |
| 200                 | 100        | 50        | 100        | 200         | 100            | 73            |
| 100                 | 50         | 200       | 200        |             |                |               |
| 300                 | 150        | 250       | 300        | 200         | 100            | 73            |
| RECAPITULATION..... |            |           | 3000       | 500         |                | Manvers.      |
|                     |            |           | 1350       | 200         |                | 200           |
|                     |            |           | 1418       | 200         |                | 11224         |
|                     |            |           | 1650       | 550         |                | 3466          |
|                     |            |           | 549        | 100         |                |               |
|                     |            |           | 450        | 493         |                |               |
|                     |            |           | 700        | 50          |                |               |
|                     |            |           | 500        | 300         |                |               |
|                     |            |           | 512        | 150         |                |               |
|                     |            |           | 350        | 250         |                |               |
|                     |            |           | 100        | 300         |                |               |
|                     |            |           | 300        | 200         |                |               |
|                     |            |           | 285        | 100         |                |               |
|                     |            |           | 60         | 73          |                |               |
|                     |            |           | 11224      | 3466        | Total Acres... | 14890         |

(Copy.)

CROWN LANDS DEPARTMENT,

Quebec, 10th February, 1860.

SIR,—Herewith are sent two Books, showing the amount of rent due on certain Clergy Reserves for which leases have at various times been granted.

You will place yourself in communication with the parties named (or those in possession of the lots,) and notify them of the amounts appearing to be due by them to the Crown, and ask them what terms of settlement they propose, notifying them to make payment into the Agencies of the Bank of Upper Canada to the credit of the Department, and to forward the duplicate certificate of deposit and draft through you to the Department.

When a party is unable to pay, or cannot be found, you are to enquire into the position of the lot, the extent, nature, and value of the improvements thereon, the value of the lot, as land, irrespective of improvements, but to make no settlement with any party without the approbation of the Department.

You will report from time to time upon the different cases (separately) giving your opinion and recommendation as to the best mode of dealing with them.

If necessary you can visit and inspect any lot, and enquire into the position and circumstances of the occupant, but you are not to incur this expense unless other means of obtaining information by written or verbal communications prove unsatisfactory, and in the first instance it would be well to place yourself in communication with the Agent of the Department residing in the County, who may be in a position to supply you with useful information.

Your salary is fixed at \$1,200 per annum, with travelling expenses, stationery and postage.

The necessity of incurring travelling expenses will have to be explained, and a journal in each case is to be furnished, showing your course of action, and the result thereof.

Your postage account is to be furnished quarterly in duplicate, certified as being correct, as also your account for stationery, accompanied by vouchers.

You will also furnish, quarterly, a statement of all payments made, through your Agency, to the Bank of Upper Canada, accompanied by the certificates and drafts.

I have the honor to be, Sir,

Your Obedient Servant,

ALLAN NEIL MACLEAN, ESQ.,

(Signed,)

P. M. VANKOUGHNET,

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

Commissioner.

*Copy of a Report of the Committee of the Honorable the Executive Council, approved by His Excellency the Governor General in Council on the 1st March, 1860.*

The Committee have had under consideration a Report, dated 25th February, 1860, from the Hon. the Commissioner of Crown Lands, stating that Mr. Allan N. McLean having, on the 17th December last, been appointed Agent for the collection of the arrears due on Clergy Reserve Lands, under authority of an Order in Council, of 21st February, 1859, he recommends that Mr. McLean's salary be \$1200 per annum, with travelling expenses, stationery and postage; to commence from the date of his appointment.

The Committee advise that the recommendation of the Commissioner be adopted.

Certified,

W. A. HIMSWORTH,

Actg. C.E.C.

To the Honorable

The Provincial Secretary,

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

No. 12.—RETURN and FURTHER RETURN to an Address of the Legislative Assembly, dated 5th March, 1860; For Statement of Free Grants of Lands since 1857.

(By Command,)

C. ALLEYN,  
*Secretary.*

Secretary's Office,  
16th April, 1860.

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No. 13.—RETURN to an ADDRESS from the Legislative Assembly, dated 18th April, 1859; For Copies of the Papers relative to the Dismissal of R. H. Russell, Esquire, from the Commission of the Peace.

[By Command,]

C. ALLEYN,  
*Secretary.*

Secretary's Office,  
9th March, 1860.

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No. 14.—RETURN to an ADDRESS from the Legislative Assembly, dated 5th March, 1860; For Statement relative to Fishery Stations in Lower Canada.

[By Command,]

C. ALLEYN,  
*Secretary.*

Secretary's Office,  
9th March, 1860.

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No. 15.—LETTER from the Honorable the Provincial Secretary, transmitting certain Documents called for by order of the 5th March, instant, on the subject of the Consolidated Statutes of Canada and Upper Canada; Also, RETURN of the distribution of the Consolidated Statutes, relating exclusively to Upper Canada, in the English Language, and of the Statutes which relate to the whole Province, in the English and French languages; Also RETURN of the distribution of the Statutes passed in the Session 22 Victoria, 1859.

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No. 16.—Municipal Returns, for Upper and Lower Canada.

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

# RETURN

To an Address of the Legislative Assembly, of the 12th March, 1860;  
for Statement of Funds advanced under Municipal Loan Fund Act.

By Command.

C. ALLEYN.

*Secretary.*

SECRETARY'S OFFICE,  
Quebec, 21st March, 1860. }



STATEMENT shewing the Amount borrowed by each Municipality, under the Consolidated Municipal Loan Fund Acts of Upper Canada, the amount of Interest, at 8 per cent., accrued thereon from date of loan, the amount received on account thereof, and the balance due up to 1st March 1860; the whole in accordance with Address of the Legislative Assembly, dated 12th March, 1868.

| Municipalities.                | Loan.     | Interest at 8 per cent. accrued to 31st Dec., 1859. |           | Interest at 8 per cent. paid to 31st Dec., 1859, [including the 8 per cent for 1859.] |         | Balance due to 31st Dec. 1859. |          | Paid since 31st Dec. 1859, to 1st March, 1860. |         | Balance due on 1st March, 1860. |        | Additional Interest at 8 per cent., accrued from 31st Dec., '59, to 1st Mar., '60, [2 months.] |           | Total Balance due on 1st March, 1860. |      |
|--------------------------------|-----------|-----------------------------------------------------|-----------|---------------------------------------------------------------------------------------|---------|--------------------------------|----------|------------------------------------------------|---------|---------------------------------|--------|------------------------------------------------------------------------------------------------|-----------|---------------------------------------|------|
|                                |           | \$                                                  | Cts.      | \$                                                                                    | Cts.    | \$                             | Cts.     | \$                                             | Cts.    | \$                              | Cts.   | \$                                                                                             | Cts.      | \$                                    | Cts. |
| Port Hope.....                 | 860000 00 | 367004 83                                           | 82406 08  | 294508 85                                                                             | 900 00  | 293608 85                      | 11406 66 | 293608 85                                      | 500 00  | 11200 57                        | 300 00 | 11406 66                                                                                       | 295135 51 |                                       |      |
| Hope.....                      | 60000 00  | 32800 00                                            | 21509 43  | 11200 57                                                                              | .....   | 11200 57                       | .....    | 11200 57                                       | .....   | .....                           | .....  | .....                                                                                          | 12090 57  |                                       |      |
| Niagara.....                   | 230000 00 | 125465 21                                           | 42205 89  | 33159 82                                                                              | .....   | 33159 82                       | .....    | 33159 82                                       | .....   | .....                           | .....  | .....                                                                                          | 86893 15  |                                       |      |
| Cobourg.....                   | 500000 00 | 241567 11                                           | 49220 24  | 193340 87                                                                             | 6761 30 | 186579 57                      | 6066 66  | 186579 57                                      | .....   | .....                           | .....  | .....                                                                                          | 193246 23 |                                       |      |
| Chippawa.....                  | 26000 00  | 12920 43                                            | 5588 21   | 5732 22                                                                               | .....   | 5037 22                        | .....    | 5037 22                                        | .....   | .....                           | .....  | .....                                                                                          | 5403 88   |                                       |      |
| Grey.....                      | 16000 00  | 8114 68                                             | .....     | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 5403 88   |                                       |      |
| Bertie.....                    | 40000 00  | 21466 30                                            | 10214 82  | 5251 48                                                                               | .....   | 5251 48                        | .....    | 5251 48                                        | .....   | .....                           | .....  | .....                                                                                          | 213 33    |                                       |      |
| Braiford.....                  | 50000 00  | 26832 87                                            | 25118 59  | 1614 28                                                                               | .....   | 1614 28                        | .....    | 1614 28                                        | .....   | .....                           | .....  | .....                                                                                          | 6781 81   |                                       |      |
| Braiford.....                  | 50000 00  | 225589 03                                           | 126889 00 | 98899 43                                                                              | .....   | 98899 43                       | .....    | 98899 43                                       | .....   | .....                           | .....  | .....                                                                                          | 2310 04   |                                       |      |
| Wainfleet.....                 | 20000 00  | 10733 15                                            | 10733 15  | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 108566 00 |                                       |      |
| Camboro'.....                  | 8000 00   | 4293 25                                             | 4293 25   | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 266 66    |                                       |      |
| Huron and Bruce.....           | 308000 00 | 161603 28                                           | 155109 87 | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 166 66    |                                       |      |
| Perth.....                     | 288000 00 | 150235 04                                           | 70852 76  | 79382 28                                                                              | 6493 31 | 6493 31                        | .....    | 6493 31                                        | 6493 31 | .....                           | .....  | .....                                                                                          | 166 66    |                                       |      |
| Montion and Sherbrooke.....    | 20000 00  | 9965 15                                             | 9965 15   | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 4106 66   |                                       |      |
| Paris.....                     | 40000 00  | 21066 67                                            | 13016 97  | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 83222 28  |                                       |      |
| Oxford.....                    | 20000 00  | 9902 44                                             | 9902 44   | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 224 00    |                                       |      |
| Ottawa.....                    | 200000 00 | 99331 50                                            | 36076 09  | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 533 33    |                                       |      |
| Ottawa.....                    | 100000 00 | 49358 90                                            | 13487 23  | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 266 66    |                                       |      |
| Prescott.....                  | 48000 00  | 23339 55                                            | 21919 55  | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 266 66    |                                       |      |
| Lincoln.....                   | 16000 00  | 7743 12                                             | 7743 12   | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 3840 00   |                                       |      |
| Lambton.....                   | 16000 00  | 7743 12                                             | 7743 12   | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 3840 00   |                                       |      |
| Middleton.....                 | 5000 00   | 1959 45                                             | 1959 45   | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 224 00    |                                       |      |
| St. Catharines.....            | 190000 00 | 83070 67                                            | 34535 20  | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 533 33    |                                       |      |
| Woodstock.....                 | 100000 00 | 47441 10                                            | 22241 91  | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 224 00    |                                       |      |
| Stanley.....                   | 10000 00  | 4898 63                                             | 4760 95   | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 166 66    |                                       |      |
| Woodhouse.....                 | 80000 00  | 33163 28                                            | 16888 18  | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 51068 80  |                                       |      |
| Norwich.....                   | 200000 00 | 95408 22                                            | 40370 22  | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 26532 52  |                                       |      |
| Corwall.....                   | 12000 00  | 5606 13                                             | 4672 66   | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 271 01    |                                       |      |
| Bellefleur.....                | 20000 00  | 9187 98                                             | 7587 93   | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 271 01    |                                       |      |
| Northumberland and Durham..... | 460000 00 | 156065 20                                           | 106319 43 | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 22341 70  |                                       |      |
| Ops.....                       | 80000 00  | 38689 32                                            | 15521 21  | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 57704 66  |                                       |      |
| Essex.....                     | 80000 00  | 36260 82                                            | 36260 82  | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 57704 66  |                                       |      |
| London.....                    | 375400 00 | 14821 75                                            | 67712 47  | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 1100 33   |                                       |      |
| Windham.....                   | 100000 00 | 42608 22                                            | 19500 12  | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 200 66    |                                       |      |
| Simcoe.....                    | 100000 00 | 42608 22                                            | 13870 72  | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 200 66    |                                       |      |
| Lanark and Renfrew.....        | 800000 00 | 259093 33                                           | 96923 60  | .....                                                                                 | .....   | .....                          | .....    | .....                                          | .....   | .....                           | .....  | .....                                                                                          | 172826 80 |                                       |      |

|                                                                                     |                |              |              |              |           |              |           |              |
|-------------------------------------------------------------------------------------|----------------|--------------|--------------|--------------|-----------|--------------|-----------|--------------|
| Brockville.....                                                                     | 400000 00      | 129546 67    | 26091 01     | 103445 66    | 481 00    | 102971 66    | 5333 33   | 103304 99    |
| Elizabethtown.....                                                                  | 154000 00      | 39253 33     | 14864 50     | 24338 83     | .....     | 24338 83     | 2053 33   | 26442 16     |
| Stratford.....                                                                      | 100000 00      | 42980 81     | 8892 96      | 34147 85     | .....     | 34147 85     | 1333 33   | 35481 18     |
| Godertiel.....                                                                      | 100000 00      | 42980 82     | 24530 14     | 18421 68     | .....     | 18421 68     | 1333 33   | 19765 01     |
| Hastings.....                                                                       | 157000 00      | 51946 95     | 45538 95     | 5408 00      | .....     | .....        | 2101 33   | 2101 33      |
| Essex.....                                                                          | 32000 00       | 11930 30     | .....        | .....        | .....     | .....        | 426 66    | 426 66       |
| Bayville.....                                                                       | 12000 00       | 4463 33      | 3180 85      | 1282 48      | .....     | 1282 48      | 106 66    | 1440 14      |
| Chatham.....                                                                        | 100000 00      | 36328 77     | 17053 41     | 18375 36     | .....     | 18375 36     | 1333 33   | 19708 69     |
| Dundas.....                                                                         | 52000 00       | 18970 75     | 8062 43      | 10908 30     | .....     | 10908 30     | 693 33    | 11601 63     |
| Guelph.....                                                                         | 30000 00       | 27963 84     | 27963 84     | .....        | .....     | .....        | 1006 66   | 1006 66      |
| Peterboro'.....                                                                     | 100000 00      | 16789 03     | 1356 08      | 15432 95     | .....     | .....        | 1333 33   | 13627 28     |
| Deduct amounts redeemed by<br>Moulton and Sherbrooke. \$3290<br>Middleton..... 2000 | \$7,300,000 00 | 3,038,229 41 | 1,409,701 15 | 1,628,523 26 | 37,884 28 | 1,590,643 98 | 97,277 13 | 1,687,921 11 |
| Total on 1st March, 1860.....                                                       | \$ 7204800 00  |              |              |              |           |              |           |              |

\*To this amount is to be added also \$156 37, paid in advance.  
†To this amount is to be added also \$583 75, paid in advance.  
‡To this amount is to be added also \$395 73, paid in advance.

RECEIVED GENERAL'S DEPARTMENT,  
Quebec, 20th March, 1860.  
T. D. HARRINGTON,  
D. R. G.

STATEMENT showing the Amount borrowed by the Municipalities under the Consolidated Municipal Loan Fund Acts of Lower Canada, the amount of Interest, at 8 per cent., accrued thereon from date of Loan, the amount received on account thereof, and the balance due up to 1st March, 1860; the whole in accordance with Address of the Legislative Assembly, dated 12th March, 1860.

| Municipalities.                        | Loan.     | Interest at 8 per cent. accrued to 31st Dec., 1859. |         | Interest at 8 per cent. paid to 31st Dec., 1859, (including the 5 per cent for 1859). |           | Balance due to 31st Dec., 1859. |          | Paid since 31st Dec., 1859, to 1st March, 1860. |       | Balance due on 1st March, 1860. |          | Additional interest at 8 per cent., accrued from 31st Dec., 1859 to 1st March, 1860. |       |
|----------------------------------------|-----------|-----------------------------------------------------|---------|---------------------------------------------------------------------------------------|-----------|---------------------------------|----------|-------------------------------------------------|-------|---------------------------------|----------|--------------------------------------------------------------------------------------|-------|
|                                        |           | \$                                                  | Cts.    | \$                                                                                    | Cts.      | \$                              | Cts.     | \$                                              | Cts.  | \$                              | Cts.     | \$                                                                                   | Cts.  |
| Stanstead..... County.                 | 61000 00  | 5319 32                                             | 346 52  | 4972 80                                                                               | 4972 80   | 21515 02                        | 4972 80  | .....                                           | ..... | 4972 80                         | 5786 13  | 813 33                                                                               | ..... |
| Shefford..... "                        | 215000 00 | 22746 30                                            | 1280 68 | 21515 02                                                                              | 21515 02  | 33720 00                        | 21515 02 | .....                                           | ..... | 21515 02                        | 25019 75 | 1404 13                                                                              | ..... |
| Terrebonne..... "                      | 94000 00  | 35720 00                                            | .....   | 50038 82                                                                              | 50038 82  | 2092 80                         | 35720 00 | .....                                           | ..... | 35720 00                        | 36973 33 | 1754 66                                                                              | ..... |
| Ottawa—(Division No. 2)..... "         | 131600 00 | 50038 82                                            | .....   | 2092 80                                                                               | 2092 80   | 14000 00                        | 50038 82 | .....                                           | ..... | 14000 00                        | 51793 48 | 77 86                                                                                | ..... |
| Montreal—( " I)..... City.             | 5840 00   | 2092 80                                             | .....   | 182695 90                                                                             | 182695 90 | 6643 70                         | 2092 80  | .....                                           | ..... | 6643 70                         | 2170 60  | 320 00                                                                               | ..... |
| Acton..... Town p.                     | 24000 00  | 6643 70                                             | .....   | 1235 47                                                                               | 6643 70   | 3881 53                         | 6643 70  | .....                                           | ..... | 3881 53                         | 4063 70  | 213 33                                                                               | ..... |
| St. Hyacinthe..... Town                | 16000 00  | 5120 00                                             | .....   | 16778 45                                                                              | 5120 00   | 80 81                           | 5120 00  | .....                                           | ..... | 80 81                           | 4097 50  | 26 66                                                                                | ..... |
| Shorbrooke..... Village.               | 80000 00  | 25115 77                                            | 408 87  | .....                                                                                 | 25115 77  | 7995 58                         | 80 81    | .....                                           | ..... | 7995 58                         | 7659 90  | 93 33                                                                                | ..... |
| Varennes..... Village.                 | 2000 00   | 519 68                                              | .....   | .....                                                                                 | 519 68    | 2045 48                         | 519 68   | .....                                           | ..... | 2045 48                         | 107 47   | 33 33                                                                                | ..... |
| Roxton..... Town p.                    | 30000 00  | 7995 58                                             | .....   | .....                                                                                 | 7995 58   | 1800 00                         | 7995 58  | .....                                           | ..... | 1800 00                         | 8995 58  | 400 00                                                                               | ..... |
| Lingwick..... "                        | 10000 00  | 2045 48                                             | .....   | .....                                                                                 | 2045 48   | 3734 80                         | 2045 48  | .....                                           | ..... | 3734 80                         | 2778 81  | 53 33                                                                                | ..... |
| St. John..... Town                     | 20000 00  | 5549 58                                             | 749 58  | 749 58                                                                                | 5549 58   | 20 40                           | 749 58   | .....                                           | ..... | 20 40                           | 5066 66  | 66 66                                                                                | ..... |
| Laprairie..... Village.                | 4000 00   | 853 47                                              | 833 07  | 833 07                                                                                | 853 47    | 3734 80                         | 833 07   | .....                                           | ..... | 3734 80                         | 73 73    | 53 33                                                                                | ..... |
| Tring..... Town p.                     | 20000 00  | 3734 80                                             | .....   | .....                                                                                 | 3734 80   | 740 97                          | 3734 80  | .....                                           | ..... | 740 97                          | 4001 40  | 53 33                                                                                | ..... |
| St. Marie de Manoir..... Parish.       | 4000 00   | 746 97                                              | .....   | .....                                                                                 | 746 97    | 5404 93                         | 746 97   | .....                                           | ..... | 5404 93                         | 800 30   | 66 66                                                                                | ..... |
| St. Romuald de Farnham..... Town p.    | 30000 00  | 5404 93                                             | .....   | .....                                                                                 | 5404 93   | 10350 45                        | 5404 93  | .....                                           | ..... | 10350 45                        | 5804 03  | 400 00                                                                               | ..... |
| Shefford..... Town p.                  | 57500 00  | 10350 45                                            | .....   | .....                                                                                 | 10350 45  | 1720 88                         | 10350 45 | .....                                           | ..... | 1720 88                         | 11126 11 | 2933 33                                                                              | ..... |
| Three Rivers..... City.                | 22000 00  | 17351 18                                            | 2621 35 | 2621 35                                                                               | 17351 18  | 3214 88                         | 2621 35  | .....                                           | ..... | 3214 88                         | 17063 10 | 205 66                                                                               | ..... |
| St. Romuald d' Etchemin..... Parish.   | 20000 00  | 3603 28                                             | 388 40  | 388 40                                                                                | 3603 28   | 2403 01                         | 388 40   | .....                                           | ..... | 2403 01                         | 3481 54  | 400 00                                                                               | ..... |
| Graby..... Town p.                     | 30000 00  | 5093 83                                             | .....   | .....                                                                                 | 5093 83   | 1334 35                         | 5093 83  | .....                                           | ..... | 1334 35                         | 5403 83  | 206 66                                                                               | ..... |
| William Henry..... Town                | 20000 00  | 3335 88                                             | 932 87  | 932 87                                                                                | 3335 88   | 2403 01                         | 932 87   | .....                                           | ..... | 2403 01                         | 2069 67  | 106 66                                                                               | ..... |
| Ascot and Westbury..... Town           | 8000 00   | 1334 35                                             | .....   | .....                                                                                 | 1334 35   | 1223 02                         | 1334 35  | .....                                           | ..... | 1223 02                         | 1441 01  | 106 66                                                                               | ..... |
| St. Jean Isle d' Orleans..... Parish.  | 8000 00   | 1223 02                                             | .....   | .....                                                                                 | 1223 02   | 2239 10                         | 1223 02  | .....                                           | ..... | 2239 10                         | 1929 68  | 213 33                                                                               | ..... |
| Somerset (North)..... Town p.          | 16000 00  | 2239 10                                             | .....   | .....                                                                                 | 2239 10   | 6526 00                         | 2239 10  | .....                                           | ..... | 6526 00                         | 2452 43  | 606 66                                                                               | ..... |
| St. Germain de Rimouski..... Parish.   | 50000 00  | 6526 00                                             | .....   | .....                                                                                 | 6526 00   | 2503 70                         | 6526 00  | .....                                           | ..... | 2503 70                         | 7192 66  | 320 00                                                                               | ..... |
| St. Michel de Bellechasse..... Parish. | 24000 00  | 2503 70                                             | .....   | .....                                                                                 | 2503 70   | 1257 20                         | 2503 70  | .....                                           | ..... | 1257 20                         | 3123 70  | 140 00                                                                               | ..... |
| Longueuil..... Village.                | 12000 00  | 1257 20                                             | .....   | .....                                                                                 | 1257 20   | 1100 04                         | 1257 20  | .....                                           | ..... | 1100 04                         | 1417 20  | 140 00                                                                               | ..... |
| Chambly Basin..... Village.            | 10500 00  | 1100 04                                             | .....   | .....                                                                                 | 1100 04   | 4668 48                         | 1100 04  | .....                                           | ..... | 4668 48                         | 1340 04  | 140 00                                                                               | ..... |
| Quebec..... City.                      | 50000 00  | 4668 48                                             | .....   | .....                                                                                 | 4668 48   | 120 11                          | 4668 48  | .....                                           | ..... | 120 11                          | 666 66   | 26 66                                                                                | ..... |
| St. Eusebe de Stanfold..... Parish.    | 2000 00   | 120 11                                              | .....   | .....                                                                                 | 120 11    | 543 61                          | 120 11   | .....                                           | ..... | 543 61                          | 146 77   | 268 07                                                                               | ..... |
| Bolton..... Town p.                    | 13000 00  | 543 61                                              | .....   | .....                                                                                 | 543 61    | 950 12                          | 543 61   | .....                                           | ..... | 950 12                          | 751 71   | 213 33                                                                               | ..... |
| Stukely (North)..... "                 | 16000 00  | 959 12                                              | .....   | .....                                                                                 | 959 12    | 509 43                          | 959 12   | .....                                           | ..... | 509 43                          | 1172 45  | 133 33                                                                               | ..... |
| Stukely (South)..... "                 | 10000 00  | 509 43                                              | .....   | .....                                                                                 | 509 43    | .....                           | 509 43   | .....                                           | ..... | .....                           | 732 76   | .....                                                                                | ..... |

|                                            |              |            |            |            |            |          |            |           |            |            |            |       |       |
|--------------------------------------------|--------------|------------|------------|------------|------------|----------|------------|-----------|------------|------------|------------|-------|-------|
| Fermont..... Village.                      | 32000 00     | 1406 20    | 502 08     | 904 12     | 904 12     | .....    | .....      | .....     | .....      | 904 12     | 425 65     | ..... | ..... |
| Terrebonne..... Village.                   | 2400 00      | 64 17      | 64 17      | .....      | .....      | .....    | .....      | .....     | .....      | .....      | 32 00      | ..... | ..... |
| Magog..... Town p.                         | 12000 00     | 320 87     | .....      | 320 87     | 320 87     | .....    | .....      | .....     | .....      | 320 87     | 430 87     | ..... | ..... |
| Princeville..... Village.                  | 12000 00     | 241 97     | .....      | 241 97     | 241 97     | .....    | .....      | .....     | .....      | 241 97     | 401 97     | ..... | ..... |
| St. Helene de Kamouraska..... Parish.      | 1200 00      | .....      | .....      | .....      | .....      | .....    | .....      | .....     | .....      | .....      | 26 77      | ..... | ..... |
| St. Cecile de Beaulieu..... "              | 10000 00     | .....      | .....      | .....      | .....      | .....    | .....      | .....     | .....      | .....      | 267 02     | ..... | ..... |
| Grantham, Wenderly, and Simpson..... Towns | 9000 00      | .....      | .....      | .....      | .....      | .....    | .....      | .....     | .....      | .....      | 120 00     | ..... | ..... |
| Inverness..... Town p.                     | 18000 00     | .....      | .....      | .....      | .....      | .....    | .....      | .....     | .....      | .....      | 240 00     | ..... | ..... |
| Totals.....                                | 2,213,040 00 | 474,294 12 | 313,515 89 | 260,778 23 | 260,778 23 | 2,044 08 | 258,734 15 | 31,280 98 | 280,024 53 | 258,734 15 | 280,024 53 | ..... | ..... |

RECEIVER GENERAL'S DEPARTMENT,  
Quebec, 20th March, 1860.  
T. D. HARRINGTON,  
D. R. G.

## RETURN

To an Address of the Legislative Assembly, dated 19th March, 1860;  
for Statement of Debentures issued under Municipal Loan Fund Act,  
in Lower Canada.

By Command.

SECRETARY'S OFFICE,  
Quebec, 22nd March, 1860. }

C. ALLEYN,  
*Secretary.*

STATEMENT shewing the amount of Debentures issued under the Consolidated Municipal Loan Fund Acts of Lower Canada since the passing of the Act, 22nd Vic., Chap. 15, (4th May, 1859,) ex \$400,000, authorised to issue over and above per latter Act; to whom issued, the date of By-Laws on which they were issued, the object of the Loan, and when sanctioned.

|                                                 | Date of passing of By-Law. | OBJECT OF THE LOAN.                                                                              | When Sanctioned    | Amount Issued.       |
|-------------------------------------------------|----------------------------|--------------------------------------------------------------------------------------------------|--------------------|----------------------|
| Village of Princeville.....                     | 1858.<br>Sept. 13..        | For improving Streets and Bridges.....                                                           | 1859.<br>July 16.. | \$ Cts.<br>12,000 00 |
| Parish of St. Hélène de Kamouraska.....         | Nov. 25..                  | Making divers improvements to Public Roads.....                                                  | Nov. 23..          | 1,200 00             |
| Township of Inverness.....                      | Dec. 16..                  | Opening and repairing Roads, building Town Hall, constructing Bridges, &c.                       | Dec. " "           | 18,000 00            |
| Townships of Grantham, Wenderover, Simpson..... | 1859.<br>Apr. 18..         | Constructing bridge over River St. Francis and other bridges and roads..                         | " " "              | 9,000 00             |
| Parish of St. Cécile de Beauharnois.....        | Apr. 29..                  | Macadamised road between North side of River St. Louis and South side of River St. Lawrence..... | Nov. " "           | 10,000 00            |
| Village of Fermont.....                         | June 6                     | Plank road from the village to River St. Lawrence.....                                           | June 13..          | 32,000 00            |
| Parish of Ste. Anne de la Pêrade.....           | Aug. 29..                  | Constructing a bridge over River St. Anne.....                                                   | 1860.<br>Jan. 10.. | 20,000 00            |
| County of Shefford.....                         | Aug. 30                    | 1,150 shares in the "Stanstead, Shefford and Chambly Railroad Co.".....                          | 1859.<br>Nov. 5..  | 115,000 00           |
| Total .....                                     |                            |                                                                                                  |                    | \$ 217,200 00        |

RECEIVER GENERAL'S OFFICE, }  
Quebec, 22nd March, 1860. }

T. D. HARRINGTON,  
D. R. G.