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Additional comments /  
Commentaires supplémentaires:

Sessional papers Nos. 32-35, 40, 43-44, 48, 50, 53-58, 61-64, 67-68, 72-73, 75-76, 80-81, 83-87, 90-93, 95-103, 105-109, 112, 114-115, 117-123, 125 not printed.

Part of Sessional papers Nos, 37, 41, 65, 70, 88 & 113 not printed.

Sessional paper No. 52, pagination is as follows: p. [43]-54, [5]-12.

Sessional paper No. 113 is inserted after Sessional papers Nos. 114-115.

# SESSIONAL PAPERS.

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VOLUME 8.

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THIRD SESSION OF THE THIRD PARLIAMENT

OF THE

DOMINION OF CANADA.

---

SESSION 1876.

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VOLUME IX.

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PRINTED BY MACLEAN, ROGER & Co., WELLINGTON STREET, OTTAWA.

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# LIST OF SESSIONAL PAPERS.

VOLUME IX.—SESSION 1876.

ARRANGED ALPHABETICALLY.

	No.		No.
Accounts, Public.....	1	Government Steamship <i>Sir Jas. Douglas</i> .....	117
Agricultural Report.....	8	Gypsum or Plaster of Paris.....	83
Alaska and British Columbia.....	110	Graving Dock, Quebec.....	60
Baie Verte Canal.....	11	Great Western Railway Company.....	46
Baillargé, Frederic.....	64	Crosse Isle.....	106
Banks.....	15	Grounds, Public buildings.....	104
Bank of Upper Canada.....	31	Guyon Island Light House.....	87
Baptisms, Marriages, &c.....	16	Hoop and Trap Nets, Ontario.....	86
Barque <i>N. Churchill</i> .....	37	Hudson Bay Company's Land's, N. W.....	70
Beacon Lights, Tadoussac.....	27	Hudon, Damase.....	44
Bonds or Securities.....	85	Importations from United States.....	39
British Columbia, Freights, &c.....	91	Indians, Vaccination of.....	118
do Shipping.....	22	Inland Revenue Report.....	3
British North America Act.....	45	Inland Revenue Statistics.....	52
Burlington Bay and Dundas Marsh.....	109	Insurance Statements.....	113
Cable Companies.....	79	Interior Report.....	9
Canadian Pacific Railway.....	41	Intercolonial Railway.....	63
Canals, United States.....	111	Isle aux Coudres.....	108
Caron Olovis.....	105	Judicial Committee, P. C.....	29
Charlevoix Election.....	53	Lachine Canal.....	121
Civil Service, Ottawa.....	124	Lake Erie Harbour.....	100
Coals from United States.....	43	Library of Parliament.....	12
College, Sorel.....	122	Licensing Engineers.....	49
Consolidated Fund.....	32	Locomotives, Duties on.....	78
Cullers' Office.....	97	Loan, London.....	30
Custom House, Montreal.....	88	Loan, 1874.....	30
Customs, Montreal.....	88	Loranger, L. J.....	73
Dawson Route.....	62	Malbaie Wharves.....	96
Deck Load Law.....	37	Manitoba Settlers.....	20
Dominion Police.....	21	do Financial Position of.....	36
Eastern Railway Extension, N. S.....	80	Manufactured Goods from United States.....	47
Election Courts.....	13	Marine and Fisheries.....	5
Emigration Office, London.....	23	Medical Officers' Boat.....	35
Engineers' Licenses.....	40	Merchant Service.....	90
Esquimalt and Nanaimo Telegraph Line.....	123	Militiamen, 1812-15.....	67
Estimates.....	1	Militia.....	7
Examining Warehouse, Montreal.....	94	Miramichi River.....	98
Extradition Treaty.....	49	Mitchell, Henry, Esq.....	68
Financial Agents, &c.....	39	Montreal Examining Warehouse.....	94
Fishing Leases.....	101	do Custom House.....	88
Fishermen, St. Lawrence.....	125	Mounted Police, N. W.....	19
Fishing Stations, Lake Simcoe.....	24	McDougall, Mr. Postmaster.....	54
Fishing Weirs and Traps, N.B. and N.S.....	77	<i>N. Churchill</i> , Barque.....	37
Fisheries, Maritime Provinces.....	75	Navigation, U. S. Canals.....	111
Fish Oils, &c.....	42	Newspapers, Postage on.....	59
Geology and Resources, &c.....	34	New Westminster, B. C.....	99
Georgian Bay Branch Railway.....	71	Niagara River.....	50
		North-West Mounted Police.....	19

	No.		No.
North West Territories, Laws and Ordinances	70	Shea, Hon. Ambrose.....	25
do Hudson Bay Company's Lands.....	70	Six Nation Indians.....	56
do Territories, Acts passed.....	70	Sorel College.....	122
do Territories, Imports and Exports..	70	Statutes.....	33
Pacific Railway.....	82	Steam Dredge <i>Canadian</i> .....	103
<i>Pacific Steamship</i> .....	92	Steam Tender, Father Point.....	61
Penitentiaries.....	14	Steel Rails.....	65
Plaster of Paris or Gypsum.....	83	Superannuation.....	17
Postage, Newspapers.....	59	Supreme Court, Judgments.....	57
Postmaster-General's Report.....	4	do Rules and Orders.....	58
Private Bills.....	28	Sugar Refining Interests.....	112
Prince Edward Island Railway.....	66	Symmes, Henry R., Esq.....	76
Provincial Statutes.....	116	Tea, Remission of Duties on.....	84
Public Works Report.....	6	Thousand Isles.....	55
Public Accounts.....	1	Toronto Harbour.....	72
Railway Statistics.....	51	Trade and Navigation Report.....	2
Railways, Dominion.....	51	Treaty, No. 4.....	18
Rat Portage and Cross Lake.....	120	Truro and Pictou Railway.....	74
Rioux, Nicolas.....	114	United States, Coals from.....	43
River St. Lawrence Surveys.....	93	do Manufactured Goods.....	47
Rochester, George.....	107	Unforseen Expenses.....	26
Sackville, N. B., Postmaster of.....	48	Upper Canada Bank.....	31
St. Charles, Branch Railway.....	102	Vaccination, Indians.....	118
St. Lawrence Fishermen.....	125	Victoria and San Francisco Mails.....	81
do River Surveys.....	93	Vine Grower's Association.....	115
do Canals.....	69	Wallace Accounts.....	89
St. Peter's Canal.....	95	Welland Canal.....	119
Secretary of State's Report.....	10		

# LIST OF SESSIONAL PAPERS.

ARRANGED NUMERICALLY AND IN VOLUMES.

## CONTENTS OF VOLUME No. 1.

- No. 1... **PUBLIC ACCOUNTS OF THE DOMINION OF CANADA** :—For the fiscal year ended 30th June, 1875.  
**ESTIMATES** :—Estimates of the sums required for the service of the Dominion, for the year ended 30th June, 1877.  
 ——— **SUPPLEMENTARY** :—For the year ending 30th June, 1876.  
 ——— For the year ending 30th June, 1877.  
 ——— For the relief of distressed settlers in the Province of Manitoba.

## CONTENTS OF VOLUME No. 2.

- No. 2... **TRADE AND NAVIGATION** :—Tables of the Trade and Navigation of the Dominion of Canada, for the year ended 30th June, 1875.

## CONTENTS OF VOLUME No. 3.

- No. 3... **INLAND REVENUE** :—Report, Returns and Statistics of the Inland Revenues of the Dominion of Canada, for the fiscal year ended 30th June, 1875, with Supplement.  
 No. 4... **POSTMASTER GENERAL** :—Report of, for the year ended 30th June, 1875.

## CONTENTS OF VOLUMES Nos. 4 AND 5.

- No. 5... **MARINE AND FISHERIES** :—Eighth Annual Report of the Department of, for the fiscal year ended 30th June, 1875, with Supplements.

## CONTENTS OF VOLUME No. 6.

- No. 6... **PUBLIC WORKS** :—General Report of the Minister of Public Works, for the fiscal year ended 30th June, 1875.  
 No. 7... **MILITIA** :—Report on the State of the Militia of the Dominion of Canada, for the year 1875.  
 ——— Militiamen, 1812-15, Statement of, with name, age and residence.

## CONTENTS OF VOLUME No. 7.

- No. 8... **AGRICULTURE** :—Report of the Minister of Agriculture for the Dominion of Canada, for the calendar year, 1875.  
 No. 9... **INTERIOR** :—Report of the Department of the Interior, for the year ended 30th June, 1875.  
 No. 10... **SECRETARY OF STATE FOR CANADA** :—Report of, for the year ended 31st December, 1875.  
 No. 11... **BAIE VERTE CANAL** :—Report of the Commission appointed to investigate the nature and extent of the commercial advantage to be derived from the construction of the Baie Verte Canal, &c.—[Not printed.]  
 No. 12... **LIBRARY OF PARLIAMENT** :—Report of the Librarian on the state of.

- No. 13... **ELECTION COURTS**:—General Rules and Tariffs of the Supreme Court for the Province of Quebec.  
 —General Rules of the Supreme Court of the Province of Nova Scotia.—  
 [*Not printed.*]
- No. 14... **PENITENTIARIES**:—Report of the Minister of Justice on, for the year ended 31st December, 1875.
- No. 15... **BANKS**:—List of Shareholders of the several Banks of the Dominion of Canada, in compliance with the Act 34 Vic., cap. 5, Sec. 12.—[*Not printed.*]
- No. 16... **BAPTISMS, MARRIAGES AND BURIALS**:—General Statement of, for certain districts in the Province of Quebec, for the year 1875.—[*Not printed.*]
- No. 17... **SUPERANNUATION**:—Statement of allowances and gratuities under the Act 33 Vic., cap. 4, also under Act 38 Vic., cap. 9.
- No. 18... **TREATY No. 4**:—Statement showing the expenditure of the amount of \$34,000, appropriated for Treaty No. 4, by Order in Council of the 27th September, 1875.
- No. 19... **MOUNTED POLICE, NORTH-WEST**:—Return of expenditure under credit for \$50,000, authorized by Order in Council of the 27th December, 1875.
- No. 20... **MANITOBA SETTLERS**:—Statement of expenditure of 5th October, 1875, for \$80,000, for Settlers relief in Manitoba.
- No. 21... **DOMINION POLICE**:—Account under the Act 31 Vic., cap. 73, Sec. 6, showing the number of the Dominion Police employed during each month in the year, 1875, &c.—[*Not printed.*]
- No. 22... **BRITISH SHIPPING, &c.**:—Return to Address, Correspondence between the Government of Canada and Her Majesty's Government in relation to Legislation which may be under consideration of the Imperial Parliament in relation to British Shipping, and affecting Shipping registered in Canada; also in relation to the exemption of Canadian Shipping from the operation of the Imperial Bill; also in relation to the Legislation passed by the Canadian Parliament for the inspection and classification of Canadian Vessels, &c.
- No. 23... **EMIGRATION OFFICE, LONDON**:—Return to Address, giving the annual amount paid, at the time of the late Mr. Dixon's death, for salaries, permanent and temporary, at the Dominion Emigration Office, London, England, &c.; also, amount now paid for the same services and expenses, giving the names of all officers and persons now employed, &c.—[*Not printed.*]
- No. 24... **FISHING STATIONS, LAKE SIMCOE**:—Return to Address, Of all leases or licenses for Fishing Stations in the Lake Simcoe District; and of all fines and forfeitures inflicted in the years 1874 and 1875, by the Inspector of the said District, with the names of persons convicted, and character of offence, &c.—[*Not printed.*]
- No. 25... **SHEA, HON. AMBROSE**:—Return to Address, Correspondence between the Government, and the Honourable Ambrose Shea, respecting a claim in connection with a supply of labor for the construction of the Intercolonial Railway.—[*Not printed.*]
- No. 26... **UNFORESEEN EXPENSES**:—Statement of payments charged to unforeseen expenses under Orders in Council, by authority of the Act 38 Vict., cap. 3, Schedule B, from the 1st July, 1875 to the 10th February, 1876.—[*Not printed.*]
- No. 27... **BEACON LIGHTS TADOUSAC**:—Return to Address of moneys voted, all correspondence, reports and tenders received by the Government, with regard to the Beacon Lights proposed to be erected at Tadousac, County of Saguenay.—[*Not printed.*]
- No. 28... **PRIVATE BILLS**:—Return to Address for details of all fees or amounts received from Members of the Senate or of the House of Commons, or others, in consequence of the introduction of Private Bills, since the 1st January, 1874.—[*Not printed.*]
- No. 29... **JUDICIAL COMMITTEE, PRIVY COUNCIL**:—Return to Address, Showing number of appeals yearly to the Judicial Committee of the Privy Council, from the Superior Courts of the several Provinces of this Dominion during the past five years.—[*Not printed.*]
- No. 30... **LOAN, LONDON**:—Return to Order, Statement showing the debt, etc., of Canada, issued in London, on the 19th October, 1875, by the Hon. the Finance Minister, on the occasion of placing the last loan in the English market.
- LOAN, 1874**:—Return to Address, For a copy of the prospectus and terms of the loan of 1874; the number and names of the parties or firms to whom the loan was allotted, with the sums to each respectively.—[*Not printed.*]

## CONTENTS OF VOLUME No. 8.

- No. 31... **BANK OF UPPER CANADA**:—Statement of the Estate of the Bank of Upper Canada.
- No. 32... **CONSOLIDATED FUND**:—Statement of Revenue and Expenditure on account of the Consolidated Fund; from 1st July, 1875, to 10th February, 1876.—[*Not printed.*]
- No. 33... **STATUTES**:—Official Return of the distribution of the Statutes of the Dominion of Canada, being 38 Victoria, Second Session of the Third Parliament, 1875, Volumes I and II., English and French versions.—[*Not printed.*]
- No. 34... **GEOLOGY AND RESOURCES, &c.**:—Report of the Geology and Resources of the region in the vicinity of the 49th Parallel, from the Lake of the Woods to the Rocky Mountains; with lists of plants and animals collected, and Notes on the Fossils, by George Mercer Dawson, Assoc. F.G.S., Geologist and Botanist to the British North American Boundary Commission; and addressed to Major D. R. Cameron, R.A., H.M., Boundary Commissioner.—[*Not printed.*]
- No. 35... **MEDICAL OFFICERS' BOAT, QUEBEC**:—Statement showing the monthly wages paid by the Government to each of the men composing the crew of the Medical Officers' boat at the Port of Quebec, in 1874 and 1875; also, cost of the service of the said years, &c.—[*Not printed.*]
- No. 36... **MANITOBA, FINANCIAL POSITION OF**:—Message transmitting certain papers having reference to the Financial position of the Province of Manitoba.
- No. 37... **DECK LOAD LAW**:—Return to Address, Correspondence by the Government of Canada in relation to violations of the Deck Load Law; and violations of the Port Wardens Act, with any instructions for the enforcement of the Laws referred to.  
—All Correspondence, etc., in relation to a violation of "An Act respecting Deck Loads," by the barque *N. Churchill*, etc., etc.  
—A Copy of Correspondence in relation to enquiry respecting the barque *N. Churchill*.—[*Not printed.*]
- No. 38... **IMPORTATIONS FROM UNITED STATES**:—Statement showing the total value of all articles imported from the United States into each Province of the Dominion, during 1871-'72 and '73, paying 15, 10 and 5 per cent. duty respectively; and also, a similar statement for 1873 and '75 of articles paying 17½, 10 and 5 per cent., &c.
- No. 39... **FINANCIAL AGENTS, &c.**:—Statement of the balances in the hands of the Financial Agents, and the various Banks in Canada and England, on the 15th June, 1875, and on February 10th and February 29th, 1876; also, statement of the entire Expenditure for all purposes, during the month of July, 1875, and total Expenditure 1874-75.
- No. 40... **LICENSING ENGINEERS**:—Return to Address, Correspondence with the Quebec Board of Trade; Mr. Risley, the Chairman of the Board of Steamboat Inspection, and the Government, in reference to the passage of an Act for the Licensing of Engineers elsewhere than on Steamboats.—[*Not printed.*]
- No. 41... **CANADIAN PACIFIC RAILWAY**:—Correspondence, Reports and other papers regarding the construction of the Pacific Railway.  
—Copies of contracts and other papers relating to the construction of the Canadian Pacific Railway.—[*Not printed.*]
- No. 42... **FISH OILS, &c.**:—Return to Address, Correspondence respecting the non-admission of Fish Oils, and Fish of all kinds, the produce of the Province of British Columbia, into the United States, free of duty, under the Treaty of Washington, of 8th May, 1871.
- No. 43... **COALS FROM UNITED STATES**:—Return to Address, Number of tons of coal imported into Canada during the past year from the United States; and, Correspondence regarding the renewal of the duty imposed on coal exported from Canada to the United States. [ *Not printed.* ]
- No. 44... **HUDON, DAMASE, ESQ.**:—Return to Address, 1st. Order in Council or other document fixing the salary of Damase Hudon, Esq., Deputy Collector of Customs at Chicoutimi; and 2nd. A Statement shewing the several amounts collected by the said Damase Hudon, Esq., in his said capacity, from the 1st May, 1875, to the 1st November, 1875, and the amounts paid in by him in consequence. [ *Not printed.* ]
- No. 45... **BRITISH NORTH AMERICA ACT**:—Return to Address, Correspondence, &c., with Imperial Government relating to the passage, through the Imperial Parliament, of an Act cap. 38, Vic. 38 and 39, intituled: "An Act to remove certain doubts with respect to the Parliament of Canada, under section 18 of the British North America Act, 1867."



- No. 46... **GREAT WESTERN RAILWAY Co.** :—Return to Address, in *re* duties refunded to Great Western Railway Company.
- No. 47... **MANUFACTURED GOODS FROM UNITED STATES** :—Return to Address, Shewing the general nature and the value of all manufactured goods imported into Canada from the United States, in the years 1873, 1874 and 1875.
- No. 48... **SACKVILLE, N.B., POSTMASTER OF** :—Return to Address, Reports, &c., with the result of the Post Office Inspector's investigation into the conduct of the Postmaster of Sackville, with copies of any certificates of character, or recommendations in favor of such Postmaster. [*Not printed.*]
- No. 49... **EXTRADITION TREATY** :—Message, with certain Correspondence having reference to the inadequacy of the existing Extradition Treaty between Great Britain and the United States.
- No. 50... **NIAGARA RIVER** :—Return to Address, Correspondence between the Government of Canada, through the British Minister at Washington, and the United States Government, relating to the obstruction of the navigation of Niagara River by the erection of an Inlet Pier, in mid channel of said river, for the Buffalo City Water Works. [*Not printed.*]
- No. 51... **RAILWAY STATISTICS** :—Return in pursuance of the Railway Statistics Act by the Brockville and Ottawa Railway Company; Cobourg, Peterboro' and Marmora Railway Company; Canada Southern Railway Company; Midland Railway Company; Northern Railway Company, for half year ending 30th June, 1875; and Northern Extension Railway Company, of their authorised share and loan capital, and the sums received in respect of their ordinary capital and preferential capital, and debenture stock or funded debt, on the 31st December, 1874, specifying the rate per cent. of the dividends for the year 1874, on each of the said capitals, shewing also the loans outstanding on the 31st December, 18—.
- RAILWAYS, DOMINION** :—Return to Order, Of the Capital, Traffic and working expenditure of the Railways of the Dominion, in accordance with the requirements and provisions of the Law in that behalf.
- No. 52... **INLAND REVENUE STATISTICS** :—Return and Supplementary Return to Address, Statistics of the Inland Revenue of Canada, for the months of July, August, September, October, November and December, 1875.
- No. 53... **CHARLEVOIX ELECTION** :—Instructions issued to Mr. Talbot, of the Post Office Department, in relation to his visits to the Electoral District of Charlevoix, during the Dominion Election, in the month of January last. [*Not printed.*]
- No. 54... **MCDUGALL, MR., POSTMASTER** :—Correspondence relating to the dismissal of Mr. McDougall, Postmaster at Christmas Island, Cape Breton. [*Not printed.*]
- No. 55... **THOUSAND ISLES** :—Return of the names of occupiers or holders of land on the islands of the St. Lawrence, between Broekville and Gananoque, called the "Thousand Isles;" the number in each holding; and the value and appraisalment of each holding. [*Not printed.*]
- No. 56... **SIX NATION INDIANS** :—Of Correspondence between the Council of the Six Nation Indians and the Indian Department, with reference to the payment of accrued interest moneys which belong to them, and which have been placed in their general fund, &c. [*Not printed.*]
- No. 57... **SUPREME COURT, JUDGMENTS** :—Return to Address, Giving number of suits instituted before the Supreme Court, and number of Judgments rendered by the said Court. [*Not printed.*]
- No. 58... **SUPREME COURT, RULES AND ORDERS** :—Rules and Orders, framed by the Judges of the Supreme and Exchequer Courts, for regulating the procedure of those Courts, and for carrying out the other objects, as contained in section 79 of "The Supreme and Exchequer Court Act." [*Not printed.*]
- No. 59... **POSTAGE ON NEWSPAPERS, &c.** :—Return to Address, Shewing number of newspapers and other periodicals in each county and city of the Dominion, which have paid postage on papers sent from the office of publication, with the total revenue received therefrom, during the three months ending 31st December, 1875.
- No. 60... **GRAVING DOCK, QUEBEC** :—Return to Address, Reports by Engineers from the Quebec Harbour Commission, documents, correspondence and Orders in Council, relating to the selection of the site for the construction of a Graving Dock at the Port of Quebec.
- No. 61... **STEAM TENDER FOR FATHER POINT** :—Circulars sent to ship-building firms for the construction of a steam tender to transport mails from Father Point to the ocean steamers; and a statement of the names of all parties or firms to whom such circulars were sent with the tenders received; the date of the acceptance of Messrs. Cantin's tender, and a copy of the contract entered into with them. [*Not printed.*]

- No. 62... **DAWSON ROUTE** :—Return to Address, Reports and communications between the Government or any of its officers or other persons, since June, 1875, relating to the state and condition of the Dawson Route from Thunder Bay to Fort Garry, &c.
- No. 63... **INTERCOLONIAL RAILWAY** :—Correspondence between private individuals or corporations and the Government of Canada, in relation to the offices, workshops and works of the Intercolonial Railway at Rimouski.
- No. 64... **BAILLARGÉ, FREDERIC, ESQ.** :—Return to Address, Reports of Frederic Baillargé, Esq., Assistant Engineer to the head of the Public Works Department, on his surveys in the Parish of St. Fidèle and St. Siméon, in 1875, &c. [*Not printed.*]
- No. 65... **STEEL RAILS** :—Return to Address, Statement shewing the use which has been made of any portions of the steel rails purchased by the Government, and of the quantity remaining unused at the end of 1875, and where these rails are at present.
- Return to Address, Official Reports, by the Chief Engineer of the Pacific Railway with reference to the quantity of Steel Rails actually required during the present year; also of all official correspondence between the Minister of Public Works and Mr. Carvell with reference to his removal from office.
- Correspondence and advertisements, inviting tenders for the supply of steel rails for the Canadian Pacific Railway, &c.—[*Not printed.*]
- No. 66... **PRINCE EDWARD ISLAND RAILWAYS** :—Return to Address, Report made during the past summer by Mr. F. Shanly, upon the Prince Edward Island Railway.
- No. 67... **MILITIAMEN, 1812-15** :—Return to Address, Shewing the names, age and residence of the veterans of 1812-15, who have applied for, and who have received a gratuity from the Federal Government of Canada; the number of those Militiamen having Commissions as officers; and how many such applications have been made by persons living out of Canada. [*Not printed.*]
- No. 68... **MITCHELL, HENRY, ESQ.** :—Return of all the moneys received by Mr. Henry Mitchell, Harbour Master of the Port of Glace Bay, in Cape Breton, when such Returns were made, and moneys received by the Government, with the amount of salary, and whether the same is payable out of fees, or by fixed salary. [*Not printed.*]
- No. 69... **ST. LAWRENCE CANALS** :—Return to Order, Statement shewing amount which the Government have agreed to pay or have already paid under each contract for the execution of any portion of the works required for the enlargement of the St. Lawrence canals, including the Welland and Iachine Canals, since the report of the last Commission appointed to examine the question.
- No. 70... **NORTH-WEST TERRITORIES, LAWS AND ORDINANCES** :—Copies of all Orders in Council; and of all Laws and Ordinances of the Lieutenant-Governor and Council of the North-West Territories, made under the provisions of the Act 34 Vict., cap. 18, section 1.
- HUDSON BAY COMPANY :—Return to Address, Correspondence between the Canadian Government and the Hudson Bay Company, relating to the acquisition or purchase by the Dominion from the Company of their lands in Manitoba and the North-West Territories. [*No. printed.*]
- IMPORTS AND EXPORTS, &c. :—Statement shewing Imports during the Fiscal Year 1874-1875 into the North-West Territories through Ports on the Hudson Bay and James Bay, together with Exports from the same; names of and remuneration paid to persons employed at the said Ports, together with instructions furnished them and reports made by them to the Customs Department. [*Not printed.*]
- Return to Address, Copies of all Acts passed by the Council of the North-West Territories, and all correspondence. [*Not printed.*]
- No. 71... **GEORGIAN BAY BRANCH RAILWAY** :—Return to Address, Correspondence between the Dominion and Ontario Governments, regarding the granting of land or any other aid by the Ontario Government to the Georgian Bay Branch Railway.
- Correspondence between the Contractors of the Georgian Bay Branch Railway and the Government since the date of the contract.
- No. 72... **TORONTO HARBOUR** :—Return to Order, Instructions issued by the Public Works Department regarding the survey of Toronto Harbour; also all reports made by the Government, showing the present state of the Harbour, or suggesting additional works to preserve it from destruction. [*Not printed.*]

- No. 73... **LORANGER, L. J., Esq.** :—Return to Order, Correspondence between the Department of Marine and Fisheries and L. J. Loranger, Esquire, Fishery Overseer, or any other person, in relation to Licenses granted or refused to parties wishing to fish in the Lakes comprised within the limits of the Counties of Terrebonne, Montcalm, Joliette and Berthier. [*Not printed.*]
- No. 74... **TRURO AND PICTOU RAILWAY** :—Return to Address, Correspondence with the Local Government of Nova Scotia, respecting the contemplated transfer of the Branch Line of Railway, between Truro and Pictou.
- No. 75... **FISHERIES, MARITIME PROVINCES** :—Return to Address, For all Orders in Council, Correspondence to or from Officials or private Individuals or public bodies in connection with the attempt of the Government to compel the occupants of Fisheries in the Maritime Provinces to an enforced attornment to the Government and an arbitrary deprivation of their rights, &c. [*Not printed.*]
- No. 76... **SYMES, HENRY R., Esq.** :—Return to Address, Report of Henry R. Symmes, Esquire, in reference to his surveys in the Parish of St. Irénée in the Electoral District of Charlevoix in 1874 or 1875; also copy of the instructions issued to him on that subject, and of all petitions and correspondence in relation thereto. [*Not printed.*]
- No. 77... **FISHING WEIRS AND TRAPS, N.B. & N.S.** :—Return to Order, Statement of all licenses issued for Fishing weirs or traps, in the Provinces of New Brunswick and Nova Scotia for the years 1874 and 1875; also a statement of the tax collected each year from the same source.
- No. 78... **LOCOMOTIVES, DUTIES ON** :—Return to Order, Statement of all duties levied on Locomotives or parts thereof since 1st July, 1867, with the names of the importers, and also a statement showing what remissions or refunds of duties have been made on Locomotives or parts thereof up to the date of the Returns already before Parliament.
- No. 79... **CABLE COMPANIES** :—Return to Address, Correspondence between the Government and the "Direct Cable Company" the "Anglo-American Company" and all other Atlantic Cable Companies, since the 1st October, 1873, and also all correspondence relative to extending the Companies lines into the Dominion.
- No. 80... **EASTERN RAILWAY EXTENSION, N.S.** :—Return to Address, Correspondence between the Dominion Government and the Government of Nova Scotia, and all Orders in Council relative to Eastern Railway extension in that Province. [*Not printed.*]
- No. 81... **VICTORIA AND SAN FRANCISCO MAILS** :—Return to Order, Tenders received in 1875 for the conveyance of the Mails between Victoria and San Francisco, with correspondence respecting the said tenders and Mail service generally. [*Not printed.*]
- No. 82... **PACIFIC RAILWAY** :—Return to Order, Statement showing the amount which the Government of Canada have agreed to pay or have already paid under each contract passed between the Government and any individual or Company for the execution of any portion of the work on the Pacific Railway or the Line of Telegraph.
- Return to Address, Showing approximate expenditure on account of Pacific Railway and Telegraph Line, in divisions east of Georgian Bay, between Thunder Bay and Fort Garry, &c.
- Return to Address, Tenders received for the construction of a Line of Telegraph in connection with the Pacific Railway, showing the names of the parties tendering, and copy of the contract with F. Barnard, Esquire, in relation thereto.
- No. 83... **GYPSUM OR PLASTER OF PARIS** :—Return to Order, Of all Gypsum or Plaster of Paris imported from the United States into Canada, giving the Ports or places whence imported, as also the Ports in Canada where entered, &c. [*Not printed.*]
- No. 84... **TEA, REMISSION OF DUTIES ON, &c.** :—Return to Address, Showing all remissions or refunds of duties on Tea at the Ports of Montreal and Halifax during the past year; specifying the dates of such remission or refunds; the parties to whom made; with all correspondence, &c., thereon; also the names of parties from whom Bonds were taken for the duties on such Tea in cases where the same were finally remitted. [*Not printed.*]
- No. 85... **BONDS OR SECURITIES** :—Statement giving in detail the Bonds or Securities registered in the Department of the Secretary of State of Canada. [*Not printed.*]
- No. 86... **HOOP AND TRAP NETS, ONT.** :—Return to Order, For a Return of all Licenses to fish with hoop and trap nets issued during 1875, for the Province of Ontario; all Petitions, &c., in favor of or opposing the use of such nets; and Reports, &c., shewing the effect of the system of fishing with hoop and trap nets on the quantity of fish in the waters where such nets are used. [*Not printed.*]

- No. 87... GUYON ISLAND, LIGHT HOUSE:—Return to Order, For Tenders, plans, specifications, &c., for building a Light-house at Guyon Island; and all correspondence relating to the same; also a copy of the contract for building the same. [*Not printed.*]
- No. 88... MONTREAL CUSTOM HOUSE:—Return of the names and ages of all employees of the Montreal Custom House who have been superannuated within the last two years, with causes of such superannuation; names of all persons who have been taken into the Public Service during the same period in connection with the Montreal Custom House, whether as permanent employees or as supernumeraries, and the salary paid to each, and for what period, and shewing whether they are still employed.
- A Return to Order, Of all expenses connected with the collection of Customs at Montreal during the Fiscal Years 1873, '74 and '75 respectively; and also a statement of the revenue collected at that Port for the same years respectively. [*Not printed.*]
- No. 89... WALLACE ACCOUNTS:—Return to Address, For a Statement of the condition of the Wallace Accounts; said Accounts being part of the Canadian Pacific Railway Survey expenditure.
- No. 90... MERCHANT SERVICE:—Return to Address. Correspondence between the Dominion Government and the Imperial Government, also between the Local Governments of the Maritime Provinces, and the Dominion Government, relating to Certificates of Service, granted by the Dominion to Captains in the Merchant Service, before 1871. [*Not printed.*]
- No. 91... BRITISH COLUMBIA, TRANSPORTING FREIGHT, &c.:—Return to Address, Shewing the respective sums paid in 1875-6 for the transporting freight and passengers, in British Columbia, belonging to the Canadian Pacific Railway Survey—the said Return shewing the rate per pound, &c., also the fare for each passenger, &c. [*Not printed.*]
- No. 92... "PACIFIC" STEAMSHIP:—Return to an Order of the House, Correspondence or Reports not in the possession of the Government, respecting the loss of the Steamship *Pacific*. [*Not printed.*]
- No. 93... ST. LAWRENCE SURVEYS:—Return to Order, Engineer's Report of Surveys of the St. Lawrence; and estimates for improvements, so as to give fourteen feet of water. [*Not printed.*]
- No. 94... EXAMINING WAREHOUSE, MONTREAL:—Return to an Order, Advertisements asking for tenders for the erection of an Examining Warehouse in Montreal; of all tenders submitted; of all correspondence with any party tendering, &c., and copy of the contract entered into for the erection of the said Examining Warehouse.
- No. 95... ST. PETER'S CANAL:—Return to Order, Report and Plan made by Mr. Perley in the summer of 1873, for the enlargement of St. Peter's Canal; with all subsequent Reports, Orders in Council, advertisements, tenders and contracts appertaining to that work. [*Not printed.*]
- No. 96... MALBAIE WHARVES:—Return to Address, Accounts and pay-lists presented to and paid by the Government for the construction or repair in 1875, of the wharves at Malbaie, Les Eboulements and Bay St. Paul, &c.; the Reports of Henry R. Symmes, Esq., and also, the Reports of Frederic Baillargé, Esq., Assistant Chief Engineer of the Department of Public Works, on the subject of the said works in the years 1874, 1875 and 1876. [*Not printed.*]
- No. 97... CULLERS' OFFICE:—Return to Order, of the names of persons who have ceased to belong to the Cullers' Office since 1st January, 1875, through death, superannuation, or otherwise, with allowance in each case of superannuation, &c.; of the names of those who have been added to the staff in either a temporary or permanent capacity during the same time. [*Not printed.*]
- No. 98... MIRAMICHI RIVER:—Return to Order of Instructions given to the officer in charge of the steam dredge employed clearing the bar at the entrance of Miramichi River, with all Reports from the officer in charge or parties under him, as to the amount of work done in that locality, &c. [*Not printed.*]
- No. 99... NEW WESTMINSTER, B.C.:—Return to Address, Correspondence between the Dominion and British Columbia Governments, with reference to the appointment of a County Court Judge for New Westminster, British Columbia. [*Not printed.*]
- No. 100... LAKE ERIE HARBOUR:—Return to Address, Reports of Engineers, plans and correspondence, in possession of the Government, relating to the construction of a harbour at some point on Lake Erie, between Rond Eau Point and the Village of Clearville, in the County of Kent. [*Not printed.*]

- No. 101.. FISHING LEASES:—Return to Order, Statement shewing the names of the rivers for which fishing leases have been renewed or granted, since the 1st December, 1873. [*Not printed.*]
- No. 102.. ST. CHARLES, BRANCH RAILWAY:—Return to Order, Report of Engineers, or other parties, relating to the construction of a branch railway from St. Charles, County of Bellechasse, to St. Joseph de Lévis. [*Not printed.*]
- No. 103.. STEAM DREDGE, CANADIAN:—Return to Address, Statement shewing the work performed by the Government steam dredge *Canadian*, during the past year, with total cost of said work, the harbours dredged, &c. [*Not printed.*]
- No. 104.. GROUNDS, PUBLIC BUILDINGS:—Return to Address, Statement shewing the total amounts expended on the grounds and fences in front of the Parliamentary Buildings, from the 1st day of January, 1870, to the 1st day of January 1876, with the estimated cost of completing the same; also, statement showing the total expenditure on the new Library, &c., during the same period; also, statement shewing the total expenditure on the addition to the Western Departmental Building, with an estimate of the amount required to complete the same.
- No. 105.. CARON, CLOVIS:—Return to Order, Correspondence and instructions given to Clovis Caron, Fishery Overseer, having connection with the fishing rights of Eugène Dumas, Joseph Levesque and Zephirin Duval, in the Parish of St. Jean Port Joli, County of L'Islet; also, copies of the enquête held by one Grondin, or a person called Damase Guay, formerly Fishery Overseer. [*Not printed.*]
- No. 106.. GROSSE ISLE:—Return to Order, Documents relating to the construction, by Messrs. Piton & Co., of certain buildings at Grosse Isle. [*Not printed.*]
- No. 107.. ROCHESTER, GEORGE:—Return to Order, Evidence taken before the Dominion Arbitrators on the claim of George Rochester against the Government. [*Not printed.*]
- No. 108.. ISLE AUX COUDRES:—Return to Order, Contract between the Government and Mr. Charles E. Forgues, of Malbaie, for the construction of a Light-house upon Isle aux Coudres; also of the correspondence which took place upon the subject, &c. [*Not printed.*]
- No. 109.. BURLINGTON BAY AND DUNDAS MARSH:—Return to Order, Of all Licenses issued by the Inspector of Fisheries for fishing in Burlington Bay and the Dundas Marsh during the years 1872, '73, '74, '75; and the names of the parties to whom such Licenses were granted. [*Not printed.*]
- No. 110.. ALASKA AND BRITISH COLUMBIA:—Return to Address, Correspondence between the Dominion Government and the Government of the United States, regarding the settlement of the Boundary Line, between Alaska and British Columbia.
- No. 111.. CANALS, UNITED STATES:—Return to Address, Correspondence or papers with the Colonial Office, or with the Government of the United States, in regard to the action of that Government in denying the free navigation of the United States Canals, in accordance with the Washington Treaty.
- No. 112.. SUGAR REFINING INTERESTS:—Return to Order, Correspondence, Petitions and Memorials relating to the Sugar refining interests, since 1872. [*Not printed.*]
- No. 113.. INSURANCE STATEMENTS:—Statements made by Insurance Companies, in compliance with the Act 31 Vic., cap. 48, Sec. 14.  
 Statement of the Receipts and Payments of the Mutual Life Association of Canada, for the year ended 31st December, 1875. [*Not printed.*]
- No. 114.. RIOUX NICOLAS, SEIGNIORY OF:—Return to Order, Correspondence between the Government and the Censitaires of the Seigniorie Nicolas Rioux, in the County of Rimouski, in the matter of the tax which they pay to the Seigniors, instead of Statute days' labour (les journées de Corvée.) [*Not printed.*]
- No. 115.. VINE GROWERS' ASSOCIATION:—Return to Order, Correspondence between the Government and the Vine Growers' Association of Canada, in relation to any infraction by said Company of the Revenue Laws of the Dominion since 1870; also a Return of the quantity of wine and brandy manufactured by said Association since that period, and the amount of excise or any other duties paid thereon. [*Not printed.*]
- No. 116.. PROVINCIAL STATUTES:—Return to Address, Correspondence with the Colonial Secretary, on the subject of the exercise of the power of disallowance of the Provincial Statutes.

- No. 117.. GOVERNMENT STEAMER, "SIR JAMES DOUGLAS":—Return to Order, Correspondence between the Honourable Minister of Marine and Fisheries and the Agent of that Department in Victoria, or any other parties, in reference to a complaint made from the Canadian Pacific Railway Office, Victoria, showing the inconvenience occasioned by the Government Steamer *Sir James Douglas* being allowed to carry passengers when engaged in Government service transporting survey parties. [*Not printed.*]
- No. 118.. VACCINATION, INDIANS:—Return to Order, Of instructions given to François Xavier De Sales Laterrière, Esquire, Physician, of Malbaie, to go and vaccinate the Indians on the North Shore of the St. Lawrence, in the County of Saguenay, during the year 1875, &c. [*Not printed.*]
- No. 119.. WELLAND CANAL:—Return to Order, Correspondence between the Department of Public Works and the Superintendent of the Welland Canal as to damages to lands along the Grand River by raising the water in the upper level of the said Canal; also of instructions to valuers, &c. [*Not printed.*]
- No. 120.. RAT PORTAGE AND CROSS LAKE:—Return to Address, Tenders for the construction of the Railway between Rat Portage and Cross Lake. [*Not printed.*]
- No. 121.. LACHINE CANAL:—Return to Address, Tenders for No. 3 Contract on Lachine Canal, and all correspondence connected therewith; also a copy of the contract entered into for that work, and the amount of money paid thereon for that service. [*Not printed.*]
- No. 122.. SOREL COLLEGE:—Return to Order, Correspondence of whatsoever nature, between the Government and the Reverend M. Dupré Priest, Curé of Sorel, President of the Board of the Directors of the Classical and Commercial College, Sorel, Robert Sewell S. Hayden, Esquire, Provincial Land Surveyor, and any other person, respecting offer to purchase a piece of land belonging to the Government, situated in the town of Sorel, by the Corporation of the said College of Sorel. [*Not printed.*]
- No. 123.. ESQUIMALT AND NANAIMO, TELEGRAPH LINE:—Return to Address, Correspondence between the Government of British Columbia and the Dominion Government respecting the construction of a Telegraph Line from Esquimalt to Nanaimo. [*Not printed.*]
- No. 124.. CIVIL SERVICE, OTTAWA:—Return to Address, List of all the employés, permanent or temporary of the following Public Departments at Ottawa:—Public Works, Receiver General, Finance, Post Office, Militia, Customs, Inland Revenue, Secretary of State, Marine and Fisheries, Justice, Interior, Agriculture and Statistics,—showing the salary of each of such employés, &c.; and a statement showing the bonus granted to each of the employés above named; and Copies of all Orders in Council, granting such bonus to each of the said employés; and showing upon what basis such bonus was distributed among them.
- No. 125.. FISHERMEN, ST. LAWRENCE:—Return to Order, Correspondence with the Department of Marine and Fisheries, in the course of last autumn, in the matter of the distress among the fishermen of the North Shore of the St. Lawrence, and the replies of the Department to such correspondence. [*Not printed.*]

ESTATE Bank of Upper Canada.

Assets.	\$ cts.	Liabilities.	\$ cts.
Bank accounts.....	155 88	Mortgages, advance account .....	248,710 62
Receiver General's liquidation accounts.....	264,405 40	A. Dobbie.....	\$ 260 10
Bills and securities, new .....	\$ 5,868 68	C. Gamble.....	141 29
Mortgages, new.....	23,825 36	Bank notes.....	1,492 50
Mortgages, suspense.....	58,086 31	Trustee's certificates.....	11,851 31
Bonds, debentures, &c .....	(a) 87,770 35	Current accounts.....	4,300 55
Real estate.....	(b) 10,640 67	Deposit receipts.....	621 30
Bills and judgments, old.....	(c) 290,510 40	Drafts, outstanding.....	6,809 93
Irrecoverable debts.....	(d) 377,045 44	Suspense.....	(e) 10,638 25
Profit and loss.....	271,481 52	Receiver-General (per bank books).....	(f) 1,122,639 10
	2,045,300 29	Capital.....	1,939,845 00
	\$3,347,309 95		\$3,347,309 95

(a) All the mortgages are expected to be realized by the close of 1877.  
 (b) Consists of Brockville and Ottawa Railway shares and Grand Trunk postal bonds.  
 (c) Now in adjustment, and will be balanced during the summer.  
 (d) Estimated to realize, about \$25,000.  
 (e) Chiefly composed of proceeds of sales of real estate now in adjustment.  
 (f) In the Public Accounts this is stated at \$1,150,000.01.  
 It is hoped that a great portion of the assets will be realized in the next twelve months.

(Signed), J. M. COURTNEY.

OTTAWA, 23rd February, 1876.

(No. 32.)

## STATEMENT

OF REVENUE AND EXPENDITURE on account of Consolidated Fund, from  
1st July, 1875, to 10th February, 1876.

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(No. 33.)

## OFFICIAL RETURN

OF THE DISTRIBUTION of the Dominion Statutes of Canada, being 38  
Victoria, 2nd Session of 3rd Parliament, 1875 ; Vols. I. and II., English  
and French versions.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 25th February, 1876

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



(No. 34.)

REPORT  
ON THE  
GEOLOGY AND RESOURCES

OF THE  
REGION IN THE VICINITY OF THE FORTY-NINTH PARALLEL,

FROM THE  
LAKE OF THE WOODS TO THE ROCKY MOUNTAINS,  
WITH LISTS OF PLANTS AND ANIMALS COLLECTED, AND  
NOTES ON THE FOSSILS.

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BY GEORGE MERCER DAWSON, Assoc R.S.M., F.G.S.,  
*(Geologist and Botanist to the Commission.)*

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ADDRESSED TO :  
MAJOR D. R. CAMERON, R. A.,  
*H. M. Boundary Commissioner.*

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

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(No. 35)

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 21st February, 1876 :—  
For statement showing the monthly wages paid by the Government to each of the men composing the crew of the Medical Officers' boat at the Port of Quebec, in 1874 and 1875 ; a statement showing the total cost of the service of the said boat for each of the said years ; also, all correspondence which may have passed between the Government and the said Medical Officer or Officers in relation to the said service during the said two years

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 25th February, 1876.

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

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## MESSAGE.

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### DUFFERIN

The Governor General transmits to the House of Commons certain papers having reference to the financial position of the Province of Manitoba.

GOVERNMENT HOUSE,  
Ottawa, 29th February, 1876.

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*Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 26th October, 1875.*

The Committee of the Privy Council have had under consideration the Memorandum hereunto annexed prepared by the Honorable the Minister of Justice on behalf of the Sub-Committee of Council appointed to confer with the Hon. Mr. Davis the first Minister and Treasurer, and the Hon. Mr. Royal, the Minister of Public Works of the Province of Manitoba, on the subject of the financial position of that Province, and they respectfully report their concurrence in the views expressed by the Sub-Committee in the said Memorandum, and advise that the same be approved, and that a copy thereof and of the present Minute be transmitted for the consideration of the Government of Manitoba.

Certified.

(Signed),

W. A. HIMSWORTH,

*Clerk, Privy Council.*

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25th October, 1875.

The undersigned who has been requested to prepare a Memorandum on the recent discussions as to the finances of Manitoba, begs leave to report as follows:—

That Mr. Davis, the first Minister and Treasurer, and Mr. Royal, the Minister of Public Works of the Province of Manitoba, have been in communication with the Sub-Committee of Council on this subject.

They point out that in dealing with New Brunswick an additional allowance was made by the British North America Act, 1867, of \$63,000 a year for ten years from the date of Union; that in dealing with Nova Scotia an additional allowance of

\$82,698 a year for ten years was made to that Province, based upon the fact of the allowance to New Brunswick; that in dealing with British Columbia her allowance in respect of date as well as in respect of population was calculated upon an assumed population of 60,000, while the actual population was not 11,000; that in dealing with Prince Edward Island her allowance for debt was calculated at the rate of \$50 per head on the population, instead of \$27.77, the rate assigned to the other Provinces, and a special allowance of \$45,000 a year was made to her in consideration of her not having any Crown Lands; while in dealing with Manitoba, which has no Crown Lands at her disposal, her allowance in respect of debt was calculated upon a population of 17,000 only, at the rate of \$27.77 per head, and her allowance in respect of population was calculated on the same estimate of 17,000.

They point out that the total resources of the Province derivable from the Dominion are as follows:—

Specific grant.....	\$30,000 00
80 cents per head on 17,000.....	13,600 00
5 per cent. interest on \$472,000 debt as \$27.77 per head.....	23,604 50
5 per cent. interest on \$79,357 additional debt as adjusted in 1873.....	3,967 85
Total.....	\$71,172 35

They represent that the additional revenue of the Province has been insignificant, the only important item having been that of licenses for the sale of liquor which at one time realized about \$10,000, but which by the combined operation of a stringent license law and of the transfer to the City of Winnipeg of the fund derivable from licenses within that corporation, has been reduced to a trifling sum. They state that the only other sources of public revenue, the Province having no Crown Lands, are Marriage licenses and Law fees, from neither of which can any considerable sum be expected.

They state that looking to the fact that the bulk of the population is composed of new settlers they cannot hope to realize forthwith from local taxation any considerable sum, and that the attempt at this time so to raise a substantial revenue would seriously impair the well-being of the Province.

They refer to the fact that in the short time which has elapsed since the formation of the Province, the population has increased from about 12,000 to about 36,000, thus very materially increasing the expenses of Government, and they give it as their opinion that this increase of population will be continuous for some years. They point out that in carrying on the Government of the Province up to this time the sum of \$158,386.11, as charged in the books of the Dominion on the settlement of the accounts up to 30th June, 1875, between the Province and the Dominion, has been advanced by the Dominion to supplement the deficiency in the revenue, that if the sum already advanced be capitalized the interest at 5 per cent. will amount to \$7,919.30 thus reducing the revenue of the Province from the Dominion to \$63,253.04.

They were asked to furnish an estimate of the annual expenditure for the future on the most economical scale.

From this estimate, which is annexed, it appears that their calculation of expenditure amounts to \$106,765 per annum, which would result in a deficiency of over \$43,000 annually.

The Sub-Committee of Council on examination of this estimate observe that it involves an expenditure in carrying on the machinery of Government of between \$50,000 to \$60,000, very nearly the whole of the actual revenue, while only between \$40,000 and \$50,000 is proposed to be expended in the services of the administration of Justice, Education, Agriculture, Public Works and Charity.

It is the opinion of the Sub-Committee that the expenses of carrying on the machinery of Government as proposed in the estimate are disproportionately large,

and that no satisfactory results can be anticipated unless a simpler and less expensive system be adopted and greater economy be exhibited.

There may perhaps be difficulties in the adoption at present of the simpler and more rudimentary form of self-government which, in the opinion of the Sub-Committee, would have been most suitable for a country like Manitoba during its early settlement; but the Sub-Committee feel that the people of that Province should be called on carefully to consider the propriety of making such changes as may prevent the absorption of the great bulk of their available income in the payment of the expenses of the machinery of Government and as may leave a substantial part, at any rate, free to be devoted to the maintenance and advancement of the material interests of the Province. Even if no more radical change be made it appears to the Sub-Committee that the present form of Government should be simplified and cheapened by the abolition of the second Chamber and the material reduction of the other expenses of Government and legislation, and that (in case it is proposed to expend a sum larger than that which may be available from the Dominion) provision should be made for supplementing the revenue from local resources to the necessary extent so as to avoid future deficits.

The Sub-Committee are of opinion that having regard to the whole circumstances of the case, it would be proper, provided the Local Government and Legislature should make such changes in their system as would (without diminishing the total aggregate amount to be devoted to the great objects of education, agriculture, public works, charity and administration of Justice) bring down the total expenditure to a sum not exceeding (independent of the amount of local revenues) \$90,000; it would be proper to charge as an advance on the debt account the balance due the Dominion, and to invite Parliament to make an additional annual grant to the Province of \$26,746.96, being the amount necessary in order to raise its revenue derivable from the Dominion to \$90,000; such grant to commence from the 1st day of July, 1875, and to continue until 1881, when the Province will become entitled to the increased population allowance, based upon the Census to be taken in that year.

The Sub-Committee observe that the Government of Canada has leased for a term of years extending to 1880, at a rental of \$2,000 a year, the Hudson Bay Company's premises at Winnipeg, used as a Government House; and that as well as this rental, as the expense of repairs has been borne hitherto by Canada, the Sub-Committee are unable to suggest that during the term of this lease the present arrangement as to the rent should be altered; but they advise that in view of the increased grant proposed, the repairs from the 1st July, 1875, be paid by the Province.

(Signed),

EDWARD BLAKE,

## ESTIMATES, &amp;c., of Civil Government:—

	\$	cts.	\$	cts.
<b>1ST. LEGISLATIVE ASSEMBLY.</b>				
24 Members at \$300.....	7,200	00		
Mileage .....	150	00		
Speaker .....	800	00		
Clerk .....	700	00		
Sergeant-at-Arms .....	100	00		
Messenger .....	500	00		
Extra Clerk, Translator, Stationery, &c.....	1,700	00		
			11,150	00
<b>2ND. LEGISLATIVE COUNCIL.</b>				
7 Members at \$300.....	2,100	00		
Mileage .....	40	00		
Speaker .....	500	00		
Usher.....	75	00		
Clerk.....	700	00		
Extra Clerk, Translator, Stationery, &c.....	300	00		
			3,715	00
<b>3RD. CIVIL GOVERNMENT.</b>				
Provincial Treasurer.....	2,000	00		
Minister of Public Works.....	2,000	00		
Provincial Secretary.....	2,000	00		
Attorney-General .....	2,000	00		
Minister of Agriculture.....	1,000	00		
Clerk of Executive Council.....	500	00		
Private Secretary Lieutenant-Governor.....	1,000	00		
Deputy Provincial Treasurer.....	1,200	00		
do Secretary .....	1,200	00		
Messenger, Governor's Office.....	600	00		
Two Messengers, Lieutenant-Governor .....	1,000	00		
Administration of Justice.....	15,000	00		
Law Clerk Department and Stationery .....	2,100	00		
Education.....	10,000	00		
Agriculture .....	3,000	00		
Road Service and Bridges.....	10,000	00		
Public Buildings .....	7,000	00		
Lieutenant-Governor's Residence .....	6,000	00		
Charity, Hospital and Asylum's .....	4,000	00		
Caretaker of Governor's Office.....	300	00		
Provincial Jail .....	6,000	00		
Printing .....	9,000	00		
Miscellaneous .....	5,000	00		
			30,800	00
			\$106,765	00

RUSSELL HOUSE, OTTAWA,

26th October, 1875.

SIR,—I am directed to transmit to you herewith for the information of the Government of the Province of Manitoba, a copy of an Order of His Excellency the Governor General in Council, on the subject of the representations made by yourself and the Hon. Mr. Royal, on behalf of that Government, in reference to the financial position of the Province.

I have, &c.,

(Signed), EDOUARD J. LANGEVIN,

*Under-Secretary of State.*

The Hon. R. A. Davis,  
Provincial Treasurer of Manitoba.

RUSSELL HOUSE, OTTAWA,

27th October, 1875.

SIR,—We beg to acknowledge the receipt of your letter of to-day covering a copy of an Order in Council on the subject of the representation made by ourselves on behalf of the Government of the Province of Manitoba in reference to the financial position of the Province.

The abolition of the Legislative Council in order to simplify our political machinery and bring down the expenses of legislation, has always been the policy of the present Administration, and it is expected that no serious difficulty will be met in finally carrying this through at the next sitting of the Provincial Legislature.

The settlement of accounts between the Dominion Government and the Province of Manitoba we take it to be final, and the debt of the Province will stand at the figure indicated in the said Order in Council.

We have no doubt that the decision arrived at by the Dominion Government, with respect to the financial affairs of our Province, will be gladly received by the whole population of Manitoba, exhibiting, as it does, the interest which is manifested respecting its progress and prosperity.

We have, &c.,

(Signed), R. A. DAVIS,  
*Provincial Treasurer, Manitoba.*

J. ROYAL,  
*Minister of Public Works, Manitoba.*

The Hon. R. W. Scott,  
Secretary of State, Ottawa.

(No. 37.)

## RETURN

To an ADDRESS of the Honorable the HOUSE OF COMMONS, dated 14th February, 1876 ;—For copies of all correspondence between the Government of Canada and any of its officers, or with any individual or public body, in relation to violations of the Deck Load Law, and also in relation to violations of the Port Wardens' Act, with any instructions that may have been given by the Government to its officers for the enforcement of the laws referred to.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 29th February, 1876.

(No. 37.)

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 29th March, 1876 :—For copies of correspondence, &c., in relation to a violation of "An Act respecting Deck Loads" by the barque *N. Churchill, &c.*

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 6th April, 1876.

(No. 37.)

COPY of correspondence in relation to enquiry respecting barque *N. Churchill.*

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



## RETURN

To an Order of the HOUSE OF COMMONS, dated 17th February, 1876 :—For a Statement showing the total value of all articles imported from the United States into each Province of the Dominion, during 1871, '72 and '73, paying 15, 10 and 5 per cent. duty respectively; and also, a similar Statement for 1874 and '75, of articles paying 17½, 10 and 5 per cent., together with such explanatory remarks and further facts as the Honorable the Minister of Customs may be able to add, touching the increased importation of American manufactures into Canada.

By Command.

R. W. SCOTT,

*Secretary of State*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 24th February, 1876

STATEMENT showing the total value of all Articles Imported from the United States into each Province of the Dominion of Canada during 1871, '72 and '73, paying 15, 10, 5 and 4 per cent. Duty respectively; also, the value of Articles Imported from the United States in 1874 and '75, paying 17½, 10, 5 and 4 per cent. Duty.

		Imported from United States.							Total Dominion.
		Ontario.	Quebec.	Nova Scotia.	New Brunswick.	Manitoba.	British Columbia.	P. E. Island.	Total Dominion.
		\$	\$	\$	\$	\$	\$	\$	\$
		cts.	cts.	cts.	cts.	cts.	cts.	cts.	cts.
1871.									
	Goods paying 15 per cent., <i>ad val.</i> .....	3,367,445 00	2,103,338 00	545,438 00	715,664 00	109,077 00	.....	.....	6,731,885 00
	do 10 do .....	264,157 00	103,003 00	33,327 00	50,421 00	.....	.....	.....	450,908 00
	do 5 do .....	220,321 00	81,237 00	30,989 00	39,510 00	.....	.....	.....	372,057 00
	do 4 do .....	.....	.....	.....	.....	.....	.....	.....	109,077 00
	Total for 1871.....	3,851,923 00	2,287,578 00	609,754 00	805,595 00	109,077 00	.....	.....	7,663,927 00
1872.									
	Goods paying 15 per cent., <i>ad val.</i> .....	4,171,521 00	2,386,984 00	639,022 00	873,092 00	.....	434,290 00	.....	8,504,909 00
	do 10 do .....	889,218 00	107,903 00	55,968 00	68,913 00	.....	2,231 00	.....	1,124,233 00
	do 5 do .....	252,389 00	87,759 00	41,065 00	64,011 00	.....	1,345 00	.....	446,570 00
	do 4 do .....	.....	.....	.....	.....	.....	.....	.....	230,756 00
	Total for 1872.....	5,313 128 00	2,582,646 00	736,055 00	1,006,016 00	230,756 00	437,866 00	.....	10,306,468 00
1873.									
	Goods paying 15 per cent., <i>ad val.</i> .....	6,375,720 00	2,894,149 00	653,994 00	939,386 00	.....	372,798 00	.....	11,236,047 00
	do 10 do .....	1,853,819 00	246,079 00	48,297 00	89,004 00	.....	183,064 00	.....	2,420,263 00
	do 5 do .....	384,753 00	124,502 00	53,987 00	56,878 00	.....	10,843 00	.....	631,043 00
	do 4 do .....	.....	.....	.....	.....	.....	.....	.....	293,810 00
	Total for 1873.....	8,614,292 00	3,264,730 00	756,258 00	1,085,368 00	293,810 00	566,705 00	.....	14,581,163 00

1874.		1875.	
Goods paying 15, 16½, and 17½ per cent., <i>ad val.</i> .....	5,389,247 00	4,321,440 00	833,748 00
Goods paying 10 per cent., <i>ad val.</i> .....	2,097,462 00	232,829 00	61,228 00
do 5 do .....	623,964 00	202,747 00	88,257 00
do 4 do .....	.....	.....	.....
Total for 1874.....	8,110,673 00	4,757,016 00	983,233 00
Goods paying 17½ per cent., <i>ad val.</i> .....	6,206,731 00	4,018,112 00	906,524 00
do 10 do .....	1,386,490 00	305,619 00	85,999 00
do 5 do .....	844,944 00	229,265 00	77,672 00
Total for 1875.....	8,438,165 00	4,552,896 00	1,070,195 00

RECAPITULATION.

Provinces.	Total Imports from United States of Goods paying <i>ad valorem</i> Duties.				
	1871.	1872.	1873.	1874.	1875.
Ontario.....	\$ 3,851,923 00	\$ 5,313,128 00	\$ 8,614,292 00	\$ 8,110,673 00	\$ 8,438,165 00
Quebec.....	2,287,578 00	2,582,646 00	3,264,730 00	4,757,016 00	4,552,896 00
Nova Scotia.....	609,754 00	736,056 00	756,258 00	983,233 00	1,070,195 00
New Brunswick.....	805,595 00	1,006,616 00	1,085,368 00	1,419,615 00	1,391,718 00
Manitoba.....	109,077 00	230,756 00	293,810 00	538,374 00	346,140 00
British Columbia.....	.....	437,866 00	566,705 00	613,881 00	699,275 00
Prince Edward Island.....	.....	.....	.....	120,951 00	207,717 00
Total.....	7,663,927 00	10,306,468 00	14,681,163 00	16,543,743 00	16,706,106 00

MEMO :—The number of articles in the 10 per cent. and 5 per cent. lists were greatly increased in May, 1874, which will, of course, render the comparison of values, in the aggregate, between these and former years, unreliable. About two months of 1874 was under the amended tariff, and the whole of 1875. The 15 per cent. duty refers to the same classes of goods, with slight exceptions, as those now chargeable at 17½ per cent.—[J.J.]

(Signed), J. JOHNSON,  
Commissioner of Customs.

CUSTOMS DEPARTMENT,  
OTTAWA, 23rd February, 1876.

## STATEMENTS.

STATEMENT of the Balances in the hands of the Financial Agents and the various Banks in Canada and England, on 15th June, 1875, and on February 10th and February 29th, 1876.

		\$	cts.	
June 15th, 1875..	Financial Agents (variable interest).....		732,579 88	
	Banks in London, at 4 per cent. interest .....		3,893,333 33	
			4,625,913 21	
	Bank of Montreal (London) overdrawn.....		193,433 96	
			4,432,479 25	
	Banks, Canada, at 5 per cent. interest .....	\$4,103,061 13		
	do 4 do .....	1,706,666 66		
	do not at interest .....	4,169,643 03		
			9,979,370 82	
			14,411,850 07	
Feb. 10th, 1876..	Financial Agents (variable interest).....		4,240,439 69	
	Banks, at 4 per cent. interest .....		4,062,450 00	
			8,302,889 69	
	Bank of Montreal, overdrawn.....		88,168 28	
			8,214,731 41	
	Banks, Canada, at 5 per cent. interest .....	\$2,392,755 56		
	do 4 do .....	100,000 00		
	do not at interest .....	2,759,491 22		
			5,252,246 78	
			13,466,977 19	
Feb. 29th, 1876..	Financial Agents (variable interest).....		4,069,433 94	
	Bank, at 4 per cent. interest .....		4,062,450 00	
			8,131,883 94	
	Bank of Montreal, overdrawn.....		120,153 13	
			8,011,730 81	
	Banks, Canada, at 5 per cent. interest .....	\$2,292,755 56		
	do 4 do .....	700,000 00		
	do not at interest .....	4,370,114 19		
			7,362,869 75	
			\$15,374,600 56	

STATEMENT of the entire Expenditure for all purposes during the Month of July, 1875.

	\$	cts.
Baring Bros. and Co.....		4,567,458 67
Glyn, Mills, Currie & Co.....		1,369,860 97
Bank of Montreal, London.....		426,589 85
Crown Agents for the Colonies.....		30,497 54
Cash in Canada .....		5,607,689 84
		\$12,002,096 87

## TOTAL EXPENDITURE, 1874-5.

	\$	cts.
Consolidated Fund .....		23,713,071 04
Redemption .....	\$10,310,429 32	
Savings Banks, withdrawn over deposits .....	39,079 63	
Public Works .....		10,349,508 95
Provinces .....		6,923,185 33
Miscellaneous .....		1,228,466 32
		544,827 64
Total .....		\$42,759,059 28
Omitted Savings Bank Deposits .....	\$3,975,222 27	
Premium and Discount on Loan .....	2,212,796 80	
Investments .....	2,039,166 65	
Indian Funds, already included in Consolidated Fund .....	364,599 20	
		8,591,784 92
Total as in Public Accounts .....		\$51,350,844 20

FINANCE DEPARTMENT,  
OTTAWA, March 3rd, 1876.

JOHN LANGTON,  
*Auditor.*

(No. 40.)

**R E T U R N**

To an ADDRESS of the HOUSE OF COMMONS, dated 7th April, 1876:—For copies of all correspondence with the Quebec Board of Trade; Mr. Risley, the Chairman of the Board of Steamboat Inspection, and the Government, in reference to the passage of an Act for the licensing of Engineers elsewhere than on Steamboats.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 12th April, 1876.

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(No. 41.)

**C O P I E S**

OF CONTRACTS and other papers relating to the construction of the Canadian Pacific Railway.

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[In accordance with the recommendation of the Joint Committee on Printing,  
the above Return and Copies of Contracts are not printed.]

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## MESSAGE.

DUFFERIN.

The Governor General transmits to the House of Commons, Correspondence, Reports and other Papers regarding the construction of the Pacific Railway.

GOVERNMENT HOUSE,  
OTTAWA, 14th March, 1876.

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(Canada—No. 66)†

DOWNING STREET, 6th March, 1875.

MY LORD,—I have the honor to transmit to Your Lordship the enclosed copies of telegrams which have passed between the Lieutenant-Governor of British Columbia and myself on the subject of the publication of my despatch to your Lordship, dated the 17th November last, respecting the Canadian Pacific Railway question. Mr. Walkem was, as you are aware, furnished whilst he was in this country, with a copy of the despatch containing my decision in this matter; and although I communicated that copy to him with the understanding that it should not be made public until it had reached Ottawa, I had expected that he would make use of it on his arrival in British Columbia.

I have, &c., &c.,

(Signed),

CARNARVON.

The Right Honorable  
The Earl of Dufferin, K.P., K.C.B.,  
&c., &c., &c.

Copy of a Telegram from Lieutenant-Governor Trutch to the Earl of Carnarvon.  
(Received 4th March, 1875).

This Government having received no reply to Railway Memorial, and Legislature being in Session, urgently requests to be informed by telegraph whether official reply has yet been sent or may be expected, and whether Canada accepts decision in your despatch handed Mr. Walkem—no communication from Ottawa on subject.

(Signed),

JOSEPH W. TRUTCH,

*Lieutenant-Governor.*

Copy of Telegram from Lord Carnarvon to Lieutenant-Governor Trutch, dated 11th March, 1875.

My despatch to Governor-General of 17th November, was officially communicated to Mr. Walkem, as answer to Railway Memorial and all other representations. It may of course be published. Dominion Government accepts arrangement.

(No. 101.)

OTTAWA, 16th April, 1875.

MY LORD,—I have the honor of forwarding for Your Lordship's information a Report of the Debates which took place in the House of Commons and Senate of the Dominion, on a measure introduced by my Government for the construction of the Esquimalt and Nanaimo Railway, in the Province of British Columbia.

Your Lordship will perceive by the Minutes of the Senate, which I enclose, that the Bill was defeated in that body by a vote of 23 to 21.

I have, &c.,

(Signed), DUFFERIN.

The Earl of Carnarvon,  
&c., &c., &c.

(No. 64.)

HALIFAX, N. S., September 25, 1875.

MY LORD,—I have the honor to transmit to Your Lordship a copy of an approved Minute of my Privy Council, embodying a proposition which it is their intention to lay before the Provincial Government of British Columbia.

I have, &c.,

(Signed), W. O'GRADY HALY.

The Earl of Carnarvon,  
&c., &c., &c.

*The Under Secretary of State to the Lieutenant Governor.*

OTTAWA, 10th November, 1875.

SIR,—I am directed to transmit to you, for the information of your Government, a copy of an order of His Excellency the Administrator of the Government in Council, on the subject of the difficulties existing between the Government of the Dominion and that of British Columbia, arising out of the agreement made in 1871 for the construction of the Canadian Pacific Railway.

I beg to express my regret at the delay which has occurred in forwarding this document. It arose from the fact of the officer, whose duty it was to furnish a copy of the Order in Council to this Department, for transmission to your Government, having inadvertently omitted to do so.

I have, &c.,

(Signed),

F. DUJARD J. LANGEVIN,  
*Under Secretary of State.*



Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Administrator of the Government in Council, on the 29th of September, 1875.

The Committee of Council have had under consideration the difficulties arising out of the agreement made in 1871, for the construction of the Canadian Pacific Railway. Mr. Edgar's mission to British Columbia last year was based upon the view that the conditions of that agreement were quite impracticable of fulfilment. The proposals submitted by him to the British Columbia Government were briefly that, the limitation of time being given up, Canada should undertake that one million and a half of dollars should be expended upon construction within that Province in each year after location, and that the building of a waggon road along the line of the proposed railway construction should precede actual railway construction.

It was further proposed to build a Railway on Vancouver Island, from Esquimalt to Nanaimo.

The propositions were either not considered by the Government of British Columbia, or, if considered, they were rejected by them, and they subsequently appealed to the Imperial Government, invoking their intervention. The result of this appeal was an offer from the Right Honorable Lord Carnarvon, Secretary of State for the Colonies, of his good offices to promote a settlement.

The Privy Council in their Minute of the 23rd July, 1874, advised "that Lord Carnarvon be informed they would gladly submit the question to him for his decision as to whether the exertions of the Government, the diligence shown, and the offers made, have or have not been fair and just, and in accordance with the spirit of the agreement." Lord Carnarvon in his despatch of August 16th, acting upon this Minute, and upon agreement on the part of British Columbia to abide by his decision, made certain suggestions, of which the most important were—that the amount of yearly expenditure within the Province, after location, should be not less than two millions of dollars; that the period of completion should be the year 1890, and that the Railway from Esquimalt to Nanaimo should be at once commenced.

The Canadian Government in their Minute of Council of September 17th, stated "that while in no case could the Government undertake the completion of the whole line in the time mentioned, and extreme unwillingness exists to another limitation of time, yet, if it be found absolutely necessary to secure a present settlement of the controversy by further concessions, a pledge may be given that the portion west of Lake Superior will be completed so as to afford connection by rail with existing lines of railway through a portion of the United States, and by Canadian waters during the season of navigation, by the year 1890, as suggested."

It was further agreed that after location, two millions should be expended yearly upon construction in British Columbia, and that a Railway from Esquimalt to Nanaimo should be built.

It must be borne in mind that every step in the negotiations was necessarily predicated upon and subject to the conditions of the Resolution of the House of Commons, passed in 1871, contemporaneously with the adoption of the Terms of Union with British Columbia, subsequently enacted in the Canadian Pacific Railway Act of 1872, and subsequently re-enacted (after a large addition had been made to the rate of taxation) in the Canadian Pacific Railway Act of 1874; that the public aid to be given to secure the accomplishment of the undertaking "should consist of such liberal grants of land and such subsidy in money or other aid, *not increasing the then existing rate of taxation*, as the Parliament of Canada should thereafter determine."

This determination not to involve the country in a hopeless burden of debt is sustained by public opinion everywhere throughout the Dominion, and must of necessity control the action of the Government, and it cannot be too clearly understood that any agreements as to yearly expenditure, and as to completion by a fixed time, must be subject to the condition thrice recorded in the Journals of Parliament, that no further increase of the rate of taxation shall be required in order to their fulfilment.

The sanction of Parliament to the construction of the proposed Railway from Esquimalt to Nanaimo was necessarily a condition precedent to the commencement of the work.

The other important features of the arrangement, namely the limitation of time for the completion of a certain portion, and the specification of a yearly expenditure, were deemed to be within the meaning of the Pacific Railway Act, 1874, subject, of course, to the condition already mentioned, and which was referred to in the Minute of Council of December 18th, 1874, when the Government "expressed a willingness to make those further concessions rather than forego an immediate settlement of so irritating a question, as the concessions suggested might be made without involving the violation of the spirit of any parliamentary resolution or the letter of any enactment."

The proposed Railway from Esquimalt to Nanaimo does not form a portion of the Canadian Pacific Railway as defined by the Act; it was intended to benefit local interests, and was proposed as compensation for the disappointment experienced by the unavoidable delay in constructing the Railway across the Continent. The work is essentially a local one, and there are obvious reasons against the Canadian Government, under ordinary circumstances, undertaking the construction of such works, and in favor of their being built, if at all, by virtue of Provincial action.

The Bill which the Government introduced into the House of Commons to provide for building this railway, evoked a considerable degree of opposition in that House and in the country, and, although passed by the House of Commons, it was afterwards rejected in the Senate, and thus there is imposed upon the Government the duty of considering some other method of meeting all just expectations of the people of British Columbia, whose Government has not suggested to this Government any solution of the difficulty.

It would seem reasonable that the people of British Columbia should construct this work themselves, or (if they think other local public works more advantageous) should, in lieu of this, themselves undertake such other local public works, and that the compensation to be given them by Canada for any delays which may take place in the construction of the Pacific Railway, should be in the form of a cash bonus to be applied towards the local railway, or such other local works as the Legislature of British Columbia may undertake, Canada also surrendering any claim to lands which may have been reserved in Vancouver Island for railway purposes.

The sum of \$750,000 would appear to the Committee to be a liberal compensation, and the Committee advise that the Government of British Columbia be informed that this Government is prepared to propose to Parliament at its next Session, the legislation necessary to carry out the views contained in this Minute as to the construction of the Pacific Railway, and the compensation to be given to British Columbia for delays in such construction.

The Committee further advise that a copy of this Minute be transmitted to the Right Honorable the Secretary of State for the Colonies.

Certified.

(Signed),

W. A. HIMSWORTH,  
Clerk, Privy Council, Canada.

*The Lieutenant-Governor to the Secretary of State.*

(No. 69.)

GOVERNMENT HOUSE, 29th November, 1875.

SIR,—I have the honor to state that I received on the day before yesterday, and have this day laid before my Executive Council, your despatch of the 10th instant, and the copy therewith transmitted, of an Order of His Excellency the Administrator of the Government in Council, on the subject of the difficulties existing between the

Government of the Dominion and that of this Province, arising out of the agreement made in 1871, for the construction of the Canadian Pacific Railway.

I have, &c.,  
(Signed), JOSEPH W. TRUTCH.

*The Lieutenant-Governor to the Secretary of State.*

(No. 73.)

GOVERNMENT HOUSE, 6th December, 1875.

SIR,—With reference to your despatch of the 10th ultimo, and the Order of His Excellency the Administrator of the Government in Council, a copy of which was therewith transmitted, on the subject of the existing difficulties between the Government of the Dominion and that of this Province, arising out of the agreement for the construction of the Canadian Pacific Railway specified in the Terms of Union of British Columbia with the Dominion, I have the honor to enclose herewith a copy of a Minute of my Executive Council thereon, and to request you to lay the same before His Excellency the Governor General, and in accordance with the advice of my Ministers, expressed in that Minute, I have to state, for the information of His Excellency, that the proposals contained in the above referred to Order of His Excellency the Administrator of the Government, are respectfully declined by this Government, and to strongly urge that the Railway agreement be carried out according to the Terms thereof.

I beg also to enclose a copy of a despatch, which, upon the advice of my Ministers, I have this day addressed to the Right Honorable Her Majesty's Principal Secretary of State for the Colonies, forwarding to that Minister a copy of the Minute of my Executive Council, herewith transmitted.

I have, &c.,  
(Signed), JOSEPH W. TRUTCH.

Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant-Governor, on the 6th December, 1875.

The Committee of Council have carefully considered a Minute of the Honorable the Privy Council of Canada, dated September 20th, 1875, proposing to this Government for their assent, certain alterations in the existing Railway Agreement between the Dominion and this Province.

The Committee dissent from many of the views expressed in the above Minute, and see no reason for consenting to any variation of or departure from the Terms of the Railway Agreement therein referred to. They, therefore, advise that the proposals contained in the Minute be unhesitatingly but respectfully declined by Your Excellency, and that the Dominion Government be so informed; and further, that that Government be strongly impressed with the absolute necessity of the Railway Agreement being carried out according to the terms thereof.

The Committee further advise that a copy of this Minute (if approved) be transmitted to the Right Honourable the Secretary of State for the Colonies.

Certified.

(Signed), W. J. ARMSTRONG,  
*Clerk, Executive Council.*

*The Lieutenant-Governor to Her Majesty's Principal Secretary of State for the Colonies*

GOVERNMENT HOUSE,  
6th December, 1875.

MY LORD,—I have the honor to transmit to Your Lordship, in accordance with the advice of my Ministers, a copy of a Minute of my Executive Council, expressing the views of this Government on the proposals conveyed in the Order of His Excellency the Administrator of the Government of the Dominion in Council, on the subject of the difficulties existing between the Government of the Dominion and that of British Columbia, arising out of the agreement made in 1871 for the construction of the Canadian Pacific Railway, a copy of which Order in Council has already been transmitted to Your Lordship, as this Government understands from the concluding paragraph thereof.

I have, &c.,  
(Signed),

JOSEPH W. TRUTCH.

*The Lieutenant-Governor to the Secretary of State.*

(No. 2.)

GOVERNMENT HOUSE,  
8th January, 1876.

SIR,—With reference to my despatch to you, of the 6th ultimo., covering a copy of a Minute of my Executive Council, expressing the views of this Government upon the proposals conveyed in the Order of His Excellency the Administrator of the Government in Council, transmitted in your despatch of the 10th November last, respecting the existing difficulties between the Government of the Dominion and that of this Province, arising out of the agreement for the construction of the Canadian Pacific Railway specified in the Terms of Union of British Columbia with Canada, I have the honor to enclose, for submission to His Excellency the Governor General, a Minute of my Executive Council, conveying certain further comments on this subject, which my Ministers consider advisable to be urged in replication to the said Order in Council.

I have also to state that I have this day, upon the advice of my Ministers, forwarded to Her Majesty's Principal Secretary of State for the Colonies, a copy of the said Minute of Council, herewith transmitted in a covering despatch, of which a copy is appended hereto.

I have, &c.,  
(Signed),

J. W. TRUTCH.

Copy of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant-Governor, on the 4th of January, 1876.

The Committee of Council have had before them the Minute of the Honorable the Privy Council of Canada, of the 20th September, 1875, with its covering despatch of the 10th November last, relative to the construction of the Canadian Pacific Railway.

The general features of the above Minute are such that this Government found no difficulty in coming to a decision upon it. To avoid possibly prejudicial delays a reply was promptly sent "unhesitatingly but respectfully declining" the proposals, and dissenting generally from the views contained in the Minute, it being considered preferable, in a matter of such importance, to leave for a further communication such comments as the details of the Minute might seem to fairly challenge.

The Committee have now to remark that the Minute, at the outset, refers to Mr. Edgar's letter, and gives a brief but inaccurate statement of its proposals. It omits to mention the offer of the Dominion Government to immediately construct the

telegraph line in and beyond the Province; and in the next place it incorrectly states that that Government proposed to build "*a Railway*" from Esquimalt to Nanaimo.

Mr. Edgar's letter, it will be found, expresses the inability of the Dominion to construct the Pacific Railway within the period stipulated. It therefore proposes that if this time limit for the completion of the whole line be surrendered, the Dominion will immediately commence "*that portion*" which lies between Esquimalt and Nanaimo. The language of the letter is that "they" (the Dominion Government) "propose to commence construction from Esquimalt to Nanaimo immediately, and to push *that portion* of Railway on to completion with the utmost vigor, and in the "shortest practicable time."

This extract conveys but one meaning, viz. :—that the line between Esquimalt and Nanaimo was regarded by the present, as it was by the past Canadian Ministry, as a "*portion of*" the main line.

It now appears from the published correspondence forwarded by the Dominion Government to England, that in their Minute of the 18th August, 1874, they disavowed Mr. Edgar's offer, inasmuch as they alleged (what is repeated in their present Minute) that the Esquimalt line "does not form a portion of the" main line; that "it was intended to benefit local interests, and was proposed as compensation for the disappointment experienced by the unavoidable delay in constructing the "Railway across the continent."

Of these changed views, and certainly unexpected statements, this Government had no intimation until some time after the publication of the correspondence by the Canadian Parliament. During the negotiations this correspondence was not communicated to this Government, otherwise exception would have been taken at the time to several portions of it, which are very objectionable.

The statement that the work in question was proposed as "compensation" is a manifest error, for no such proposal was ever made or hinted at, as will appear by reference to Mr. Edgar's letter. It is also, to a certain extent, inconsistent with the subsequent request made by the Dominion Government to this Province on the 25th March, 1875, for a conveyance, which was granted, of a belt of land along the line between Esquimalt and Nanaimo, similar in extent to that prescribed by the Terms of Union for the Pacific Railway, "and subject otherwise to all the conditions contained in the 11th Section of the said Terms."—[Appendix A.]

The Dominion Government were not entitled to the land, except under the "Terms of Union." Their agreement with Lord Carnarvon gave them no new claim to it, if the line was not to form part of the Pacific Railway.

It is further alleged in the Minute under consideration that "the sanction of Parliament to the construction of the proposed railway between Esquimalt and Nanaimo was" (that is, when Lord Carnarvon's Settlement of 1874 was made,) "necessarily a condition precedent to its commencement;" while, on the other hand, the Premier, in his place in the Commons, said, on the 5th March, 1875, after reading this Settlement to the House:—

"The Terms recommended by Lord Carnarvon, and which we have accepted, are simply these: *That, instead of one and a half millions, we propose to expend two millions a year within the Province of British Columbia, and we propose to finish the railway connection through the Province and downward to the point indicated by the year 1890, being an extension of time of nine years.* With respect to the question raised by my Honorable friend from South Bruce, *I may say that I have nothing to ask from Parliament. We have no authority to obtain, but merely to communicate to Parliament this decision, and rely upon the House supporting us in accepting the Terms.*"—(Hansard, page 511.)

The next point in the Minute is that the agreement for an annual railway expenditure of \$2,000,000 in the Province, and for the completion of the line from the Pacific to Lake Superior by 1890, "must" be contingent upon and subject to the conditions of the Resolution passed by the Commons in 1871, contemporaneously with the Terms of Union, and subsequently enacted and re-enacted in the Pacific

Railway Acts of 1872-1874 respectively. This Resolution, as quoted in the Minute, reads: "The aid to be given to secure the accomplishment of the undertaking should consist of such liberal grants of land, and such subsidy in money, or other aid, not increasing the then existing rate of taxation, as the Parliament of Canada should thereafter determine." It is to be remarked that the following important part of the Resolution has not been given in this quotation, viz.:—"That the Railway should be constructed and worked by private enterprise, and not by the Dominion Government." That Government seem to have overlooked the fact that the above conditions were so materially changed in 1874 that they were practically abandoned. The rate of taxation was then increased, and, by the Railway Act of 1874, the construction of the railway was placed in the hands of the Government instead of being entrusted to private enterprise. Even had the original Resolution been binding on this Province, no such modifications of it as those above indicated could have been of any effect as regards this Province, until the consent of its Legislature had been obtained thereto. But British Columbia, in fact, was never even consulted as to either the original Resolution or its modification; nor was any intimation given to this—or, as far as known, to the Imperial—Government that such a Resolution had been passed by the Canadian Commons, as an intended qualification of the Terms of Union. It could not possibly have had any such effect, as the Address containing the "Terms" was passed by the House of Commons, on the 1st of April, 1871, and the Resolution was not submitted to the House until *some days afterwards*, and was not carried until the 11th of April.

Therefore, the Dominion Government cannot be sustained in their contention that the "Terms of Union" should be controlled by and be subject to the Resolution and the Act above mentioned.

Looking at the question practically, the Resolution and Statute were severally submitted to the House as indications of the schemes at different periods matured by the Government for the purpose of providing means for fulfilling the Railway agreement with British Columbia; and should the Act, like the Resolution, fail in its object, some other measure must necessarily be devised for the above purpose.

With respect to the cash bonus of \$750,000 to be offered (provided the sanction of Parliament be obtained) "as compensation for the delays which may take place in the construction of the Pacific Railway," it is evident that *future delays of a very grave character are seriously contemplated*, otherwise such an offer never would have been made, before even construction in the Province has been attempted, and before the expiration of the first year of the fifteen given for the completion of the railway hence to Lake Superior. Under these circumstances this offer can only be regarded as a proposed indemnity for a contemplated indefinite postponement of the construction of the work. The agreements for annual railway expenditure and for completion of the line within a fixed time are the only guarantees given that the railway will be constructed this century. An acceptance of this proposed bonus would be equivalent to a surrender of these guarantees, and an abandonment by British Columbia, for all time to come, of her right to protest against future delays, however protracted. The amount offered represents the average cost of only about 20 miles of railway, and is little more than one-third of one year's promised expenditure in the Province.

The other portions of Lord Carnarvon's Settlement, which declared that the waggon road and telegraph line should be constructed immediately, "as suggested by" the Dominion Government, have not been touched upon in the Minute. The waggon road has not been commenced, though twelve months have elapsed since it was promised, and though its immediate construction as a fore-runner of railway work was strenuously insisted upon by the Dominion Government. The immediate erection of the telegraph line was, for the same reason, also declared to be indispensable; but work on this line, though begun last spring, has been abandoned indefinitely. The proposal to construct it formed a very material element in the consideration of British Columbia's appeal to England, as the heavy cost of the undertaking was weighed against the claims advanced by the Province.

The facts and incidents which forced the Provincial Government to appeal to the Imperial Government in 1874 need not be repeated. After nearly six months

spent in negotiations, proposals were submitted by Lord Carnarvon to the Dominion Government for their approval. To these proposals they gave their deliberate and unreserved assent on the 18th December, 1874. In their Minute of that date, they stated that the proposals could be accepted, "without involving a violation of the spirit of any Parliamentary resolution or the letter of any enactment;" and that "the conclusion at which his Lordship has arrived upholds, as he remarks, in the main and subject only to some modification of detail, the policy adopted by this Government on this most embarrassing question." They therefore "respectfully request that Your Excellency will be pleased \* \* \* \* to assure his Lordship that every effort will be made to secure the realization of what is expected."

Thus apparently ended a most unpleasant as well as unprofitable and irritating dispute, which had lasted for about eighteen months, and which resulted in a most carefully considered Settlement—a Settlement that, in the opinion of the Dominion Government, upheld their own railway policy and violated neither the spirit nor the letter of any Parliamentary provision. Notwithstanding these facts, and the strong assurance given that "every effort" would be made to redeem their pledges, the Dominion Government, only nine months afterwards (as appears by their Minute of the 20th September last), virtually decided to ignore these engagements. The construction of the Island section of the railway is to be abandoned. The agreements to immediately construct the waggon road and telegraph line have already been violated, and no assurance whatever remains that they will ever be constructed. The stipulations—most important of all—for an annual railway expenditure in the Province, and for completion of the railway within a fixed time, are now held by the Dominion Government to be contingent upon conditions which, though incidentally referred to in their first and last despatches to Lord Carnarvon, were never offered for his Lordship's consideration; nor was it contended that they should control any settlement that might be made. In justice to all parties, the Dominion Government should have placed their whole case before Lord Carnarvon, and not have reserved this point for contention and for sudden announcement nearly twelve months after the date of what was supposed and intended to be a final settlement of all differences upon railway matters. If the contention referred to were conceded, the settlement would virtually be reduced to a nullity, as the Ministry of the day would be free to use the bulk, and indeed all, of their available revenue for general public purposes, and thus leave little or nothing for the railway project.

The delay in the transmission of the Minute of Council now under consideration deserves notice. It was passed on the 20th September last, and was detained at Ottawa until the 10th of November—some seven weeks—"owing," as alleged by the Under Secretary of State, "to the fact of the officer whose duty it was to furnish a copy of the Order in Council to this Department for transmission \* \* \* \* having inadvertently omitted to do so." To the Dominion Government this detention proved most opportune. By a signal coincidence they were during this period engaged in negotiating a heavy loan in England, \$7,250,000, of which, it is publicly reported, they succeeded last October in borrowing on the Imperial guarantee, in which the Province is specially interested, as it was mainly given to aid in the construction of the Pacific Railway. Owing to the detention alluded to, the Provincial Government were not afforded an opportunity of protesting in the proper quarter against the guarantee being used under existing circumstances. With respect to that guarantee, the importance and value of a good understanding with British Columbia upon railway matters has been and is well understood by the Dominion Government. On the 16th of February, 1875, the Canadian Minister of Finance stated in his speech upon the Budget:—"I think it would have placed us at a certain disadvantage with the Imperial Government and British Columbia if we asked for the Imperial guarantee while there was any dispute between ourselves and that Province as to the construction of the Pacific Railway."—(*Hansard*, 1875, page 163.) This statement, it will be observed, was made about two months after the Settlement of 1874 had been effected. Before using the guarantee, it might have been expected that the Dominion Government would have taken every pre-

caution to have informed this Government of their determination to re-open the Settlement and not fulfil its terms.

It is also worthy of observation that, during the same period and about the 20th of September last, the survey parties on the Island were materially strengthened; and the line of railway between Esquimalt and Nanaimo has, since then, been practically located for its whole length. Steel rails were also landed at these two places, so that the people of the Province had every confidence in the early commencement of the work, and had no reason for suspecting that, at this very time, the Dominion Government had resolved to abandon and ignore the terms of their Settlement with Lord Carnarvon.

The history of the railway agreement would be a recital of unnecessary delays by the Dominion, and of consequent disappointments to British Columbia of a most discouraging and damaging character. Direct pecuniary loss to a large proportion of her people and an utter prostration of most important interests have been the result of the non-fulfilment of promises, made with every semblance of deliberation and good faith. Distrust has unfortunately been created where trust and confidence should have been inspired. It would be mischievous to conceal this state of affairs.

It has fallen to the lot of British Columbia, though politically weak, to defend and preserve the agreement for the construction of the Pacific Railway upon which Confederation depends.

The Committee of Council urge that the terms of Lord Carnarvon's Settlement be strictly carried out, and they strongly protest against their violation by the Dominion Government.

The Committee respectfully request that Your Excellency will be pleased, if this Minute be approved, to cause copies thereof to be severally forwarded to the Dominion Government and to the Right Honorable the Secretary of State for the Colonies.

Certified.

(Signed),

W. J. ARMSTRONG,

*Clerk, Executive Council.*

*The Lieutenant-Governor to the Secretary of State for the Colonies.*

GOVERNMENT HOUSE,

8th January, 1876.

MY LORD,—With reference to my despatch to Your Lordship, dated the 6th ultimo, transmitting a copy of a Minute of my Executive Council, expressing the views of this Government on certain proposals conveyed in the Order of His Excellency the Administrator of the Government of the Dominion in Council, in relation to the existing difficulties between the Government of the Dominion and that of this Province, arising out of the agreement for the construction of the Canadian Pacific Railway, I have the honor to enclose for Your Lordship's consideration, at the request of my Ministers, a Minute of my Executive Council, conveying certain further comments on this subject, which my Ministers consider advisable to be urged in replication to the said Order in Council.

I have, &c.,

(Signed),

JOSEPH W. TRUTCH.

(No. 8.)

BRITISH COLUMBIA,

GOVERNMENT HOUSE, 2nd February, 1876.

SIR,—I have the honor to enclose, for the information of His Excellency the Governor General, a copy of a despatch which, upon the advice of my Ministers, I



have this day addressed to the Right Honorable Her Majesty's Principal Secretary of State for the Colonies, together with a copy of the documents therewith transmitted being a petition to Her Majesty the Queen, from the Legislative Assembly of this Province, respecting the existing railway question between the Dominion Government and that of British Columbia; the address of the Legislative Assembly with which this petition was handed to me, and a Minute of my Executive Council, expressing their views and advice to me in relation to the said address and accompanying petition.

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

(Signed), JOSEPH W. TRUTCH.

To the Honorable  
The Secretary of State for Canada,  
Ottawa.

BRITISH COLUMBIA,  
GOVERNMENT HOUSE, 2nd February, 1876.

MY LORD,—I have the honor to enclose herewith a petition to Her Majesty the Queen from the Legislative Assembly of this Province, praying in regard to the unfulfilled obligations of Canada to British Columbia, respecting the construction of the Canadian Pacific Railway, that Her Majesty may be graciously pleased to cause the Dominion Government to be immediately moved to carry out the terms of the settlement effected through your Lordship's intervention in November, 1874.

I also enclose a copy of the Address from the Legislative Assembly with which this Petition was handed to me, together with a copy of a Minute of my Executive Council, expressing their entire and earnest concurrence in the prayer of the said Petition: and following the advice of my Ministers expressed in that Minute and in compliance with the request of the Assembly, I have the honor to forward their said Petition to your Lordship, and to respectfully solicit that it may be laid before Her Majesty; and that Her Majesty will be graciously moved to favorably consider the same, and to order the signification of Her Royal pleasure thereon to be communicated to this Government as soon as practicable.

I have the honor to be, My Lord,  
Your Lordship's most obedient servant,

(Signed), JOSEPH W. TRUTCH.

The Right Hon. the Earl of Carnarvon,  
Her Majesty's Principal  
Secretary of State for the Colonies.

TO THE QUEEN'S MOST EXCELLENT MAJESTY.

MOST GRACIOUS SOVEREIGN :—

We, Your Majesty's most dutiful and loyal subjects, the Members of the Legislative Assembly of the Province of British Columbia, in Session assembled, humbly approach Your Majesty for the purpose of representing :—

1. That on the 31st day of July, 1874, the Government of this Province humbly presented a Petition to Your Majesty, alleging (amongst other matters) that the main inducement which led British Columbia to enter the Dominion of Canada on the 20th day of July, 1871, was the Agreement by the latter to commence in two and complete in ten years from that date the construction of the Canada Pacific Railway; and that this Agreement had been violated by Canada. The Petitioners therefore prayed that

Your Majesty would, under the circumstances set forth in the Petition, be graciously pleased to cause justice to be done to British Columbia. To this Petition your present Petitioners (the Legislative Assembly) beg leave to refer Your Majesty.

2. That after protracted negotiations on the subject between Your Majesty's Right Honorable Secretary of State for the Colonies (the Earl of Carnarvon) and the Dominion Government, His Lordship was pleased to signify his conclusions upon the question in dispute, in the following language:—

“(1.) That the railway from Esquimalt to Nanaimo shall be commenced as soon as possible, and completed with all practicable dispatch.

“(2.) That the surveys on the mainland shall be pushed on with the utmost vigour. \* \* \* \* \*

“It would be distasteful to me, if, indeed it were not impossible, to prescribe strictly any minimum of time or expenditure with regard to work of so uncertain a nature, but happily it is equally impossible for me to doubt that your Government will loyally do its best in every way to accelerate the completion of a duty left freely to its sense of honor and justice.”

“(3.) That the waggon road and telegraph line shall be immediately constructed. There seems here to be some difference of opinion as to the special value to the Province of the undertaking to complete these two works; but after considering what has been said, I am of opinion that they should both be proceeded with at once, as indeed is suggested by your Ministers.

“(4.) That 2,000,000 dollars a year, and not 1,500,000 dollars shall be the minimum expenditure on railway works within the Province from the date at which the surveys are sufficiently completed to enable that amount to be expended on construction. In naming this amount, I understand that, it being alike the interest and the wish of the Dominion Government to urge on with all speed the completion of the works now to be undertaken, the annual expenditure will be as much in excess of the minimum of 2,000,000 dollars as in any year may be found practicable.

“(5.) Lastly, that on or before the 31st December, 1890, the railway shall be completed and open for traffic from the Pacific seaboard to a point at the western end of Lake Superior, at which it will fall into connection with the existing lines of railway through a portion of the United States, and also with the navigation on Canadian waters. To proceed, at present, with the remainder of the railway extending by the country northward of Lake Superior, to the existing Canadian lines, ought not, in my opinion, to be required, and the time for undertaking that work must be determined by the development of settlement and the changing circumstances of the country. The day is, however, I hope, not very distant when a continuous line of Railway through Canadian territory will be practicable, and I therefore look upon this portion of the scheme as postponed rather than abandoned.”

[Vide despatch, Lord Carnarvon to Lord Dufferin, 17th November, 1874.]

3. That the Dominion Government, one month later, assented to these conclusions or proposals; and stated, in effect that the proposals would be carried out as they upheld in the main their own policy on the question, and violated neither the letter nor the spirit of any parliamentary provision. The settlement thus effected was intended and supposed to be final and conclusive. (Vide despatch, Lord Dufferin to Lord Carnarvon, 18th December, 1874.)

4. Your Petitioners, the Legislative Assembly, with great regret, feel compelled to state that the Dominion Government have almost wholly disregarded the terms of the above Settlement, as they have not commenced the promised Railway construction, either on the Island or on the Mainland, or the waggon road or engineering trail intended to facilitate railway work on the Mainland; nor has the agreement, in the Settlement, for the immediate construction of the Provincial section of the Trans-Continental Telegraph Line been carried out.

5. That with respect to the promised active prosecution of the surveys, your Petitioners have no authoritative information upon which a correct opinion can be based.

6. That the Dominion Government have, by Minute of their Privy Council of the 20th of September, 1875, intimated their intention to virtually ignore the above Settlement, and have stated that they will submit their views, as expressed in the Minute, to Parliament at its ensuing Session, as the policy which should be adopted with respect to their Railway engagements with the Province. [Appendix A.]

7. That the Dominion Government have affirmed, in their Minute of September, that the section of Railway on Vancouver Island is not part of the Pacific Railway, but that it was offered to this Province as compensation for local losses caused by delays in the construction of the Pacific Railway; but your Petitioners do not find that such an offer of compensation was ever made or even suggested to the Province.

8. That the Dominion Government state in their Minute of the 20th of September last, that "it cannot be too clearly understood" that they will not abide by, or observe the agreements in the Settlement for an annual railway expenditure of \$2,000,000 in the Province, and for the completion of the railway from the Pacific to Lake Superior by the year 1890, if the performance of such agreements should interfere with the conditions of a Resolution passed by the House of Commons in 1871, after our Terms of Union had been assented to by that body. The terms of this Resolution were, in effect, that the Railway should be constructed and worked by private enterprise and not by the Dominion Government; and that subsidies in land and money, to an extent that would not increase the then rate of Dominion taxation, should be given in aid of the work by the Government.

9. That your Petitioners find that the terms of the Resolution were abandoned in 1874, the rate of taxation having been increased, and the construction of the Railway having been undertaken by the Government, instead of being confided to private enterprise.

10. Your Petitioners respectfully submit that the Resolution was at best merely an indication of the scheme matured by the Government to provide means to fulfil their Railway engagements with the Province; that it never was submitted to the people or Government of British Columbia; nor was it, so far as known, submitted in 1871 to Your Majesty's Government for consideration, when the terms of Union were passed; or in 1874, to Lord Carnarvon, during the negotiations which preceded the Settlement. The Resolution therefore cannot, for plain constitutional, as well as legal reasons, control either the Terms of Union or the Settlement made to carry them out.

11. That no compensation has been offered by the Dominion Government for the proposed abandonment of the section of Railway on Vancouver Island, or for the broken engagements to build the waggon road and telegraph line, or for any of the past disastrous and ruinous delays in the construction of the Pacific Railway on the mainland or Island.

12. That an indemnity, however, to the amount of \$750,000—the cost of about twenty miles of railway—has been offered to British Columbia, for any future delays which may occur in the construction of the Railway, and that this sum will, subject to the assent of Parliament, be paid as a cash bonus to the Province, if the agreements for yearly Railway expenditure, and for completion of the Railway to Lake Superior by 1890, be surrendered by the Province. [Appendix A.]

13. That the Provincial Government have declined to accept the offer of \$750,000, and have recorded their dissent from the views expressed by the Dominion Government in their Minute in Council of September last. [Appendix A.]

14. That your Petitioners are of opinion that the Provincial Government have, by declining such offer, acted in the interests of this Province.

15. That the Province entered Confederation upon a distinct and specific agreement that, as "no real union could exist" without "speedy communication" between British Columbia and Eastern Canada through British territory, the Canadian Pacific Railway should be constructed by the Dominion as a Federal work of political and commercial necessity.

16. That the aim of the Province is to secure practical Confederation, and its

anticipated advantages, as indicated in the Terms of Union, in lieu of theoretical union with its losses, deprivations, and many disappointments.

17. That your Petitioners humbly solicit Your Majesty's attention to the Minutes of the Executive Council of this Province lately forwarded to the Right Honorable the Secretary of State for the Colonies, and dated respectively the 6th day of December, 1875, and the 4th day of January, 1876, as your Petitioners wholly agree with the views and statements therein set forth.

18. That British Columbia has fulfilled all the conditions of her agreement with Canada.

19. That by reason of the repeated violations by Canada of its Railway engagements with this Province, all classes of our population have suffered loss; provident anticipations based upon these engagements have resulted in unexpected and undeserved failure, and in disappointment of a grave and damaging character; distrust has been created where trust and confidence should have been inspired; trade and commerce have been mischievously unsettled and undisturbed; the progress of the Province has been seriously checked; and "a feeling of depression has taken the place of the confident anticipations of commercial and political advantages to be derived from the speedy construction of a Railway which should practically unite the Atlantic and Pacific shores with Your Majesty's Dominion on the Continent of North America."

20. Your Petitioners therefore humbly submit that they are at least entitled to have the conditions of the Settlement effected through the intervention of the Right Honorable the Secretary of State, carried out in letter and in spirit.

Your Petitioners therefore humbly approach Your Majesty, and pray that Your Majesty may be graciously pleased to cause the Dominion Government to be immediately moved to carry out the terms of the said Settlement.

And your Petitioners, as in duty bound, will ever pray, &c.

(Signed), JAMES TRIMBLE,  
*Speaker.*

To His Honor The Honorable JOSEPH WILLIAM TRUTCH, Lieutenant Governor of the Province of British Columbia.

MAY IT PLEASE YOUR HONOR:—

We, Her Majesty's dutiful and loyal subjects, the Legislative Assembly of the Province of British Columbia, in Parliament assembled, beg leave to approach Your Honor with our respectful request that Your Honor will be pleased to forward the accompanying Petition, with respect to the breach by Canada of her railway engagements with this Province, to the Right Honorable, the Secretary of State for the Colonies, with a respectful request that the said Petition may be laid before Her Majesty. And that Her Majesty will be graciously moved to favorably consider the same and order the signification of her Royal pleasure thereon to be communicated to the Government of this Province as soon as practicable.

(Signed), T. ROLAND HETT,  
*Clerk.*

2nd February 1876.

COPY of a Report of a Committee of the Honorable the Executive Council, approved by His Excellency the Lieutenant-Governor on the 2nd day of February 1876.

Upon the Address of the Honorable the Legislative Assembly requesting Your Excellency to forward the Petition to Her Majesty the Queen, therewith transmitted to you, with respect to the breach by Canada of her railway engagements with this

Province to the Right Honorable the Secretary of State for the Colonies, with a respectful request that the said Petition may be laid before Her Majesty, and that Her Majesty will be graciously moved to favorably consider the same, and order the signification of Her Royal pleasure thereon, to be communicated to the Government of this Province as soon as practicable, which address has been referred by Your Excellency for consideration in Executive Council;

The Committee of Council respectfully recommend that Your Excellency will be pleased to comply with the request of the Honorable the Legislative Assembly. And further to convey to Her Majesty's Principal Secretary of State for the Colonies, an expression of the entire and earnest concurrence of the Government of British Columbia in the prayer of the said Petition to Her Most Gracious Majesty the Queen.

The Committee further advise that should Your Excellency be pleased to approve of this Report, a copy thereof be forwarded to the Right Honorable the Secretary of State for the Colonies, as also to the Honorable the Secretary of State for Canada.

Certified.

(Signed), T. BASIL HUMPHREYS,  
*Minister of Finance and Agriculture  
and Clerk to the Executive Council.*

(By Telegraph from Victoria, B.C.)

To Hon. R. W. Scott, Secretary of State.

OTTAWA, 6th February, 1876.

My Minister desires me to inform you that a petition to the Queen praying that Dominion Government may be immediately moved to carry out the terms of the settlement of the Canadian Pacific Railway question effected by Lord Carnarvon has been *unanimously* adopted by the Legislative Assembly, and despatched to Lord Carnarvon. Yesterday a copy of the petition was forwarded at the same time to you.

(Signed), JOSEPH TRUTCH.

DEPARTMENT OF THE SECRETARY OF STATE,  
16th February, 1876.

SIR,—I have the honor to acknowledge the receipt of your despatch, No 8, of the 2nd inst., enclosing a copy of a despatch which you, on that day, upon the advice of your Minister addressed to the Right Honorable the Secretary of State for the Colonies, together with a copy of the documents therewith transmitted, being a Petition to Her Majesty the Queen from the Legislative Assembly of British Columbia, respecting the existing railway question between the Dominion Government and that of British Columbia, an Address of the Legislative Assembly and a Minute of your Executive Council in reference thereto.

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

(Signed), R. W. SCOTT,  
*Secretary of State.*

To His Honor the Lieutenant Governor,  
British Columbia, Victoria.

DEPARTMENT OF SECRETARY OF STATE,  
31st January, 1876.

SIR,—I have to request you will inform me of the cause of the delay which took place in sending to this Department, for transmission to British Columbia, the Minute in Council of the 20th September last concerning the Canada Pacific Railway, that document having only reached this Department on the 10th November ensuing.

I have, &c., &c.  
(Signed), R. W. SCOTT,  
*Secretary of State.*

W. A. Himsworth, Esq.,  
Clerk of the Privy Council for Canada,  
Ottawa.

PRIVY COUNCIL OFFICE,  
1st February, 1876.

SIR,—In answer to your letter of the 31st ult., requesting to be informed of the cause of the delay in sending to your Department, for transmission to British Columbia, the Minute in Council of the 20th September last, respecting the Canada Pacific Railway, I have the honor to say that on the 14th of that month the Minute referred to was adopted by the Committee of the Privy Council and was on the following day sent by me with other Minutes to His Excellency the Administrator of the Government at Halifax for His approval.

On the 25th of the same month the Minute was returned to me approved—whereupon I directed that two copies should be made, one to be retained as a spare copy for ready reference in the office, the other for your Department for transmission to British Columbia.

These copies were at once made and brought to me for signature, and having received no instructions to withhold or delay the issue of the Minute, they were signed forthwith and handed over in the usual course to the officer charged with the transmission of all such documents to the Departments concerned.

I could have no reason to apprehend that anything would happen to prevent or delay the issue of that particular Minute, than I had with respect to any one of the hundreds of Minutes that annually reach the Department through the same channel. I was therefore much surprised to discover on the 10th November last, when the Premier and yourself spoke to me on the subject that through an inadvertence on the part of the officer referred to, the copy for transmission had been placed with the spare copy for retention, and that both had, till so discovered, remained filed away in the office.

I have the honor to be, Sir,  
Your obedient servant,  
(Signed), W. A. HIMSWORTH.  
*Clerk, Privy Council.*

The Hon. R. W. Scott,  
Secretary of State, &c., &c.

OTTAWA, 11th February, 1876.

SIR,—Being the officer alluded to in the letter of the Clerk of the Privy Council of the 1st instant, I beg leave to say that the delay in the transmission of the Minute in Council, respecting the Canada Pacific Railway, occurred without the knowledge of the Members or Clerk of the Council and in the manner stated in the letter above referred to.

I have the honor to be, Sir,  
Your most obedient servant,  
(Signed), JOS. O. COTE,  
*Assistant Clerk, P. C.*

The Honorable the Secretary of State.

Copy of a Report of a Committee of the Honorable the Privy Council for Canada, approved by His Excellency the Governor General, on the 13th March, 1876.

The Committee of Council have had under consideration the despatch from the Lieut.-Governor of British Columbia, dated 2nd February, 1876, on the subject of the Pacific Railway, enclosing amongst other papers a copy of an Address to Her Majesty from the Legislative Assembly of British Columbia.

In that Address the Legislative Assembly states, "that the Dominion Government have almost wholly disregarded the terms of the settlement, as they have not commenced the promised railway construction, either on the Island or on the mainland, or the waggon road or engineering trail intended to facilitate railway work on the mainland, nor has the agreement in the settlement for the immediate construction of the Provincial section of the Trans-Continental Telegraph Line been carried out."

Upon this allegation the Committee would observe, that although the Government took every step in their power to secure the construction of the proposed Esquimalt and Nanaimo Railway, the Bill for that purpose, which they carried through the House of Commons, was defeated in the Senate.

With reference to railway construction on the mainland, the present Government always insisted, and it was part of the arrangement, that they should not be called on to locate the line before the surveys were sufficiently complete for that purpose. The Government is not even yet in a position to determine the location, and this must, of course, precede the commencement of construction.

As to the proposed waggon road or engineering trail, this road was alleged by British Columbia to be valueless, but it was explained by the Government of Canada, (as indeed is stated in the Address) that it was intended to facilitate the construction of the railway, (of which it would in fact be a part), and that it would be built upon the location line of the railway.

The railway not being yet located it is of course impossible to construct the waggon road.

The same observations apply to the telegraph line which was to be constructed along the located line of the railway for the purposes thereof. It is to be observed, however, that contracts have been entered into by the Government for the entire telegraph line from Lake Superior to the Pacific, of which five hundred miles have been built; and that the contractor for the part in Columbia, having the bulk of his material on hand, is ready to commence construction as soon as the line is located.

The Address proceeds to state "that with reference to the promised "active prosecution of the surveys, the Assembly have no authoritative information upon which a correct opinion can be based."

Upon this statement the Committee have only to observe that the utmost diligence has been used in prosecuting the surveys, and in fact the extreme haste induced by an earnest desire to fulfil, as far as practicable, the terms of Union, has in several instances prevented so thorough an examination of the country as should be made in order to secure the best location. The Committee must add that the members of the Columbia Legislature can hardly be ignorant of the enormous expenditure made in that Province in connection with the surveys.

The Address states "that the Dominion Government have, by a Minute of the Privy Council, of 20th September, 1875, intimated their intention to virtually ignore the settlement;" \* \* \* \* \* and further that they "have affirmed that the section of the railway on Vancouver Island is not part of the Pacific Railway, but was offered to the Province as compensation for local losses caused by delays in the construction of the Pacific Railway, but your petitioners do not find that such an offer of compensation was ever made or even suggested to the Province."

On these statements the Committee would observe that the Government of

Canada, so far from ignoring, have used their best endeavours to carry out the terms of the arrangement.

There is no pretence for saying that the Esquimalt and Nanaimo Railway was under the terms of Union, a work, the construction of which was obligatory on Canada, as part of the Pacific Railway.

By these terms the western terminus of the railway is prescribed to be a point on the Pacific seaboard to be fixed by the Governor in Council; and thus the question became not a matter of bargain between Canada and Columbia, but part of the executive policy of Canada.

The first action connecting in the remotest degree the Government of Canada with the construction of any railway on Vancouver Island, took place on the seventh of June, 1873, two years after the Union, when an Order in Council was passed which (most improvidently in the view of the Committee) declared that Esquimalt should be the terminus of the railway.

By this policy, had it remained unreversed, the Government would have been obliged to provide for the construction of over 160 miles of railway on Vancouver Island, at a probable cost of over seven millions five hundred thousand dollars; besides the building of a railway from the head of Bute Inlet and the bridging of the Narrows, a work supposed to be the most gigantic of its kind ever suggested, and estimated to cost more than twenty millions, making a total estimated cost of over twenty-seven millions and a half dollars.

The present Government from the beginning declined to adopt or maintain this part of the policy of its predecessors, either by bridging the Narrows, or by constructing any works on Vancouver Island as part of the Pacific Railway; but even had they done otherwise, such a course, however unwise, would not have altered the facts already detailed, which show conclusively that the Island Railway was not stipulated for by the terms of Union.

The attitude which the present Government have always assumed upon this subject appears from the instructions to Mr. Edgar, of 19th September, 1874, which contains the following paragraphs:—

“ You will remember that the Dominion is bound to reach the *seaboard of the Pacific* only, not Victoria or Esquimalt, and you will convey an intimation to them that any further extension beyond the waters of Bute Inlet, or whatever other portion of the sea-waters may be reached, may depend entirely on the spirit shown by themselves in assenting to a reasonable extension of time, or a modification of the terms originally agreed to. \* \* \* \* \*

“ You will take special care not to admit in any way that we are bound to build the railway to Esquimalt, or to any other place on the Island, and while you do not at all threaten not to build there, to let them understand that this is wholly and purely a concession, and that its construction must be contingent on a reasonable course being pursued regarding the other parts of the scheme.”

The whole tenor of the subsequent correspondence and action of this Government has been in strict accordance with this view. The Minute of Council of 8th July, 1874, transmitted to Lord Carnarvon, contains the following paragraph:—

“ The proposition made by Mr. Edgar involved an immediate heavy expenditure in British Columbia not contemplated by the terms of Union, namely: the construction of a railway on Vancouver Island, from the port of Esquimalt to Nanaimo, as compensation to the most populous part of the Province for the requirement of a longer time for completing the line on the mainland.”

The Minute of the 23rd July, 1874, also transmitted to Lord Carnarvon, contains the following paragraph:—

“ The Dominion Government were also willing to exceed the terms of Union by constructing a railway on the Island of Vancouver, although they were bound only to reach the seaboard of the Pacific.”

The Minute of the 17th September, 1874, also transmitted to Lord Carnarvon, contains the following paragraphs:—

“ The proposal may thus be summarized:—1. To build a Railway from Esquimalt



‘ to Nanaimo, on Vancouver Island in excess of the terms of Union, and to begin  
 “ the work immediately.” \* \* \* \* \*

“ It is proper to notice *seriatim*, the several grounds of complaints as stated in  
 “ the despatch. 1st. That nothing is being done by the Dominion Government  
 “ towards commencing and pushing on a railway from Esquimalt to Nanaimo.

“ The Dominion has no engagement to build such a Railway, and therefore there  
 “ can be no just complaint that it is not commenced. The construction of such a  
 “ railway was offered only as compensation for delay in fulfilling the engagement to  
 “ build a railway to the Pacific seaboard.”

The same view was recognized and acted upon last Session by the introduction  
 of a Bill to authorize the construction of a railway from Esquimalt to Nanaimo, a  
 course which would have been unnecessary had that line formed part of the Pacific  
 Railway; and also by the Minute of Council of 22nd March, 1875, which pointed out  
 to the British Columbia Government that it was essential that legislation should take  
 place in British Columbia for the appropriation of certain lands in respect of that  
 railway, a step which would have been unnecessary had it formed part of the Pacific  
 Railway, but the necessity for which was recognized by the British Columbia  
 Government and Legislature, which passed an Act for the purpose.

It is impossible to doubt that the British Columbia Government and Legislature  
 were, when that Act was passed, well aware of the views of the Canadian Government  
 and Parliament, which, however, they never repudiated, the first expression of  
 dissatisfaction therewith being contained in the Minute of Council of British  
 Columbia, dated 4th January, 1876.

The Committee have only to repeat that Canada being under no obligation to  
 construct a railway upon Vancouver Island as part of the Pacific Railway, the  
 proposal to construct that line was obviously and necessarily intended as a compen-  
 sation or concession to the Province of British Columbia for delays in the construction  
 of the Pacific Railway.

The Address proceeds to refer to the statement in the Minute of Council of this  
 Government of 20th September last, upon the subject of the Parliamentary provisions  
 that no further increase of the rate of taxation should be required in order to the  
 construction of the railway.

The Address affirms that the terms of the resolution referred to “ were abandoned  
 “ in 1874, the rate of taxation having been increased, and the construction of the  
 “ railway having been undertaken by the Government, instead of being confided to  
 “ private enterprise,” and proceeds to submit that “ the resolution was at best merely  
 “ the indication of a scheme matured by the Government to provide the means to  
 “ fulfil their railway engagements with the Province; that it was never submitted  
 “ to the people or Government of British Columbia; nor was it, so far as known,  
 “ submitted in 1871 to Her Majesty’s Government for consideration, when the terms  
 “ of Union were passed; or in 1874 to Lord Carnarvon, during the negotiation  
 “ which preceded the settlement. The resolution, therefore, cannot, for plain  
 “ constitutional as well as legal reasons, control either the terms of Union or the  
 “ settlement made to carry them out.”

The Committee would observe that the resolution in question was passed within  
 a few days of the time at which the terms of Union were assented to by the House  
 of Commons; that it was well known that in order to secure the consent of a majority  
 of the House to these ruinous terms, the Government of that day were obliged to  
 promise to their supporters the introduction of such a resolution; and that the then  
 delegate, now the Lieutenant-Governor of British Columbia, was present and aware  
 of, and doubtless an assenting party to the arrangement.

The present Government, however, have never contended that the resolution  
 was of the same force as if it had been embodied in the terms of Union. On the  
 contrary, they share the opinion expressed at the time by a large minority of the  
 House of Commons, that it was of the last importance, in order to secure Canada  
 from embarrassing complications and exorbitant and possibly ruinous demands, that  
 the terms of the resolution should be so embodied. In that effort the Opposition

were unsuccessful, and the consequences of their failure cannot be ignored. Had the Opposition succeeded, and so enabled the Government to argue that the terms of Union were absolutely and technically controlled by the terms of the resolution, they would not have considered themselves called on to offer new terms to British Columbia. It was because they felt that they could not fairly take this ground that new terms were proposed. But the Government have always contended that in considering this question in a moral and equitable point of view—trying it as it should be tried, as a question of honor—it is impossible for British Columbia, under the circumstances shortly stated, to hold herself entirely absolved from considering that resolution, which should be treated as an ingredient in estimating the extent of the moral obligation of Canada towards the Province.

The Committee cannot assent to the suggestion that the increase of taxation involved an abandonment of the resolution.

It is true that, animated by a desire honorably to fulfil to the utmost of their ability the improvident engagements to which the country had been committed, the Parliament of Canada did, at the instance of the Government in the Session of 1874, largely increase the rate of taxation; but no such increase could under any circumstances deprive the Government or Parliament of its right to advert to the resolution in question as still continuing to be an element to be considered—much less could it have that effect when, contemporaneously with the increase of taxation, an Act was passed reiterating that resolution as forming part of the policy of Parliament on the subject.

The like observation applies to the suggestion that the resolution was abandoned by the provisions in the Act of 1874, permitting the Government to construct the whole or part of the work.

The plan proposed by the late Government had failed. The Company which it chartered had been unsuccessful in raising the necessary funds; had acknowledged its failure, and had asked for the concession of more favorable terms. That concession not having been granted, it had asked for a cancellation of its charter and the repayment of the million of dollars deposited as security for the execution of the work. These requests had been granted, and the Company had been dissolved.

In providing under such circumstances for the execution of the work, it was prudent, if not necessary, to take power for the construction of the railway, in whole or part, as a public enterprise, first because it was impossible to assert after the failure of the former scheme that it possessed the elements of success, and also because, pending the completion of the surveys, the power so taken might enable some progress to be made. But the power of constructing the work by means of a private company, should that be found possible, remains, and can at the proper time be exercised.

Again, in the very Act which authorized the construction by the Government, the resolution in question was recited and re-enacted, thus rendering it utterly impossible to contend successfully that Parliament was, by that Act, abandoning the resolution.

The resolution having been so re-enacted in the Statute under whose provisions alone the Administration had power to deal with the question, was referred to in more than one of the Minutes transmitted to Lord Carnarvon during the negotiation for settlement.

The Address inaccurately states the position taken in the Minute of 20th September upon this subject, which is as follows:—

“ It must be borne in mind that every step in the negotiation was necessarily predicted upon, and subject to the conditions of the resolution of the House of Commons passed in 1871, contemporaneously with the adoption of the terms of Union with British Columbia, subsequently enacted in the Canadian Pacific Railway Act of 1872, and subsequently re-enacted after a large addition had been made to the rate of taxation, in the Canadian Pacific Railway Act of 1874—that the public aid to be given to secure the accomplishment of the undertaking should consist of such liberal grants of land and such subsidy in money or other aid, not

"increasing the then existing rate of taxation, as the Parliament of Canada should thereafter determine. This determination, not to involve the country in a hopeless burden of debt, is sustained by public opinion everywhere throughout the Dominion, and must of necessity control the action of the Government, and it cannot be too clearly understood that any agreements as to yearly expenditure, and as to completion by a fixed time, must be subject to the condition thrice recorded in the Journals of Parliament, that no further increase of the rate of taxation shall be required in order to their fulfilment. The sanction of Parliament to the construction of the proposed railway from Esquimalt to Nanaimo was necessarily a condition precedent to the commencement of the work.

"The other important features of the arrangement—namely, the limitation of time for the completion of a certain portion and the specification of a yearly expenditure, were deemed to be within the meaning of the Pacific Railway Act, 1874, subject of course to the condition already mentioned and which was referred to in the Minute of Council of December 18th, 1874, when the Government expressed a willingness to make these further concessions rather than forego an immediate settlement of so irritating a question, as the concessions suggested might be made without involving a violation of the spirit of any Parliamentary resolutions or the letter of any enactment."

The British Columbia Government and Legislature were, of course, aware of the passing of the resolution, and of its enactment in the Statutes of 1872 and 1874; but they never made any objections to these provisions.

The Committee, for the reason assigned, wholly dissent from the view that the resolution has been abandoned.

The Address proceeds to state that "no compensation has been offered by the Dominion Government for the proposed abandonment of the section of railway on Vancouver Island or for the broken engagements to build the waggon road and telegraph line, or for any of the past disastrous and ruinous delays in the construction of the Pacific Railway on the mainland or island.

"That an indemnity, however, to the amount of \$750,000—the cost of about twenty miles of railway—has been offered to British Columbia for any future delays which may occur in the construction of the railway, and that this sum will, subject to the assent of Parliament, be paid as a cash bonus to the Province, if the agreements for yearly railway expenditure and for completion of the railway to Lake Superior by 1890, be surrendered by the Province."

The Committee having already dealt with several of these statements, it is unnecessary to repeat their argument. The proposal of the Government was to construct the Esquimalt and Nanaimo Railway as compensation for delays, upon receiving a grant of a large area of land on Vancouver Island.

Parliament declining to authorize the construction of that railway, the Government proposed to invite Parliament to pay in cash (towards the construction of local public works, to be determined on and built by British Columbia herself) seven hundred and fifty thousand dollars as a substituted compensation.

This sum seems to be but little regarded by the Legislature of British Columbia; but it appears to the Committee to be a very liberal offer. The population of the Province is estimated at ten thousand; that of the Dominion may be called four millions. A like expenditure at the same rate on public works over the whole Dominion would reach three hundred millions of dollars. An allotment at this rate to British Columbia is far from insignificant.

Nor was this sum offered on the condition stated in the Address. It was not proposed that the Province should surrender the agreement for a yearly expenditure and the completion of the railway to Lake Superior. It was simply stated that the agreement was—as it was by the Government intended to be,—as by the law it necessarily must have been—as, unless Parliament should alter the law, it must have remained—subject to the condition so often repeated, with reference to the increase of taxation. Were it found possible to carry out fully those terms of the agreement without such increase, the Government proposed to do it. Were that found impossible,

the Government proposed to carry out those terms so far as practicable consistently with the condition which was itself a fundamental part of any arrangement the Government could lawfully make; but the Committee must repeat their conviction that the people of Canada would not consent to enter unconditionally into arrangements which though less onerous than the terms of Union, would yet involve such a burden as might, but for the condition, plunge the country into ruin.

The Address states that "the aim of the Province is to secure practical Confederation and its anticipated advantages as indicated in the terms of Union, in lieu of theoretical Union, with its losses, deprivation and many disappointments;" and "that by reason of the repeated violations by Canada of her railway engagements, all classes of the British Columbia population have suffered loss. Provident anticipations based upon these engagements have resulted in unexpected and undeserved failure and in disappointment of a grave and damaging character; distrust has been created where trust and confidence should have been inspired; trade and commerce have been mischievously unsettled and disturbed; the progress of the Province has been seriously checked, and a feeling of depression has taken the place of the confident anticipations of commercial and political advantages to be derived from the speedy construction of a railway which should practically unite the Atlantic and Pacific shores with Your Majesty's Dominions on the continent of North America."

The Committee would observe that they cannot assent to the view that the Union with British Columbia has occasioned loss and deprivation to that Province. On the contrary, the results, financially, to the Dominion and to British Columbia respectively, even ignoring all railway expenditure in the Province, show that enormous pecuniary advantages have been derived by Columbia from Canada.

Appended hereto is a statement of the financial results of the Union from July, 1871, up to December, 1875, which shows that after crediting British Columbia with all revenue received from it, and apart from all railway expenditure, Canada has expended for British Columbia one million two hundred and three thousand dollars over her receipts from that Province.

The Committee must further observe that the tenor of the representations now under consideration would seem to indicate that the object of the Legislature of British Columbia is less to secure the completion of the work as a national undertaking in such a way and on such terms as may best conduce to the welfare of the whole community, than to enforce the immediate and continued expenditure within their own Province at whatever cost to Canada, of many millions of money, for which they cannot pretend to have given an equivalent; and that their chief grievance is that their people have not as yet derived, in addition to the other financial benefits of Union, the gains and profits to be expected from the expenditure of these millions in their midst. To these views must be mainly referred the allegations, unfounded as they appear to the Committee, of disastrous and ruinous delays, and as to all classes of the population having suffered loss and deprivations.

The Committee cannot but observe that the spirit which (ignoring the general welfare, and the importance to the whole of Canada of avoiding disaster from a premature commencement and a reckless prosecution of the Pacific Railway) presses so urgently for an enormous expenditure with a view to reap vast profits for the small population amongst which it is to be made, is hardly calculated to induce the people of Canada to second the efforts of the Administration to redeem, as far as they can, the appalling obligations to which, by the terms of Union, the country was committed.

The Committee remark with regret that the Assembly of British Columbia should have expressed their entire agreement with the views and statements set forth in the Minute of the Executive Council of that Province, dated 4th January, 1876, which, besides some allegations and arguments substantially repeated in the Address, contains with reference to the transmission of the Minute of Council of 20th September last, imputations upon the honor and good faith of the Canadian Government, so gross that they must decline to discuss it.

The policy of the Government of Canada was to do everything in their power to

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fulfil in other respects the terms of the arrangement recently entered into in the manner set forth in their Minute of 20th September and referred to in this Minute; nor did the Government hesitate to intimate their readiness to propose a liberal compensation for delays in substitution of that provided by the arrangement, but to which Parliament declined to assent.

The Committee regret that the Legislature of British Columbia should have refused their proposal.

It remains only to endeavour to construct the Pacific Railway as rapidly as the resources of the country will permit.

The Committee recommend that copies of this Minute should be transmitted to the Secretary of State for the Colonies, and to the Lieutenant-Governor of British Columbia.

(Signed),

W. A. HIMSWORTH,  
*Clerk, Privy Council Canada.*

## REVENUE and Expenditure

## REVENUE.

	1871-72.	1872-73.	1873-74.	1874-75.	1875- $\frac{1}{2}$ year.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Customs .....	353,864 60	303,885 29	335,787 29	414,331 85	249,039 40
Excise.....	1,457 14	5,723 93	10,674 84	11,181 01	8,300 06
Post Office.....	777 34	16,740 90	9,504 20	12,264 11	6,495 02
Ocean service.....		24,732 72	12,449 20	2,975 12	5,981 45
Telegraph.....		14,310 48	10,120 72	9,489 18	2,529 07
Harbour dues .....		12,513 29	295 40		
Miscellaneous .....		1,113 42	3,945 97	2,157 29	1,160 01
Share by population of interest on investments of premiums .....	7,199 00	6,310 00	8,415 00	11,674 00	1,828 00
<b>Total Consolidated Fund.....</b>	<b>363,298 08</b>	<b>385,330 03</b>	<b>391,192 62</b>	<b>464,072 56</b>	<b>275,333 01</b>

in British Columbia.

EXPENDITURE.

	1871-72.	1872-73.	1873-74.	1874-75.	1875- $\frac{1}{2}$ year.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Charges on debt by population .....	84,913 00	80,534 00	87,752 00	99,880 00	48,913 00
Local offices in charges of management.....	2,851 77	6,969 13	10,135 53	9,850 70	3,284 44
Share of Civil Government by population .....	8,473 00	9,730 00	10,832 00	11,183 00	5,632 00
Local offices in Civil Government.....	7,591 31	8,499 92	13,671 31	11,444 60	4,505 15
Justice.....	28,588 07	38,001 82	42,717 00	42,991 74	19,742 12
Penitentiary .....			15,864 45	8,036 25	4,525 77
Legislation .....	16,917 24	19,202 18	31,772 40	23,311 61	2,085 00
Immigration and quarantine .....		5,000 00	10,050 41	500 00	
Marine hospitals.....			1,231 12	3,881 81	1,150 32
Pensions .....	1,846 75	2,595 56	3,016 50	4,579 35	2,021 93
Militia .....	55 00	474 27	4,478 17	8,743 80	5,426 18
Public works and buildings .....	894 67	22,639 04	47,631 65	42,375 48	84,075 22
Ocean and river service.....	56,155 83	60,984 72	64,555 67	95,796 74	36,762 99
Light-houses and coast service.....	15,171 03	13,207 09	30,566 90	24,782 79	11,291 08
Subsidy .....	214,000 00	216,289 75	230,293 95	225,049 65	110,230 00
Indians .....	556 95	20,000 00	29,000 00	25,000 00	13,669 50
Miscellaneous .....	1,876 49	329 27	5,393 00	1,336 31	
Customs.....	17,065 00	24,477 56	19,634 47	19,056 37	10,087 12
Excise.....		1,085 77	6,137 00	5,318 40	3,755 23
Post office.....	37,397 13	59,370 91	68,686 67	70,055 58	25,000 00
Telegraph.....	15,868 67	51,990 77	29,021 19	37,774 21	9,414 76
<b>Total expenditure.....</b>	<b>510,221 91</b>	<b>641,381 76</b>	<b>762,441 39</b>	<b>767,948 34</b>	<b>401,571 81</b>
<b>Total Revenue .....</b>	<b>363,298 08</b>	<b>385,330 03</b>	<b>391,192 62</b>	<b>464,072 56</b>	<b>275,333 01</b>
<b>Excess of expenditure .....</b>	<b>146,923 83</b>	<b>256,051 73</b>	<b>371,248 77</b>	<b>303,875 78</b>	<b>126,238 80</b>
<b>Pacific Railway expenditure .....</b>	<b>90,400 00</b>	<b>316,823 86</b>	<b>108,431 85</b>	<b>183,247 36</b>	<b>177,241 32</b>
<b>Total excess of expenditure...</b>	<b>237,323 83</b>	<b>572,875 59</b>	<b>479,680 62</b>	<b>487,123 14</b>	<b>303,480 12</b>
<b>Total Expenditure .....</b>					<b>3,083,565 21</b>
<b>Total Revenue.....</b>					<b>1,879,226 30</b>
<b>Excess of Expenditure .....</b>					<b>1,204,338 91</b>
<b>Add Pacific Railway Expenditure .....</b>					<b>876,144 39</b>
<b>Total Excess of Expenditure .....</b>					<b>\$2,080,483 30</b>

JOHN LANGTON,  
Auditor.

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## RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 23rd February, 1876:—  
 For all correspondence respecting the non-admission of Fish Oils and Fish of all kinds, the produce of the Province of British Columbia, into the United States, free of duty, under the Treaty of Washington of May 8, 1871.

By command.

R. W. SCOTT,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
 OTTAWA, 6th March, 1876.

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MONTREAL TELEGRAPH COMPANY,  
 OTTAWA, 25th October, 1873.

*By telegraph from Victoria, B.C., 24.*

To Minister of Customs.

You send me a decision that fish of all kinds from United States shall be free of duty, in accordance with article twenty-two of Washington Treaty; do the provisions of that article extend to British Columbia?

(Signed), W. HAMLEY.

Refer to Minister of Justice.  
 (Signed), C. T.

October 27th, 1873.

—  
 CUSTOMS DEPARTMENT,  
 OTTAWA, 27th October, 1873.

Submitted by desire of the Honourable the Minister of Customs, for the legal opinion of the Right Honourable the Minister of Justice, for the guidance of this Department.

(Signed), R. S. M. BOUCHETTE.

—  
 DEPARTMENT OF JUSTICE,  
 OTTAWA, February 5th, 1874.

Reference is made by the Department of Marine and Fisheries, as to whether fish oils, from the Province of British Columbia, are admissible into United States markets, duty free, under the Treaty of Washington.



By article 21st, of the Treaty of Washington, fish and fish oil, the produce of the United States Fisheries, or of the Dominion of Canada, shall be admitted into each country free of duty.

By article 33, article 21, &c., shall take effect as soon as the laws required to carry them into operation shall have been passed by the Imperial and Canadian Parliaments on the one hand, and the United States Congress on the other.

The Treaty itself bears date the 8th May, 1871, and is, as to these clauses, in effect, a proposition of the Commissioners for free exchange of the commodities named, should each country see fit to pass laws covering the suggestion.

The real agreement and its terms are to be looked for in the legislative action of the two countries, and these consist of *i.e.* :—

1st. Statute Law, 1872, chapter 2, passed 14th June, 1872, section 2 of which provides for the admission into Canada, free of duty, of fish and fish oils, the produce of the Fisheries of the United States.

At the time of the passing of this Act, the Province of British Columbia was a part of Canada, having been admitted 20th July, 1871; was represented in Parliament, and therefore there being no restriction in the Act, Canada was bound by it to admit into the parts of British Columbia, United States fish and fish oils.

2nd. Act of Congress, United States, approved 1st March, 1873: It is enacted, that whenever the President of the United States shall receive satisfactory evidence that the Parliament of Canada has passed laws on its part, to give full effect to article 21st, &c., of the Treaty, the President is to issue his Proclamation to that effect, and thereafter, all fish oil and fish, the produce of Canada, shall be admitted into the United States free of duty.

The President's Proclamation, as above required, was published July 1st, 1873.

There being no restriction in the Act of Congress, it must be taken as applying to what, at the time, constituted Canada, and as British Columbia then formed a part of Canada, the production of its fisheries in fish and fish oil are entitled to admission into the United States free of duty.

I concur.

(Signed),

A. A. DORION,  
*Minister of Justice.*

(Signed), H. BERNARD,  
*Deputy Minister of Justice.*

CUSTOMS DEPARTMENT,

OTTAWA, February 9, 1874.

SIR,—I beg leave to transmit to you, herewith, for your information and guidance, an extract from an opinion of the Hon. the Minister of Justice in reference to the exportation of fish oils from the Province of British Columbia to the United States, free of duty under the Treaty of Washington.

I am, Sir,

Your obedient servant,

(Signed),

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

The Hon. Wm. Hamley,  
Collector of Customs, Victoria, B.C.

CUSTOM HOUSE,

VICTORIA, 11th March, 1874.

SIR,—On the 9th of last month you forwarded to me the opinion of the Minister of Justice respecting the admission of fish and fish oils free of duty from British Columbia into the United States under the provisions of the Treaty of Washington.

I had reason to believe that duty was still charged at American ports on fish and fish oils exported from British Columbia, and to remove any doubts I requested the United States Consul here to write to the Collector of Customs at Port Townsend, at Portland and at San Francisco (the ports with which we are in direct communication) and make the necessary enquiries. I send you a copy of the first of the replies, the others will no doubt be to the same effect, and I have to request that you will be so good as to bring this letter to the notice of the Minister of Customs, in order that, on a matter so important, some steps may be taken to arrive at an understanding between our own Government and the Government at Washington.

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

(Signed), W. HAMLEY.

R. S. M. Bouchette, Esq.,  
Commissioner of Customs, Ottawa.

CUSTOM HOUSE, DISTRICT OF PUGET SOUND,  
PORT TOWNSEND, W. T., March 4th, 1874.

SIR,—Your communication of the 26th ultimo, came to hand this morning.

In reply to your enquiry "whether fish and fish oil, the product of the Province of British Columbia, can now be entered free of duty in the United States, under stipulation of the late Treaty of Washington."

I beg respectfully to state that no additional information has been received by this office, since the receipt of the letter of the Hon. Secretary of the Treasury, dated August 30th, 1873, addressed to this office, deciding that such fish and fish oil was not entitled to admission free of duty.

Very respectfully,

(Signed), S. GARFIELD,  
Collector.

David Erkstein, Esq.,  
U. S. Consul, Victoria, B. C.

CUSTOMS DEPARTMENT,  
OTTAWA, 31st March, 1875.

The undersigned Minister of Customs has the honor to inform His Excellency the Governor in Council, that he has been given to understand that the United States Customs Officers at San Francisco and other ports, deny the right of the Province of British Columbia to participate in the terms of the Washington Treaty which provide for the admission free of duty of fish and fish oil, &c., the product of the Canadian Fisheries, and demand and collect duties upon the same, as if said Treaty had not been made.

The Minister further informs His Excellency in Council, that the interpretation given to the law of this Dominion, which was enacted to give effect to the said Washington Treaty, is and always has been, that fish and fish oils, &c., as therein provided are equally entitled to free entry in British Columbia, as in all other Provinces of the Dominion, and he submits herewith a copy of the opinion of the Hon. the Minister of Justice on the subject, dated 5th February, 1874.

The Minister therefore requests that the case be brought under the notice of Her Majesty's Ambassador to the United States at Washington, with a view to the adoption of proper measures for the adjustment of the error.

(Signed), ISAAC BURPEE.

*Copy of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council, on the 1st April, 1875.*

On a Report dated 31st March, 1875, from the Honourable the Minister of Customs, representing that he has been given to understand that the United States Customs Officers at San Francisco and other ports, deny the right of the Province of British Columbia to participate in the terms of the Washington Treaty, which provide for the admission, free of duty, of fish and fish oil, &c., the product of the Canadian Fisheries, and demand and collect duties upon the same as if said Treaty had not been made, and further representing that the interpretation given to the law of this Dominion, which was enacted to give effect to the said Washington Treaty is, and always has been, that fish and fish oil, &c., as therein provided, are equally entitled to free entry in British Columbia, as in all other Provinces of the Dominion, and he submits a copy of the opinion of the Honourable the Minister of Justice on the subject, dated 5th February, 1874; he therefore requests that the case be brought under the notice of Her Majesty's Ambassador to the United States at Washington, with a view to the adoption of proper measures for the removal of the illegal restrictions imposed on the importation of such articles from British Columbia into the United States.

The Committee concur in the above report, and advise that a copy of this Minute and of the report of the Minister of Justice therein referred to be transmitted to Sir Edward Thornton.

Certified.

(Signed), W. A. HIMSWORTH,  
Clerk, Privy Council.

*Sir Edward Thornton to the Earl of Dufferin.*

WASHINGTON, April 12th, 1875.

MY LORD,—I have the honour to acknowledge the receipt of Your Excellency's Despatch, No. 16, of the 8th instant, relative to the refusal by the United States authorities to admit fish and fish oil from British Columbia duty free, in accordance with article 21 of the Treaty of May 8th, 1871.

As British Columbia was not, at the time of the signing of that Treaty, a part of the Dominion of Canada, I do not feel justified in making a representation upon the subject to the United States Government without instructions to that effect from the Earl of Derby. It would, however, appear that, although British Columbia may not be entitled to that privilege by the provisions of the Treaty, it is so with reference to the Act of Congress of March 1st, 1873.

I have, &c.,

(Signed), EDWARD THORNTON.

His Excellency The Right Honourable  
The Earl of Dufferin, K.P., K.C.B.  
&c., &c., &c.

*Copy of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Governor General in Council, on the 30th April, 1875.*

The Committee of Council have had under consideration the despatch of Her Majesty's Minister at Washington, dated 12th April, 1875, to Your Excellency in answer to a despatch enclosing the Minute of Council of the 1st April, 1875, relative to the refusal of the United States authorities to admit fish and fish oil from British Columbia, duty free, in accordance with article 21 of the Treaty of Washington.

In his despatch Sir Edward Thornton declines to make any representation on

the subject to the United States Government without instructions to that effect from the Earl of Derby, alleging he would not be justified in doing so, as British Columbia was not at the time of the signing of that Treaty, a part of Canada.

The Treaty bears date the 8th May, 1871, and article 33 recites that articles from 18 to 25 inclusive, and article 30 shall take effect "as soon as the laws required to carry them into operation shall have been passed by the Imperial Parliament of Great Britain, by the Parliament of Canada and the Legislature of Prince Edward Island on the one hand, and by the Congress of the United States on the other."

British Columbia became part of the Dominion of Canada on the 20th July, 1871, and the Act of the Parliament of Canada, giving effect to the Washington Treaty as respects Canada, was passed on the 14th June, 1872, British Columbia being then a part of the Dominion of Canada and represented in Parliament.

The second section of that Act provides that "fish oil and fish of all kinds" (except "fish of the inland lakes, and of the rivers falling into them, and except fish preserved in oil) being the produce of the fisheries of the United States, shall be admitted into Canada free of duty."

It is clear that under this provision, fish, the produce of the United States Fisheries would be admitted free into British Columbia as forming part of Canada.

By section 2,506 of the Act of Congress entitled "Duties upon Imports" passed on the 1st March, 1873; it is provided that "whenever the President of the United States shall receive satisfactory evidence that the Imperial Parliament of Great Britain, the Parliament of Canada, and the Legislature of Prince Edward Island have passed laws on their part to give full effect to the provisions of the Treaty between the United States and Great Britain, signed at the City of Washington, on the eighth day of May, eighteen hundred and seventy-one, as contained in articles eighteenth to twenty-fifth, inclusive, and article thirtieth of the said Treaty, he is hereby authorized to issue his Proclamation declaring that he has such evidence, and thereupon from the date of such Proclamation, and so long as the said articles eighteenth to twenty-fifth, inclusive, and article thirtieth of the said Treaty shall remain in force according to the terms and condition of article thirty-third of the said Treaty, all fish oil and fish of all kinds (except fish of the inland lakes and of the rivers falling into them, and except fish preserved in oil), being the produce of the Fisheries of the Dominion of Canada or of Prince Edward Island, shall be admitted into the United States free of duty."

The President's Proclamation issued on the 1st July, 1873, nearly two years after British Columbia had become a part of the Dominion of Canada; from the language of the section above quoted, it is clear that fish and fish oil, the produce of the Dominion of Canada, as then constituted, were to be admitted into the United States free of duty; in the opinion of the Committee it is susceptible of no other construction, and they do not hesitate to express the belief that when the subject shall be brought under the notice of the United States Government, that opinion will be concurred in.

The point under consideration was referred in February, 1874, to the Honourable A. A. Dorion, the present Chief Justice of Quebec, and then Minister of Justice, and his opinion was in accordance with that expressed in this Minute.

As an element in the consideration of this subject it is worthy of note, that the twenty-sixth article of the Treaty providing for the free navigation of one of the rivers of British Columbia, the Stikine which flows through the territory of both countries; this evidence taken in conjunction with the fact that provision is also made in the Treaty for Prince Edward Island and Newfoundland, the only other portions of British Territory on the continent, it may fairly be assumed that apart from the effect of subsequent legislation, it was the intention of the framers of the Treaty to make it applicable to all parts of British America and the United States.

The Committee advise that a copy of the Minute, the Minute of the 1st April, 1875, and the correspondence with Her Majesty's Minister at Washington, together with the opinion of the Honourable A. A. Dorion, be transmitted by Your Excellency to the Imperial Government with the request that the United States Government be

moved to consider the subject herein referred to, with a view to the removal of the grounds of complaint.

Certified.

(Signed), W. A. HIMSWORTH,  
Clerk, Privy Council.

No. 90.

*The Earl of Dufferin to the Earl of Carnarvon.*

GOVERNMENT HOUSE,  
OTTAWA, 8th April, 1875.

MY LORD,—I have the honour to forward for Your Lordship's information, a copy of a report of a Committee of my Privy Council approved by myself, respecting the denial on the part of the United States authorities of the right of the Province of British Columbia to participate in those provisions of the Treaty of Washington, under which fish and fish oil, &c., the product of Canadian Fisheries are entitled to admission within the United States free of duty.

In accordance with the request of the Privy Council, I have transmitted a copy of this report to Sir E. Thornton, Her Majesty's Minister at Washington.

I have, &c.,

(Signed), DUFFERIN.

The Right Honorable  
The Earl of Carnarvon,  
&c., &c., &c.

No. 103.

*The Earl of Dufferin to the Earl of Carnarvon.*

GOVERNMENT HOUSE,  
OTTAWA, 19th April, 1875.

MY LORD,—In my despatch No. 90, of the 8th instant, I had the honour of transmitting to Your Lordship a copy of an order of the Privy Council relative to the refusal by the United States authorities to admit fish and fish oil from British Columbia, duty free, in accordance with article 21 of the Treaty of Washington.

I had also the honour of informing you that by the wish of my Government, I had communicated a copy of the report of Council to Her Majesty's Minister at Washington.

I now beg to enclose for Your Lordship's information, a copy of the reply which I have received from Sir Edward Thornton upon the subject.

I have, &c.,

(Signed), DUFFERIN,

The Right Honorable  
The Earl of Carnarvon,  
&c., &c. &c.

No. 113.

*The Earl of Carnarvon to the Officer Administering the Government of Canada.*

DOWNING STREET, 13th May, 1875.

SIR,—With reference to Lord Dufferin's despatches, Nos. 90 and 103, of the 8th and 19th of April, respecting the refusal of the United States authorities to admit

fish and fish oil from British Columbia duty free, I have the honour to transmit to you a copy of a letter from the Foreign Office, and to request that you will procure the information for which Lord Derby applies in reference to the delay in bringing forward this question.

I have, &c.,

(Signed), W. R. MALCOLM,  
*In the absence of Lord Carnarvon.*

The Officer Administering  
the Government of Canada.

*The Foreign Office to the Colonial Office.*

FOREIGN OFFICE, May 6th 1875.

Sir,—With reference to your letter of the 27th ultimo, forwarding a copy of a despatch from the Governor General of Canada, and a report of the Committee of the Privy Council of the Dominion respecting the denial on the part of the United States authorities of the right of the Province of British Columbia to participate in those provisions of the Treaty of Washington, under which fish and fish oil, &c., the produce of Canadian Fisheries, are entitled to admission into the United States free of duty, I am directed by the Earl of Derby to transmit to you to be laid before the Earl of Carnarvon, a copy of a despatch from Sir E. Thornton on the subject, and I am to request you to point out to His Lordship that the United States Act, giving effect to the provisions of the Treaty, was passed on the 1st March, 1873, and that the report of the Canadian Department of Justice, on the exclusion of the produce of the Columbian Fisheries, is dated the 5th February, 1874, while the report of the Committee of the Privy Council of the Dominion was not made until the 1st ultimo.

Lord Derby is of opinion that, before taking any steps in the matter, it would be desirable to have some explanation of the delay which has occurred in bringing it to the notice of Her Majesty's Government.

I am, &c.,

(Signed), TENTERDEN.

The Under Secretary of State,  
Colonial Office.

No. 127.

*Sir E. Thornton to the Earl of Derby.*

WASHINGTON, April 12th, 1875.

My LORD,—I have the honour to enclose a copy of a despatch which I have received from the Governor General of Canada, and of its enclosures, relating to the refusal of the United States Customs authorities to allow the importation, free of duty, of fish and fish oil from British Columbia, in accordance with the provisions of article 21 of the Treaty of May 8th, 1871.

His Excellency requests me to take such action in the matter as I may think proper, but as British Columbia did not form a part of the Dominion of Canada when the above-mentioned Treaty was signed, I hesitate to make any representation to the Government of the United States upon the subject, until I shall receive Your Lordship's instructions to do so.

It is, however, true that the United States Act of Congress of March 1st, 1873, when British Columbia certainly did form a part of the Dominion of Canada,

enacts that fish oil and fish, being the produce of the Fisheries of the Dominion of Canada and of Prince Edward Island, shall be admitted into the United States free of duty.

I have, &c.,

(Signed), EDWARD THORNTON.

The Earl of Derby,  
&c., &c., &c.

No. 16.

*The Earl of Dufferin to Sir E. Thornton.*

CANADA, GOVERNMENT HOUSE.

OTTAWA, April 8th, 1875.

SIR,—I have the honour of enclosing for such action as you may think proper, a copy of an approved Report of a Committee of the Privy Council respecting the denial on the part of the United States authorities of the right of the Province of British Columbia to participate in those provisions of the Treaty of Washington, under which fish and fish oil, &c., the product of Canadian Fisheries, are entitled to admission into the United States free of duty.

I have forwarded a copy of the Minute of Council for the information of the Secretary of State for the Colonies.

I have, &c.,

(Signed), DUFFERIN

The Right Honourable  
Sir E. Thornton, K.C.B.,  
&c., &c., &c.

The undersigned Secretary of State, acting for the Minister of Customs, has had under consideration the despatch of the Earl of Carnarvon to His Excellency the Administrator of the Government, of the 13th May last, covering copy of Sir Edward Thornton's despatch of 12th April, addressed to the Earl of Derby, relating to the refusal of the United States Custom authorities to allow the importation, free of duty, of fish and fish oil, from British Columbia, in accordance with the provisions of article 21, of the Treaty of May 8th, 1871. Also, enclosing a copy of a despatch from the Foreign Office to the Colonial Office, dated 6th May, 1875, calling attention to the fact that, while the Act giving effect to the provisions of the Treaty was passed on the 1st March, 1873, and the report of the Canadian Department of Justice on the subject, is dated 5th February, 1874, the report of the Committee of the Privy Council of the Dominion was not made until the 1st April, of which delay in taking action in the matter, Lord Derby considers it desirable to have some explanation before bringing it to the notice of Her Majesty's Government.

In reply to the Earl of Derby's enquiry, the undersigned has the honour to inform His Excellency the Administrator of the Government in Council, that he is not aware of any special cause for the delay in question; but believes it to have arisen from the fact that the original complaint upon which the question arose was not succeeded by other complaints, and the matter was overlooked in the great press of other public business; but as the main point required is to obtain a clear and authoritative decision as to the right of British Columbia to participate in the provisions of the Treaty of Washington, in the free admission into the United States of fish and fish oil, the produce of the Fisheries of that Province, he begs to recommend that

this explanation be forwarded to Sir Edward Thornton, for transmission to the Colonial office, with the desire that proper steps may be taken to establish the said rights of British Columbia.

(Signed), R. W. SCOTT,  
*Acting Minister of Customs.*

*Copy of a Report of a Committee of the Honourable the Privy Council, approved by His Excellency the Administrator of the Government in Council, on the 25th June, 1875.*

The Committee of Council have had under consideration the despatch of the Right Honourable the Earl of Carnarvon of 13th May last, covering copy of Sir Edward Thornton's despatch of 12th April, addressed to the Right Honourable the Earl of Derby, relating to the refusal of the United States Customs authorities to allow the importation, free of duty, of fish and fish oil from British Columbia, in accordance with the provisions of article twenty-one of the Treaty of May 8th, 1871; also enclosing copy of a despatch from the Foreign Office to the Colonial Office, dated 6th May, 1875, calling attention to the fact that, while the Act giving effect to the provisions of the Treaty was passed on the 1st March, 1873, and the report of the Canadian Department of Justice on the subject is dated 5th February, 1874, the report of the Committee of the Privy Council of the Dominion was not made until the 1st April, of which delay in taking action in the matter, Lord Derby considers it desirable to have some explanation before bringing it to the notice of Her Majesty's Government.

The Hon. Mr. Scott, acting for the Minister of Customs, to whom the despatch, with enclosures, has been referred, reports that he is not aware of any special cause for the delay in question, but believes it to have arisen from the fact that the original complaint upon which the question arose was not succeeded by other complaints, and the matter was overlooked in the great press of other public business; but as the main point required is to obtain a clear and authoritative decision as to the right of British Columbia to participate in the provisions of the Treaty of Washington, in the free admission into the United States of fish and fish oil, the produce of the Fisheries of that Province, he recommends that the explanation be forwarded to the Earl of Carnarvon for transmission to the Foreign Office, with the desire that proper steps may be taken to establish the said rights of British Columbia.

The Committee concur in the above recommendation and submit the same for Your Excellency's approval.

Certified.

(Signed), W. A. HIMSWORTH,  
*Clerk. Privy Council.*

No. 25.

*Sir W. O'G. Haly to the Earl of Carnarvon.*

CANADA, HALIFAX, N. S., July 5th, 1875.

MY LORD,—With reference to your Lordship's despatch, No. 113, May 13th, relative to the exclusion of British Columbia by the United States Customs authorities from the benefit of importing fish and fish oil free of duty into the United States under article 21 of the Treaty of May 8th, 1871; in which Your Lordship asked for some explanation of the delay which was noticeable between the action complained



of on the part of the United States, and the report upon this action of the Canadian Department of Justice and of my Privy Council, I have now the honour to enclose for Your Lordship's information, a Minute of Council upon the question. **E.**

I have, &c.,

(Signed), W. O'GRADY HALY.

The Earl of Carnarvon,  
&c., &c., &c.

*Sir E. Thornton to Lieutenant-General Sir O'Grady Haly.*

WASHINGTON, 17th July, 1875.

SIR,—I have the honour to acknowledge the receipt of Your Excellency's Despatch No. 13, of the 13th instant, transmitting copy of a Minute of the Privy Council of Canada, relating to the refusal of the United States authorities to allow the free importation of fish and fish oil from British Columbia.

As I have already applied to the Earl of Derby for instructions upon this subject, I cannot take any step in the matter till I receive them.

I have, &c.,

(Signed), EDWARD THORNTON.

His Excellency Lieutenant-General  
Sir W. O'Grady Haly, K.C.B.,  
&c., &c., &c.

No. 199.

*The Earl of Carnarvon to the Officer Administering the Government.*

DOWNING STREET, 12th August, 1875.

SIR,—Her Majesty's Government has been in communication with the Law Officers of the Crown, on the subject of your despatch No. 123, of the 1st May last, enclosing a report of the Privy Council on the subject of the refusal of the United States Customs authorities to allow the importation, free of duty, of fish and fish oil from British Columbia, under the 21st article of the Treaty of Washington, and they are advised that the words "Dominion of Canada" in the Treaty of Washington, article 21, must be governed by the state of things existing in May 1871, and cannot now receive a wider construction from the fact that additional territory has since been added to the Dominion.

2. Her Majesty's Government has been further advised that it would not be possible to uphold the argument contained in the report of the Committee of Privy Council of the 30th April, 1875, upon the 26th article of the Treaty of Washington, and they fear that no influence, applicable in any way to the present case, can be drawn from the provision that the navigation of certain specified rivers is to be free.

3. On the other hand it would appear that some confirmation of the view taken by the United States Custom House may be deemed to be given by articles 18 and 19 of the Treaty, which apply only to fisheries on the eastern or Atlantic side of the Continent.

4. The article 33 provides the means by which the several articles named are to be carried into operation; but does not provide for extending the meaning or

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operation of those articles, and Her Majesty's Government are advised that the Act of Congress of the 1st March, 1873, and the Act of Parliament of Canada of 14th June, 1872, must both be construed with reference to the "Dominion of Canada," as that Dominion was on the 8th May, 1871.

5. I regret very much for these reasons, it has not appeared possible to instruct Sir Edward Thornton to bring the matter before the United States Government as proposed by the Dominion Government.

I have, &c.,

(Signed), CARNARVON.

The Officer Administering  
The Government of Canada.

(No. 43.)

## RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 24th February, 1876:—

For a Return of the number of tons of coal imported into Canada during the past year from the United States and for the correspondence between the Canadian and the United States Governments regarding the renewal by the latter of the duty imposed on coal exported from Canada to the United States.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 3rd March, 1876.

(No. 44.)

## RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 15th February, 1876:—

1st. For copies of the Order in Council or other document fixing the salary of Damase Hudon, Esq., as Deputy Collector of Customs at Chicoutimi; 2nd. A Statement showing the several amounts collected by the said Damase Hudon, Esq., in his said capacity, from the 1st May, 1875, to the 1st November, 1875, and the amounts [paid in by him in consequence.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 3rd March, 1876.

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

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## RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 23rd February, 1876 :—  
 For all Orders and Minutes of Council, papers and correspondence with the Imperial Government relating to the introduction and passage, through the Imperial Parliament, of an Act chaptered 38, Victoria 38 and 39, intituled “An Act to remove certain doubts with respect to the Parliament of Canada under section 18 of the British North America Act, 1867.”

By command.

R. W. SCOTT,

*Secretary of State*

DEPARTMENT OF THE SECRETARY OF STATE,  
 OTTAWA, 29th February, 1876.

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GOVERNOR GENERAL'S OFFICE,  
 26th February, 1876.

SIR,—In compliance with your order of reference on an Address from the House of Commons, dated the 23rd instant, herewith returned, I enclose copies of correspondence relating to the introduction and passage through the Imperial Parliament of an Act chaptered 38 Victoria, intituled “An Act to remove certain doubts with respect to the Parliament of Canada under section 18 of the British North America Act, 1867.”

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

E. G. P. LITTLETON,  
*Governor General's Secretary.*

The Honorable  
 The Secretary of State for Canada,  
 &c., &c., &c.

*The Earl of Dufferin to the Earl of Carnarvon.*

(No. 48.)

OTTAWA, February 24, 1875.

MY LORD,—I have the honor of submitting for your Lordship's consideration a copy of an approved Order of the Privy Council in which my Government, on the advice of the Minister of Justice, recommend that Her Majesty's Government be invited to obtain, during the present Session of the Imperial Parliament, the passage of an Act removing all doubt as to the right of the Parliament to possess the power to pass an Act providing for the examination of witnesses on oath by Committees of the Senate and House of Commons. Although the point has not been touched upon by my Privy Council I am anxious to draw your Lordship's attention to the fact that the same considerations which led the Crown to disallow the Oaths Bill of the Session of 1873 seem also applicable to the powers which for some time past have been vested in the Senate under an Act of Canada of 1868 (31 Vict., cap. 24.)

I have, &amp;c.,

(Signed),

DUFFERIN.

The Right Honorable  
The Earl of Carnarvon.

*COPY of a Report of a Committee of the Honorable the Privy Council, Approved by His Excellency the Governor General in Council, on the 18th February, 1875.*

The Committee of the Privy Council have had under consideration a memorandum, dated 15th February, 1875, from the Hon. the Minister of Justice calling the attention of Council to the despatch of the Right Honorable the late Secretary of State for the Colonies, dated 30th June, 1873, in which he mentioned that the Imperial Officers of the Crown had advised that the Act passed by the Parliament of Canada in 1873, "To provide for the examination of witnesses on oath, by Committee of the Senate and House of Commons, in certain cases, was *ultra vires* of the Colonial Legislature, and that the Canadian Parliament could not vest in themselves the power to administer oaths, that being a power which the House of Commons did not possess in 1867 when the Imperial Act was passed."

The Despatch further stating that "by an Act of the Canadian Parliament of 1868, (ch. 24), provision was made by the first section for examining witnesses upon oath at the Bar of the Senate, and that Act had been allowed to remain in force," and pointing out that that section was void and inoperative as being repugnant to the provision of the British North America Act, and cannot be legally acted upon.

The Minister of Justice reports that it is obvious that the Parliament of Canada should be enabled to examine witnesses on oath.

He therefore recommends that the attention of the Secretary of State for the Colonies be invited to the subject with a view to moving Her Majesty's Government to obtain, during the present Session of the Imperial Parliament, the passage of an Act removing all doubt as to the right of the Parliament of Canada to possess the power to pass an Act providing for the examination of witnesses on oath by Committees of the Senate and House of Commons.

The Committee concur in the foregoing recommendation and submit the same for Your Excellency's approval.

Certified.

(Signed), W. A. HIMSWORTH,  
Clerk, Privy Council,

*The Earl of Carnarvon to the Administrator.*

(Canada, No. 138.)

DOWNING STREET,  
11th June, 1875.

SIR,—Her Majesty's Government have had before them the Earl of Dufferin's Despatch, No. 48, of the 24th of February last, with the approved Report of a Committee of the Privy Council which accompanied it, in which the Canadian Government recommend the passing of an Imperial Act removing all doubt as to the right of the Parliament of the Dominion to possess the power to pass an Act providing for the examination of witnesses on oath by Committees of the Senate and House of Commons.

You will be so good as to inform your Government that a Bill (of which I enclose copies) to give effect to their wishes in this respect, and at the same time to validate the Act of the Canadian Parliament c. 24 of 31st Vict., has passed the House of Lords.

The Act will be communicated to you as soon as it has received Her Majesty's assent.

I have, &amp;c.,

(Signed),

CARNARVON.

The Officer Administering  
the Government of Canada.

*The Earl of Carnarvon to the Administrator.*

(Canada, No. 178.)

DOWNING STREET,  
22nd July, 1875.

SIR,—With reference to my Despatch, No. 138, of the 11th June, I transmit to you six copies of the Act which has now passed Parliament, "To remove certain doubts with respect to the powers of the Parliament of Canada under section "eighteen of the British North America Act, 1867."

I have, &amp;c.,

(Signed),

CARNARVON.

The Officer Administering  
the Government of Canada.

## CHAPTER 38.

An Act to remove certain doubts with respect to the powers of the Parliament of Canada under section eighteen of the British North America Act, 1867. (19th July, 1875.)

**W**HEREAS by section eighteen of "The British North America Act, 1867," it is provided as follows: "The privileges, immunities, and powers to be held, enjoyed, and exercised by the Senate and by the House of Commons, and by the members thereof respectively, shall be such as are, from time to time, defined by Act of the Parliament of Canada, but so that the same shall never exceed those at the passing of this Act held, enjoyed, and exercised by the Commons House of Parliament of the United Kingdom of Great Britain and Ireland, and by the members thereof:"

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And whereas doubts have arisen with regard to the power of defining by an Act of the Parliament of Canada, in pursuance of the said section, the said privileges, powers, or immunities; and it is expedient to remove such doubts:

Be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:

**1.** Section eighteen of "The British North America Act, 1867," is hereby repealed, without prejudice to anything done under that section, and the following section shall be substituted for the section so repealed.

The privileges, immunities, and powers to be held, enjoyed, and exercised by the Senate and by the House of Commons, and by the members thereof respectively, shall be such as are, from time to time, defined by Act of the Parliament of Canada, but so that any Act of the Parliament of Canada defining such privileges, immunities, and powers shall not confer any privileges, immunities, or powers exceeding those at the passing of such Act held, enjoyed, and exercised by the Commons House of Parliament of the United Kingdom of Great Britain and Ireland, and by the members thereof.

**2.** The Act of the Parliament of Canada passed in the thirty-first year of the reign of Her present Majesty, chapter twenty-four, intituled "An Act to provide for oaths to witnesses being administered in certain cases for the purposes of either "House of Parliament," shall be deemed to be valid, and to have been valid as from the date at which the royal assent was given thereto by the Governor General of the Dominion of Canada.

**3.** This Act may be cited as "The Parliament of Canada Act, 1875."

## RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 6th April, 1875 :—Copies of correspondence and accounts in *re* duties refunded to the Great Western Railway Company ; and Supplementary documents connected therewith, sent down 8th March, 1876.

By command.

R. W. SCOTT,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 6th April, 1875.



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## TABLE OF CONTENTS.

---

1868.

1. May 14. Letter to A. M. Delisle, from C. J. Brydges, Esq.
2. do 15. do C. J. Brydges, Esq., from A. M. Delisle, Esq.
3. do 19. do A. M. Delisle, Esq., from C. J. Brydges, Esq.
4. do 20. do C. J. Brydges, Esq., from A. M. Delisle, Esq.
5. do 21. do Hon. Jno. Rose, from C. J. Brydges, Esq.
6. do 26. do R. S. M. Bouchette, Esq., from Hon. S. L. Tilley.
7. June 3. do A. M. Delisle, Esq., from R. S. M. Bouchette, Esq.
8. do 3. do C. J. Brydges, Esq., from R. S. M. Bouchette, Esq.

1873.

9. Jan. 2. Letter from W. H. Kittson, to R. S. M. Bouchette, Esq.
10. Feb. 4. Report of R. S. M. Bouchette, Esq., to Hon. S. L. Tilley.
11. do 4. Letter to Collector Hamilton, from R. S. M. Bouchette, Esq.
12. Aug. 18. Specification of free portions of one locomotive.
13. Sept. 29. Letter to Hon. Chas. Tupper, from Jos. Price, Esq.
14. Oct. 3. do Jos. Price, Esq., from J. Johnson, Esq.
15. do 16. do J. Johnson, Esq., from Jos. Price, Esq.
16. Statement of undutiable parts of locomotives on which duty has been paid by Great Western Railway Co.
17. Nov. 4. Letter to Collector Clifton, from R. S. M. Bouchette, Esq.
18. do 21. Letter from Wm. Legget, Esq., to R. S. M. Bouchette, Esq.
19. Dec. 18. Letter from Jos. Price, Esq., to Hon. Isaac Burpee.
20. do 23. Report of R. S. M. Bouchette, to the Hon. Isaac Burpee.

1874.

21. Jan. 26. Letter from Jos. Price, Esq., to R. S. M. Bouchette, Esq.
22. Feb. 2. do do do do
23. do 11. Order in Council authorizing refund to Great Western Railway Co.
24. do 12. Letter from Jos. Price, Esq., to R. S. M. Bouchette, Esq.
25. Statement of undutiable portions of locomotives on which duty has been paid by Great Western Railway.
26. Feb. 14. Letter from R. S. M. Bouchette, to Hon. Mr. McMaster.
27. Copy of Receiver General's cheque for \$41,398.34, amount refunded to Great Western Railway Co.
28. Feb. 16. Letter from J. Metcalfe, from Hon. Wm. McMaster.
29. do 17. do Hon. Wm. McMaster, to R. S. M. Bouchette.
30. do 19. do R. S. M. Bouchette, to Jos. Price, Esq.
31. do 24. do Jos. Price, Esq., to R. S. M. Bouchette, Esq.
32. do 24. do Collector Clifton, to the Commissioner of Customs.
33. Affidavit of Wm. A. Robinson, *re* value of free parts.
34. Statement of undutiable parts of locomotive engines.
35. Statement of undutiable parts of locomotive engines upon which Great Western Railway Co. have paid duty.
36. Feb. 26. Minute of Treasury Board authorizing refund of duty to Great Western Railway Co.

1874.

37. Mar. 2. Order in Council *re* refund to Great Western Railway Co.
38. do 7. Letter from R. S. M. Bouchette, to Jos. Price, Esq.
39. do 10. do J. Metcalfe, Esq., to R. S. M. Bouchette.
40. April 4. do W. A. Robinson, Esq., to W. Hendrie, Esq.
41. do 15. do W. H. Kittson, Esq., to the Commissioner of Customs.
42. do 18. do Wm. Legget, to the Commissioner of Customs.
43. Statements of amounts of duty paid on parts of locomotives imported by W. H. Hendrie, which are entitled to free entry by the tariff.
44. May 20. Letter from R. S. M. Bouchette, to Jos. Price, Esq., enclosing cheque for \$1,339.62.

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GREAT WESTERN RAILWAY.

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CUSTOMS DEPARTMENT,  
OTTAWA, 5th April, 1875.

The undersigned has the honor to report in connection with the papers herewith submitted, referring to the refund of duty in those parts of locomotive engines free by tariff, that the principle was established by the Government in power in the year 1868, as will be seen by the letter or memo of the Hon. S. R. Tilley, then Minister of Customs dated 26th May, 1868, copy of which is annexed.

Under this order, the Grand Trunk Railway and other railways have regularly entered their imported locomotive engines for duty, at a rate representing the value of the finished machines, less the value of those parts which were enumerated in the free list, and entitled to free entry.

In the case of the Great Western Railway the same rule would have been acted upon, had its manager been aware of the concession; but as they were not informed on the subject at the time of any of the importations in the annexed list, they invariably paid duty upon the full value of the finished locomotive without any deduction whatsoever, and the refunds granted them, only placed them on the same footing in reference to the amount of duty remaining in the hands of the Government, as the Grand Trunk and other railways.

The copies of Mr. Bouchette's letters to the Collector of Customs, Montreal, and C. J. Brydges, Esq., then manager of the Grand Trunk Railway, of 3rd April, 1868, were based upon Mr. Tilley's memo before mentioned, and the same terms have been regularly accorded to the importers of locomotive engines from that date, until the date of the present tariff, when the parts formerly free, were placed in the schedule of goods subject to an *advalorem* duty of 10 per cent.

Humbly submitted,

J. JOHNSON,  
*Commissioner of Customs.*

To the Honorable  
The Minister of Customs.

1. GRAND TRUNK RAILWAY OF CANADA,  
MONTREAL, MAY 14th, 1868.

MY DEAR SIR,—We have a number of engines now arriving from England, the first of which are now in port. They are all in parts, much of the machinery being subject to no duty and other portions under the tariff as it now exists, being liable to certain rates of duty.

I am in communication generally with the Finance Minister upon the subject of the rate of duty that we shall have to pay on the machines in their present condition, and I write now to ask you to be good enough to give such directions as will enable the articles to be landed so that no delay may take place in getting the engines to work. We will of course be responsible for any rate of duty that may ultimately be fixed by the Finance Department to be paid for these Engines.

I am, my Dear Sir,  
Yours very truly,

(Signed),

C. J. BRYDGES.

A. M. Delisle, Esq.  
46—1½

2.

CUSTOM HOUSE,  
MONTREAL, May 15th, 1868.

MY DEAR SIR,—With regard to the engines mentioned in your letter of yesterday, the proper course will be the passing of an entry in such manner as you may deem correct, subject, however, to correction of appraiser, if found necessary. The invoices must be produced at the same time in order that what is dutiable may be ascertained.

In the meantime the engines may be landed and stored in your premises here where the proper examination may take place before final delivery.

Believe me, Dear Sir,  
Yours most truly,

(Signed), A. M. DELISLE,  
Collector.

C. J. Brydges, Esq.,  
&c., &c., &c.

3.

GRAND TRUNK RAILWAY OF CANADA,  
MONTREAL, May 19th, 1868.

MY DEAR SIR,—I was in hopes that some change would have been made in the rate of duty during the present Session as to locomotive engines, but I find that the tariff is to remain precisely the same as it is at this moment.

It is, therefore, necessary that I should agree with you in regard to the duty to be paid upon the 25 engines now coming into port for this Company, and four of which are already here on board the *Abeona*. These engines are contracted to be delivered here complete by the makers, but are made in Glasgow in parts and brought out here, and put together after arrival. A considerable portion of the parts of these engines are under the existing and new tariff, free of duty, and the frames, axles, cranks, tyres, crank axles, piston rods, guide and slide tyres, crank pins, connecting rods, tubes, &c., all these parts are separate and of course are in free of duty.

I have asked our locomotive superintendent and the foreman of the works, where the engines were built, to make me out a statement of the actual value at the place of shipment, Glasgow, of those parts of the engines which, under the tariff, are not to be admitted duty free; and I now enclose you a certificate from them of the value of the parts upon which we shall have to pay duty. This, for the four engines, amounts to £3,413 sterling, or £853 5s. each.

I propose, therefore, to pay duty upon that sum for the parts of the engines which are not duty free under the tariff. The rate I understand to be 15 per cent., and I shall be much obliged if you will drop me a line to say that we may make the entry in this way, and this, of course, will govern the arrangement for all the engines which are now on their way out.

I am, my Dear Sir,  
Yours faithfully,

(Signed), C. J. BRYDGES.

A. M. Delisle, Esq.

4.

CUSTOM HOUSE,  
MONTREAL, May 20th, 1868.

MY DEAR SIR,—I beg to acknowledge the receipt of your letter of yesterday with regard to duty payable upon locomotive engines.

The exceptions of parts of locomotives to which you allude, which are declared free by the tariff have, in my opinion, no reference whatever to locomotive engines

complete and so imported. Duties will, therefore, have to be paid accordingly, and the invoices produced in the usual course in passing the entries. The only deduction for duty which can be allowed, is the cost of transportation and packages.

I remain, Dear Sir,  
Yours faithfully,

(Signed), A. M. DELISLE,  
Collector.

C. J. Brydges, Esq.,  
&c., &c., &c.

5.

GRAND TRUNK RAILWAY OF CANADA.  
MANAGING DIRECTOR'S OFFICE,  
MONTREAL, May 21st, 1868.

MY DEAR SIR,—I must ask you to be good enough to read the enclosed correspondence which I have had with the Collector of Customs at this port, in regard to twenty-five engines which are now being imported for this Company.

I was in hopes that the Government would have seen their way in making their new tariff to admit locomotive engines free of duty, assisting, as they do, in providing for the accommodation of the country in regard to the carriage, both of passengers and goods. That, however, not being the case I applied to the Collector of Customs in regard to the duty we would have to pay upon those parts of the twenty-five engines, which were subject to duty.

The Collector's reply, dated the 20th instant, is to the effect that we must pay duty upon the whole of the engines, although parts of them are come out separately, and under the tariff are not subject to duty.

You are aware of the financial condition of this Company and of the utmost difficulty which we have in finding funds to carry on our daily operations. We have obtained these twenty-five engines by a loan which has been granted to us by our friends in London, but the whole of which will be exhausted by the payment for the engines as shipped at Glasgow. Knowing what the tariff was these engines were purposely made in parts and intended to be put together after arrival in this country. The wheels and axles and tyres and all the other articles which were free of duty are almost entirely in separate packages, and in no way whatever made up with any of the other parts; and yet the Collector at Montreal declines to treat them as anything but complete engines, landed in this country ready to go to work without any outlay upon them for fitting and putting together.

I submit that this is not a correct interpretation of the law, and that if persisted in will involve a serious hardship upon this Company, especially in its present financial difficulties.

I must also say that if the views of the Collector of Montreal are to be carried out I must beg of an immediate intimation to that effect, as I shall have no recourse but to telegraph by cable to England to stop any further shipment of engines, as we are absolutely unable to find the money to pay the duties which the Collector has determined to insist upon.

We have the utmost difficulty in meeting day by day the outlay required to keep the road open and in a satisfactory condition; and if this unjust and unexpected demand is insisted upon, I can do nothing but stop the further shipment of engines from England—thus largely cutting off the ability of the Company to provide for the wants of the increasing trade of the country.

In offering to pay duty upon the sum of £853 5s. I shall be even then very seriously crippling the money resources of the Company, and in the estimate which has been made of that sum a very liberal allowance has been made for the parts of the engines which, under the tariff, are chargeable with duty.

I trust you will give an immediate answer to this letter, as if your decision is to confirm that of the Collector of the port, I must, as already stated, immediately communicate by cable with England upon the subject so as to stop any further shipment of engines.

I am, my Dear Sir,  
Yours faithfully,  
(Signed),

C. J. BRYDGES.

Hon. Jno. Rose,  
Finance Minister, Ottawa.

MEMORANDUM. 6.

May 26th, 1868.

Mr. Rose brought the accompanying papers before Council on Saturday last, and it was decided that the parts of the locomotives declared free in the tariff should be entered free, the remainder to pay 15 per cent. Please instruct the Collector accordingly.

(Signed), S. L. TILLEY.

R. S. M. Bouchette, Esq.

7.

CUSTOMS DEPARTMENT,  
OTTAWA, June 3rd, 1868.

DEAR SIR,—The correspondence between the Grand Trunk Railway Company and yourself, relative to the importation of locomotive engines in parts, having been brought under the consideration of the Minister of Customs and the Minister of Finance, I am desired to instruct you to admit to a free entry those parts of the locomotives which are declared to be free by the tariff, it being considered that the parts in question did not lose their claims to exemption under the law, by having been put together in Glasgow with the other dutiable parts of the engine, such engine being taken to pieces afterwards and imported into Canada in parts as represented.

I am, Dear Sir,  
Your obedient servant,

(Signed), R. S. M. BOUCHETTE.

Alex. M. Delisle, Esq.,  
Collector of Customs, Montreal.

8.

OTTAWA, June 3rd, 1868.

MY DEAR SIR,—With reference to the question which it appears has arisen, touching the application of the tariff to the importation of twenty-five locomotive engines by the Grand Trunk Railway Company, I beg leave to inform you that I have this day, by desire of the Minister of Customs, transmitted instructions to the Collector of Customs, at the Port of Montreal, on the subject, and I am glad to add that the Department has been able to take a favorable view of the case, although some doubts might legitimately arise as to the application of the exemption under the circumstances.

I am, my Dear Sir,  
Yours faithfully,

(Signed), R. S. M. BOUCHETTE.

C. J. Brydges, Esq.,  
Managing Director, Grand Trunk Railway,  
Montreal.

9.

CUSTOM HOUSE,  
HAMILTON, 2nd Jan., 1873.

SIR,—Will you kindly allow me the liberty of enquiring if a Collector of Customs can legally allow an importer to deduct from an invoice of locomotives, complete and ready for service, the value or cost of those parts which would be entitled to free entry when imported in detached and isolated parts, which parts consist of "A" locomotive engine frames, hoop iron or steel for tyres of wheels, bent and welded, crank axles, piston rods, guide and slide bars, crank pins, and connecting rods, "B," requiring the importer to pay duty on the boiler, engine, &c., and allow him to make a free entry of all the parts of a locomotive enumerated from A. to B?

Your early attention will oblige me.

I have the honor to be,

(Signed), W. H. KITTSO.  
*Collector.*

R. S. M. Bouchette, Esq.

10.

CUSTOMS DEPARTMENT,  
OTTAWA, Feb. 4th, 1873.

It is considered that the parts of locomotive engines exempted from duty by the existing tariff, lose the privilege of the exemption if they are brought into Canada as forming part of an imported engine which is ostensibly complete, although it may still want some part of its machinery to put it in running order, and which part or parts may be supplied or applied in Canada.

It is considered, however, that when the free part of the machinery of an engine has necessarily (for its trial before exportation) to be so welded or combined with another part which is dutiable, and from which it could not be separated without injury to one or the other or to both parts, then such welding or combination shall not deprive the free parts of the exemption provided for it by law; but the parts shall be respectively entered in accordance with the tariff,—that which is dutiable paying duty, and that which is exempted from duty being entered free.

(Signed), R. S. M. BOUCHETTE.

Approved.

(Signed), S. L. TILLEY.

11.

CUSTOMS DEPARTMENT,  
OTTAWA, 4th February, 1873.

In reply to your letter of the 2nd ultimo, in regard to importation of locomotives, I beg leave to inform you that the parts of locomotive engines exempted from duty by the existing tariff, lose the privilege of the exemption if they are brought into Canada as forming part of an imported engine, which is ostensibly complete, although it may still want some part of its machinery to put it in running order, and which part or parts may be supplied or applied in Canada.

It is also considered, however, that when a free part of the machinery of an engine has necessarily (for its trial before exportation) to be so welded or combined with another part which is dutiable, and from which it could not be separated without injury to one or the other or to both parts, then such welding or combination shall not deprive the free part of the exemption provided for it by law; but the parts shall be respectively entered in accordance with the tariff,—that which is dutiable paying duty, and that which is exempted from duty being entered free.

I am, Sir,

Your obedient servant,

(Signed), R. S. M. BOUCHETTE.

The Collector of Customs,  
Hamilton, Ontario, Canada.

7.

12. OFFICE OF THE MANCHESTER LOCOMOTIVE WORKS,  
MANCHESTER, N.H., August 18, 1873.

Specification of free portion of one locomotive engine built for the Grand Trunk Railway of Canada by the Manchester Locomotive Works, Manchester, N.H.:—

Main frames, all complete .....	\$1,730 00
Engine truck frames .....	518 24
Tender and truck axles .....	611 48
Driving axles, all fitted .....	182 42
Boiler tubes .....	1,088 61
Four connecting rods .....	672 44
Steel tyres .....	668 83
Steel slides .....	142 77
Piston rods .....	44 55
Steel crank pins .....	32 97
<hr/>	
Total free, U.S. Currency .....	\$5,932 31
Less, twelve wheels, at \$20 each .....	240 00
<hr/>	
	\$5,692 31

ANETAS BLOOD,  
*Superintendent.*

## 13.

GREAT WESTERN RAILWAY,  
OFFICE OF THE GENERAL MANAGER,  
HAMILTON, ONTARIO, 29th September, 1873.

SIR,—Sometime since an interview was had with the Honorable Mr. Tilley, your predecessor, in reference to duties on locomotives then being imported from the United States for this Company, and it was arranged that we should finish our importations on the order then given on changing our guage, leaving the question to be afterwards settled.

That order has now been completed, and another about commencing.

I shall be obliged if you will kindly send me specification of dutiable articles on locomotives built in the United States, and also specification of free portions.

I need not mention that the articles which we claim as free portions are all imported from England, and could be imported into Canada free of duty—at the same time, I would point out that it has been impossible to have these locomotives built in Canada, as the Grand Trunk and the Great Western have, in addition to these locomotives from the United States, kept the only Locomotive Works in Canada (the Kingston shops) full of orders.

Your kind attention will oblige,

Your obedient servant,

(Signed), JOSEPH PRICE,  
*General Manager.*

Hon. Charles Tupper, C. B.,  
Minister of Customs, Ottawa.

## 14.

CUSTOMS DEPARTMENT,  
OTTAWA, 3rd October, 1873.

SIR,—In reply to your letter of the 29th ultimo, with reference to the admission of United States locomotives, or parts thereof, I beg leave to inform you that the

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parts of locomotives free by the tariff, are "Engine frames, axles, cranks, tyres for wheels, crank axles, piston rods, guide and slide bars, crank pins, and connecting rods."

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

(Signed), J. JOHNSON,  
*Assistant-Commissioner of Customs.*

Joseph Price, Esq.,  
General Manager, Great Western Railway Company,  
Hamilton, Ontario, Canada.

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(Treasurer's Office.)

15.

GREAT WESTERN RAILWAY,  
HAMILTON, ONTARIO, 16th October, 1873.

MY DEAR SIR,—I beg to thank you very much for your prompt reply with regard to parts of locomotives free from duty, and shall be obliged if you will now instruct your Customs' Agent at Suspension Bridge, to allow us credit on the locomotives which we have imported, and on which full duty was paid in error, according to the understanding with the former Commissioner of Customs.

I beg to enclose you the list of the locomotives and the amount of duty paid, as we shall have large duties to pay during the next two months on locomotives. The amount paid in error can be deducted from future payments, or refunded direct by cheque as you may be good enough to instruct.

Awaiting the same.

Yours very respectfully,

(Signed), JOSEPH PRICE,  
*General Manager.*

J. Johnson, Esq.,  
Assistant-Commissioner of Customs,  
Ottawa.

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16.

STATEMENT of Undutiable Parts of Locomotives on which Duty has been paid by Great Western Railway up to date. Amounts given are for material only, and do not include workmanship.

Date of Entry.	ENGINE.		Value in Currency.	Rate of Disc't	Value in Gold.	Rate of Duty, per cent.	Amount of Duty paid.	Value of Undutiable Parts.		Excess of Duty paid.
	Description.	No.						U.S.C.	Gold.	
1870.			\$ cts	Per cent	\$ cts	15 & 5 on	\$ cts	\$ cts	\$ cts	
Aug. 31	Pass Iron Tubes	101	11150 00	18	9143 00	15		1433 13	1175 17	
do 31	do do	103	11150 00	15	18955 00	15	4425 00	1433 13	1218 17	
do 31	do do	105	11150 00					1433 13	1218 17	
Sept. 7	do do	107	11150 00	14	29670 00	15	4673 00	1433 13	1232 50	
do 7	do do	109	11150 00					1433 13	1232 50	
do 7	do do	111	11150 00	14	19178 00	15	3028 53	1433 13	1232 50	
do 9	Fit Iron Tubes	102	11150 00					1407 37	1210 26	
do 9	do do	104	11150 00	12	19624 00	15	3090 78	1407 37	1238 49	
do 21	do do	106	11150 00					1407 37	1238 49	
do 21	do do	108	11150 00	12	19624 00	15	3090 78	1407 37	1238 49	
do 24	do do	110	11150 00					1407 37	1238 49	
do 27	do do	112	11150 00	12	19624 00	15	3090 78	1407 37	1238 49	
Oct. 3	dc do	114	11150 00					1407 37	1238 49	
do 3	do do	116	11150 00	12	9812 00	15	1545 39	1407 37	1238 49	
do 6	do do	118	11150 00					9812 00	1238 49	
do 7	do do	120	11150 00	10	70434 00	15	11093 36	1407 37	1238 49	
Dec. 9	Pass Iron Tubes	113	11180 00					1433 13	1289 82	
do 9	do do	115	11180 00	10	70434 00	15	11093 36	1433 13	1289 82	
do 9	do do	117	11180 00					1433 13	1289 82	
do 9	do do	119	11180 00	10	20124 00	15	3169 63	1433 13	1289 82	
do 9	do do	121	11180 00					1433 13	1289 82	
do 9	do do	123	11180 00	10	20124 00	15	3169 53	1433 13	1289 82	
do 9	do do	125	11180 00					1433 13	1289 82	
do 16	do do	122	11180 00	10	20124 00	15	3169 63	1407 37	1266 64	
do 16	do do	134	11180 00					1407 37	1266 64	
do 16	do do	136	11180 00	10	20124 00	15	3169 53	1407 37	1266 64	
do 16	do do	138	11180 00					1407 37	1266 64	
do 22	do do	140	11180 00	10	10062 00	15	1584 76	1407 37	1266 64	
do 21	do do	142	11180 00					1407 37	1266 64	
do 21	do do	144	11180 00	10	20124 00	15	3169 53	1407 37	1266 64	
do 23	do do	146	11180 00					1407 37	1266 64	
do 23	do do	148	11180 00	10	20124 00	15	3169 53	1407 37	1266 64	
	Total Gold								40065 95	
	15 per cent. duty on \$40065 95								6010 08	
	5 per cent. duty on \$6010 08								30 05	
									6040 13	
1871.										
April 9	Pass Iron Tubes	127	11150 00	9	20293 00	15	3043 95	1433 13	1304 15	
do 9	do do	129	11150 00					1433 13	1304 15	
May 4	do do	131	11150 00	10	20070 00	15	3010 50	1433 13	1289 82	
do 4	do do	133	11150 00					1433 13	1289 82	
do 19	Fit Iron Tubes	150	11150 00	11	9923 50	15	1488 50	1407 37	1252 56	
do 19	do do	152	11150 00					1407 37	1252 56	
do 19	do do	154	11150 00	11	9923 50	15	.....	1407 37	1252 56	
do 19	do do	156	11150 00					1407 37	1252 56	
do 19	do do	158	11150 00	11	29770 50	15	.....	1407 37	1252 56	
do 19	do do	160	11150 00					1407 37	1252 56	
do 21	do do	162	11150 00	11	19847 00	15	2977 05	1407 37	1252 56	
do 21	do do	164	11150 00					1407 37	1252 56	
do 26	Pass Iron Tubes	135	11150 00	11	9923 50	15	1488 53	1433 13	1275 49	

STATEMENT of Undutiable Parts of Locomotives, on which Duty has been paid by Great Western Railway, &c.—Continued.

Date of Entry.	ENGINE.		Value in Currency.	Rate of Disc't.	Value in Gold.	Rate of Duty, per cent.	Amount of Duty paid	Value of Undutiable Parts.		Excess of Duty paid.					
	Description.	No.						U.S.C.	Gold.						
			\$ cts.	Per cent.	\$ cts.		\$ cts.	\$ cts.	\$ cts.						
1871.															
June 30	Pass Iron Tubes	137	11150 00	11	19847 00	15	2977 05	1433 13	1275 49						
do 30	do do ...	139	11150 00					1433 13	1275 49						
July 4	do do ...	141	11150 00					9923 50	1488 53		1433 13	1275 49			
Sept. 27	Fit Iron Tubes...	168	11150 00					12	9240 00		15	1386 00	1407 37	1238 49	
Nov. 7	Fit brass flues...	170	11125 00					11	9901 25		15	1485 19	2467 59	2196 16	
do 6	do do ...	172	10625 00					11	9456 25		15	1418 44	2467 59	2196 16	
do 17	do do ...	174	10625 00					11	9456 25		15	1418 44	2467 59	2196 16	
Dec. 1	do do ...	176	10625 00					10	9562 50		15	1434 38	2467 59	2220 84	
do 8	do do ...	178	10625 00					11	9659 10		15	1448 85	2467 59	2220 84	
do 11	do do ...	180	10625 00					11	9725 40		15	1458 81	2467 59	2243 26	
do 23	do do ...	182	10625 00	11	9792 63	15	1468 89	2467 59	2258 66						
do 23	do do ...	184	10625 00	11	9747 71	15	1462 16	2467 59	2274 28						
do 26	do do ...	186	10625 00	11	9659 10	15	1448 85	2467 59	2263 83						
do 28	do do ...	188	10625 00	11	9659 10	15	1448 85	2467 59	2243 26						
do 30	do do ...	190	10625 00	11	9659 10	15	1448 85	2467 59	2243 26						
1872.															
Jan. 2	do do ...	192	10625 00	11	19450 80	15	2917 62	2467 59	2243 26						
Aug. 29	Fit Brass Tubes..	194	13775 00					24244 00	15		3636 60	2467 59	2243 26		
do 29	do do ...	196	13775 00					2467 59	2171 49						
Sept. 3	do do ...	198	13775 00					24244 00	15		3636 60	2467 59	2171 49		
do 16	do do ...	200	13775 00					2467 59	2171 49						
do 10	do do ...	202	13775 00					12122 00	15		1818 30	2467 59	2171 49		
do 19	do do ...	204	13775 00					12122 00	15		1818 30	2467 59	2171 49		
do 19	do do ...	206	13775 00					2467 59	2171 49						
do 23	do do ...	208	13775 00					24122 00	15		3636 60	2467 59	2171 49		
do 23	do do ...	210	13775 00					24122 00	15		3636 60	2467 59	2171 49		
Oct. 1	Pass Brass Tubes	189	14275 00	13	24838 50	15	3725 78	2493 35	2169 22						
do 5	do do ...	191	14275 00					2493 35	2169 22						
do 12	do do ...	193	14275 00					13	12419 25		15	1862 89	2493 35	2219 09	
do 14	do do ...	195	14275 00					13	12419 25		15	1862 89	2493 35	2219 09	
do 18	do do ...	197	14275 00					11	12704 75		15	1905 71	2493 35	2219 09	
do 26	do do ...	199	14275 00					11	12704 75		15	1905 71	2493 35	2219 09	
Nov. 4	do do ...	201	14275 00					11	25409 50		15	3811 43	2493 35	2219 09	
do 4	do do ...	203	14275 00										2493 35	2219 09	
do 7	do do ...	214	13775 00										2467 59	2191 16	
do 11	do do ...	216	13775 00										11	24519 50	
do 11	do do ...	218	13775 00	11	24519 50	15	3677 92			2467 59			2191 16		
do 11	do do ...	220	13775 00	2467 59	2191 16										
do 18	do do ...	222	13775 00	12	24244 00	15	3636 60			2467 59			2171 48		
do 18	do do ...	224	13775 00	12	24244 00	15	3636 60			2467 59			2171 48		
do 29	do do ...	226	13775 00	12	24244 00	15	3636 60			2467 59			2171 48		
do 29	do do ...	228	13775 00	12	24244 00	15	3636 60			2467 59			2171 48		
Dec. 5	do do ...	230	13775 00	12	24244 00	15	3636 60	2467 59	2171 48						
do 5	do do ...	232	13775 00					2467 59	2171 48						
do 5	do do ...	234	13775 00					12	12122 00		15	1818 30	2467 59	2171 48	
do 5	do do ...	236	13775 00					12	12122 00		15	1818 30	2467 59	2171 48	
do 12	do do ...	238	13775 00					12	12122 00		15	1818 30	2467 59	2171 48	
do 13	do do ...	240	13775 00					12	12122 00		15	1818 30	2467 59	2171 48	
do 16	Fit Brass Tubes..	242	1375 00					12	12122 00		15	1818 30	2467 59	2171 48	
do 19	do do ...	244	1375 00					12	12122 00		15	1818 30	2467 59	2171 48	
do 21	do do ...	246	1375 00					12	12122 00		15	1818 30	2467 59	2171 48	
do 24	do do ...	248	1375 00					12	12122 00		15	1818 30	2467 59	2171 48	
1873.															
Jan. 6	do do ...	148	1375 00	11	24519 50	15	3677 93	2467 59	2196 16						
do 6	do do ...	250	1375 00					2467 59	2196 16						
do 6	do do ...	252	14000 00					2467 59	2146 81						
Mar. 20	do do ...	254	14000 00					13	24360 00		15	3654 00	2467 59	2146 81	

These engines were entered on gold invoices made out at amount given (in gold).

STATEMENT of Undutiable Parts of Locomotives on which Duty has been paid by Great Western Railway, &c.—Continued.

Date of Entry.	ENGINE.		Value of Currency.	Rate of Disc't.	Value in Gold.	Rate of Duty, per cent.	Amount of Duty paid.	Value of Undutiable Parts.		Excess of Duty paid.
	Description.	No.						U.S.C.	Gold.	
1873.			\$ cts.	Per cent.	\$ cts.		\$ cts.	\$ cts.		
Mar. 20	Fit Brass Tubes..	256	14000 00	13	24360 00	15	3654 00	2467 59	2146 81	
do 22	do do ..	258	14000 00					2467 59	2146 81	
do 22	do do ..	260	14000 00					2467 59	2146 81	
do 29	do do ..	262	14000 00					2467 59	2146 81	
do 29	do do ..	264	14000 00					2467 59	2122 13	
April 2	do do do ..	266	14000 00	14	24080 00	15	3612 00	2467 59	2122 13	
do 2	do do do ..	268	14000 00	15	23800 00	15	3570 00	2467 59	2097 46	
Mar. 5	do do do ..	270	14000 00					2467 59	2097 46	
April 12	Fit Brass Tubes..	272	14000 00	15	23800 00	15	3570 00	2467 59	2097 46	
do 12	do do do ..	274	14000 00					2467 59	2097 46	
May 1	do do do ..	278	14000 00	15	23800 00	15	3570 00	2467 59	2097 46	
do 1	do do do ..	280	14000 00					2467 59	2097 46	
do 5	do do do ..	282	14000 00	15	23800 00	15	3570 00	2467 59	2097 46	
do 5	do do do ..	284	14000 00					2467 59	2097 46	
do 9	do do do ..	286	14000 00	15	23800 00	15	3570 00	2467 59	2097 46	
do 9	do do do ..	288	14000 00					2467 59	2097 46	
do 14	do do do ..	290	14000 00	15	23800 00	15	3570 00	2467 59	2097 46	
do 14	do do do ..	292	14000 00					2467 59	2097 46	
do 19	do do do ..	294	14000 00	15	23800 00	15	3570 00	2467 59	2097 46	
do 19	do do do ..	296	14000 00					2467 59	2097 46	
do 26	do do do ..	298	14000 00	15	23800 00	15	3570 00	2467 59	2097 46	
do 26	do do do ..	300	14000 00					2467 59	2097 46	
Sept. 15	do do do ..	302	14000 00	14	12040 00	15	1806 00	2467 59	2122 13	
do 16	do do do ..	304	14000 00	14	24080 00	15	3612 00	2467 59	2122 13	
do 16	do do do ..	306	14000 00					2467 59	2122 13	
do 18	do do do ..	308	14000 00	10	12600 00	15	1890 00	2467 59	2220 84	
do 22	do do do ..	310	14000 00	10	25200 00	15	3780 00	2467 59	2220 84	
do 22	do do do ..	312	14000 00					2467 59	2220 84	
do 27	do do do ..	314	14000 00	10	25200 00	15	3780 00	2467 59	2220 84	
do 27	do do do ..	316	14000 00					2467 59	2220 84	
do 24	do do do ..	318	14000 00	11	24920 00	15	3738 00	2467 59	2196 17	
do 24	do do do ..	320	14000 00					2467 59	2196 17	
do 27	do do do ..	322	14000 00	11	24920 00	15	3738 00	2467 59	2196 17	
do 27	do do do ..	324	14000 00					2467 59	2196 17	
do 30	do do do ..	326	14000 00	11	24920 00	15	3738 00	2467 59	2196 17	
do 30	do do do ..	328	14000 00					2467 59	2196 17	
	15 per c. on ..								191149 39	
1870.										28672 40
Sept. 8	Switching Iron Tubes .....	91	9000 00	14	7740 00	15 & 5 on 15	1219 05	1738 54	1495 15	
				15	1495 15				224 26	
				5	224 26				11 21	
1872.										235 47
Oct. 24	do do ..	308	9150 00	10	16287 00	15	2443 00	1738 54	1547 31	
do 24	do do ..	309	9150 00					1738 54	1547 31	
Nov. 2	do do ..	310	9150 00	11	16287 00	15	2443 00	1738 54	1547 31	
do 2	do do ..	311	9150 00					1738 54	1547 31	
do 4	do do ..	312	9150 00	11	16287 00	15	2443 00	1738 54	1547 31	
do 4	do do ..	313	9150 00					1738 54	1547 31	
1873.										
Jany. 4	do do ..	314	9150 00	11	8143 50	15	1221 53	1738 54	1547 31	
do 18	do do ..	315	9150 00	11	8143 50	15	1221 53	1738 54	1547 31	
do 24	do do ..	316	9150 00	11	16287 00	15	2445 05	1738 54	1547 31	
do 24	do do ..	317	9150 00					1738 54	1547 31	

STATEMENT of Undutiable Parts of Locomotives on which Duty has been paid by Great Western Railway.—*Concluded.*

Date of Entry.	ENGINE.		Value in Currency.	Rate of Disc't.	Value in Gold.	Rate of Duty, per cent.	Amount of Duty paid.	Value of Undutiable Parts.		Excess of Duty paid.
	Description.	No.						U.S.C.	Gold.	
1873.			cts.	Per cent.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	
Aug. 22	Switching Iron Tubes	418	9150 00	14	25026 00	15	3753 90	1738 54	1495 15	
do 22	do do	419	9150 00					1738 54	1495 15	
do 22	do do	420	9150 00					1738 54	1495 15	
Sept. 4	do do	421	9150 00	14	8342 00	15	1251 30	1738 54	1495 15	
	Total						244001 72			
	15 per c. duty on								21453 70	
	Total excess of duty paid									3218 05
										41398 34

17.

CUSTOMS DEPARTMENT,

OTTAWA, 4th November, 1873.

SIR,—In reply to your telegram of the 3rd instant, as to the admission of locomotives complete for the Great Western Railway, I beg leave to inform you that a specification should be furnished to you by the Company, showing the value of such of the parts of the locomotives in question as are exempted from duty under the law, and after being added up, the value thereof should be deducted from the cost of the locomotives complete, and duty paid upon the balance thereof only.

I am, Sir,

Your obedient servant,

(Signed), R. S. M. BOUCHETTE.

The Collector of Customs,  
Clifton, Ontario, Canada.

18.

CUSTOM HOUSE,

CLIFTON, 21st November, 1873.

SIR,—I beg leave to acknowledge the receipt of the Manager of the Great Western Railway's application for reduction of value on parts of locomotives named in tariff; also your letter of the 4th instant, in reply to my telegram, informing me that a "specification should be furnished by the Company, showing the value of such of the parts of the locomotives in question as are exempted from duty under the law, and the value thereof to be deducted from the cost of the locomotives complete, and duty paid upon the balance thereof only."

In accordance with the above instructions, I have accepted Entry No. 1388, with a copy of the undutiable parts of locomotives, certified to by the General Manager, and forwarded to your Department by yesterday's mail. I also enclose a copy of Mr. Price's specification for your information, all of which I hope you will find satisfactory.

The Company are importing other locomotives, which will be dealt with in like manner.

I have the honor to be, Sir,

Your very obedient servant,

(Signed), W. LEGGETT,  
Collector.

The Commissioner of Customs,  
Ottawa, Ontario.

18.

LIST of Undutiable Parts of Locomotives imported by the Great Western Railway Company of Canada and entered at the Port of Clifton, on which duty has been paid by the Great Western Railway Company. The prices stated being for material only, and not including labor for finishing.

	Passenger Locomotives.	Freight Locomotives.	Switching Locomotives.
	\$ cts.	\$ cts.	\$ cts.
Frame .....	255 78	255 78	430 00
2 driving axles .....	112 35	112 35	130 00
2 truck axles .....	42 00	42 00	.....
4 tender axles .....	124 88	124 88	.....
2 piston rods .....	18 04	18 04	130 00
4 crank pins .....	42 00	42 00	50 00
2 connecting rods .....	45 18	45 18	150 00
2 parallel rods.....	41 22	41 22	140 00
4 tyres, 5½—3152, at 14 cents .....	441 28	.....	} 480 00
4 tyres, 4½—2968 do .....	.....	415 52	
Slide bars .....	75 62	75 62	80 00
Tubes (iron) .....	234 78	234 78	148 54
Total in U.S. currency when tubes are of iron..	1,433 13	1,407 37	1,738 54
Extra cost of brass tubes when used in place of iron tubes.....	1,060 22	1,060 22	.....
Total in U.S. currency when tubes are of brass	2,493 35	2,467 59	.....

I certify the above statement to be correct.

(Signed), JOSEPH PRICE,  
General Manager, Great Western Railway.

19.

GREAT WESTERN RAILWAY OF CANADA,  
GENERAL MANAGER'S OFFICE,  
HAMILTON, ONTARIO, 18th Dec., 1873.

MY DEAR SIR,—Referring to the letter from your Department of the 3rd October last, and my reply dated 10th of the same month, owing to the large capital expenditure we have incurred during the last twelve months for increased equipment, and for loop line and double track railway, we are so pressed for cash as to induce me to ask you kindly to send me a check for \$41,398.34 the amount of *duty overpaid* on 152 locomotives, at your earliest convenience. An early compliance will be of great service to us at the present time.

Your obedient servant,  
(Signed), JOSEPH PRICE,  
General Manager.

Honorable Isaac Burpee,  
Minister of Customs, Ottawa.

20.

OTTAWA, 23rd December, 1873.

SIR,—Having been desired by the Hon. the Finance Minister to make a short explanatory report on the subject of the application now made by the Great Western Railway Co., the undersigned has the honor to state that at the outset, when certain parts of locomotive engines were exempted from duty, as they are still found to be in the tariff, the impression was, that those free parts of the engine should be imported unconnected with the dutiable parts, the consequence of which was, that the exemption was in most cases a dead letter. It was, therefore, represented first by the

Grand Trunk Railway Company that where engines were imported in parts or only partially put together, the machinery or parts of the engine which were free could not usefully be imported without being welded or inseparably attached to some of the dutiable parts of the engine before it left the manufactory in England or the United States, and it was accordingly proposed some two or three years ago, with the concurrence of the Minister of Customs, that upon the importation of locomotive engines from foreign countries, two specifications should be produced at the Custom House, one of dutiable parts of the engine and another of the free, with the values. This was subsequently again modified by calling merely for a specification with values attached, of the *free parts* of the engine which deducted from the whole price paid for it would at once shew on what amount the duty had to be paid.

It now appears that since 1870 the Great Western Railroad Company have paid full duties on the numerous locomotive engines imported by them, without any deductions for the free parts.

It is for the refund of the duties paid by them on those free parts of those engines that application is now made, and as the application is founded upon the law, and is in accordance with the present and approved manner of carrying out the law so as to give practical effect to the exemption, it is submitted that the amount claimed by the Great Western Railroad Company (\$41,398.34) should be refunded to them.

Humbly submitted,

(Signed),

R. S. M. BOUCHETTE.

To the Honorable  
The Minister of Customs.

Approved.

R. J. C.,  
For Minister of Customs.

21.

GREAT WESTERN RAILWAY OF CANADA,  
HAMILTON, ONTARIO, 26th January, 1874.

MY DEAR SIR,—In reference to the claim for reclamation recently made by our Company upon your Department, for rebate of duty on locomotives, which duty was paid in error, I find that the list of the parts of locomotives not liable to duty, sent to you, is not complete in some particulars, and I shall be glad if you will return the papers sent that I may have this put right.

We are very short of money, and I shall feel greatly obliged if you will kindly give this matter your early attention.

Yours faithfully,  
(Signed),

JOSEPH PRICE,  
General Manager.

R. S. M. Bouchette, Esq.,  
Commissioner of Customs, Ottawa.

N. B.—This letter was answered unofficially by Commissioner on the 29th January, 1874, but not copied in the books of the Department.

22.

GREAT WESTERN RAILWAY OF CANADA,  
HAMILTON, Ont., 2nd February, 1874.

MY DEAR SIR,—I am in receipt of yours of the 29th January, in reply to mine of the 26th, and beg to advise that I will at an early date render you a completed list of the undutiable portions of locomotives on which a reclamation of duties is claimed by this Company; meantime therefore, the list now before the Department be good enough to consider incomplete, not only as regards the number of locomotives included in the statement, but also as to the free portions and the value of such portions.

Yours faithfully,  
(Signed),

JOSEPH PRICE,  
General Manager,  
per J. BURTON.

R. S. M. Bouchette, Esq.,  
Commissioner of Customs, Ottawa.

23.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 11th February, 1874.*

On an application from the Great Western Railway Company, representing that they have paid full duties on the various locomotive engines imported by them since 1870, without any deduction for such parts thereof, as are exempted by law from duty, and praying that the amount so paid by them, and amounting to \$41,398.34 be refunded,

On the Report of the Commissioner of Customs and the recommendation of the Hon. Mr. Cartwright, acting in the absence of the Hon. the Minister of Customs, the Committee advise that the amount claimed be refunded.

Certified.

(Signed), W. A. HIMSWORTH,  
*Clerk, Privy Council.*

To the Honorable  
The Minister of Customs,  
&c., &c., &c.

24.

GREAT WESTERN RAILWAY OF CANADA,  
GENERAL MANAGER'S OFFICE,  
HAMILTON, Ont., 12th February, 1874.

MY DEAR SIR,—In continuation of my letter to you of 2nd instant, I now send you an amended statement for reclamations of duties overpaid on the locomotives imported by this Company.

Your early attention by facilitating a cheque, would be esteemed an especial favour at the present time, as we are very short of money.

Yours faithfully,

(Signed), JOSEPH PRICE,  
*General Manager.*

R. S. M. Bouchette, Esq.,  
Commissioner of Customs,  
Ottawa.

25.

GREAT WESTERN RAILWAY.

STATEMENT of Undutiable Parts of Locomotives, on which Duty has been paid by Great Western Railway Company.

Date of Entry.	ENGINE.		Value in Currency.	Rate of Discount.	Value in Gold.	Rate of Duty, per cent.	Amount of Duty paid.	Value of Undutiable Parts.		Excess of Duty paid.
	Description.	No.						U. S. C.	Gold.	
1870.			\$ cts.	Per cent.	\$ cts.	15 & 5 on 15	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Aug. 31	Passenger (iron tubes).....	101	11150 00	18	9143 00	"		{ 2856 29	2342 16	
do 31	do do ...	103	11150 00	15	18955 00	"	4425 43	{ 2856 29	2427 85	
do 31	do do ...	105	11150 00					{ 2856 29	2427 85	
Sept. 7	do do ...	107	11150 00	14	29670 00	"	4673 02	{ 2856 29	2456 41	
do 7	do do ...	109	11150 00					{ 2856 29	2456 41	
do 7	do do ...	111	11150 00					{ 2856 29	2456 41	
do 9	Freight (iron tubes).....	102	11150 00	14	19178 00	"	3020 53	{ 2856 29	2456 41	
do 9	do do ...	104	11150 00					{ 2856 29	2546 41	
do 21	do do ...	106	11150 00					{ 2856 29	2513 54	
do 21	do do ...	108	11150 00					{ 2856 29	2513 54	
do 24	do do ...	110	11150 00					{ 2856 29	2513 54	
do 27	do do ...	112	11150 00					{ 2856 29	2513 54	
Oct. 3	do do ...	114	11150 00	12	19624 00	"	3090 78	{ 2856 29	2513 54	
do 3	do do ...	116	11150 00					{ 2856 29	2513 54	
do 6	do do ...	118	11150 00	12	9812 00	"	1545 39	{ 2856 29	2513 54	
do 7	do do ...	120	11150 00					{ 2856 29	2513 54	
Dec. 9	Passenger (iron tubes).....	113	11180 00	10	70434 00	"	11093 36	{ 2856 29	2570 67	Value, 39588 23 Duty, 5935 23
do 9	do do ...	115	11180 00					{ 2856 29	2570 67	
do 9	do do ...	117	11180 00					{ 2856 29	2570 67	
do 9	do do ...	119	11180 00					{ 2856 29	2570 67	
do 9	do do ...	121	11180 00					{ 2856 29	2570 67	
do 9	do do ...	123	11180 00					{ 2856 29	2570 67	
do 9	do do ...	125	11180 00					{ 2856 29	2570 67	
do 16	Freight (iron tubes).....	132	11180 00					10	20124 00	
do 16	do do ...	134	11180 00	{ 2856 29	2570 67					
do 16	do do ...	136	11180 00	{ 2856 29	2570 67					
do 16	do do ...	138	11180 00	{ 2856 29	2570 67					
do 22	do do ...	140	11180 00	{ 2856 29	2570 67					
do 21	do do ...	142	11180 00	{ 2856 29	2570 67					
do 21	do do ...	144	11180 00	{ 2856 29	2570 67					
do 23	do do ...	146	11180 00	{ 2856 29	2570 67					
do 23	do do ...	148	11180 00	{ 2856 29	2570 67					
	Total Gold.....									
	15 per cent. duty on \$80718 95...									12107 84
	5 per cent. duty on \$12107 84...									605 39
										12713 23
1871.										
April 9	Passenger (iron tubes).....	127	11150 00	9	20293 00	15	3043 95	{ 2856 29	2599 23	
do 9	do do ...	129	11150 00					{ 2856 29	2599 23	
May 4	do do ...	131	11150 00	10	20070 00	15	3010 50	{ 2856 29	2570 67	
do 4	do do ...	133	11150 00					{ 2856 29	2570 67	
do 19	Freight (iron tubes).....	150	11150 00	11	19847 00	15	2977 05	{ 2856 29	2542 10	
do 19	do do ...	152	11150 00					{ 2856 29	2542 10	



STATEMENT of Undutiable Parts of Locomotives, on which Duty has been paid by Great Western Railway Company.—Continued.

Date of Entry.	ENGINE.		Value in Currency.	Rate of Discount.	Value in Gold.	Rate of Duty, per cent.	Amount of Duty Paid.	Value of Undutiable Parts.		Excess of Duty Paid.
	Description.	No.						U. S. C.	Gold.	
1871.			\$ cts.	Per cent.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	
May 19	Freight (iron tubes)	154	11150 00	11	9923 50	15	1488 53.	2856 29	2542 10	
do 19	do do	156	11150 00		2856 29	2542 10				
do 19	do do	158	11150 00		29770 50	15	4465 58	2856 29	2542 10	
do 19	do do	160	11150 00		2856 29	2542 10				
do 21	do do	162	11150 00		2856 29	2542 10				
do 21	do do	164	11150 00	11	19847 00	15	2977 05	2856 29	2542 10	
do 26	Passenger (iron tubes)	135	11150 00	11	9923 50	15	1488 53	2856 29	2542 10	
do 30	do do	137	11150 00		2856 29	2542 10				
do 30	do do	139	11150 00		2856 29	2542 10				
July 4	do do	141	11150 00	11	9923 50	15	1488 53	2856 29	2542 10	
Sept. 27	Freight (iron tubes)	168	10500 00	12	9240 00	15	1386 00	2856 29	2513 54	
1871.										
Nov. 7	Freight (brass tubes)	170	11125 00	11	9901 25	15	1485 19	3916 51	3485 70	
do 6	do do	172	10625 00		9456 25	15	1418 44	3916 51	3485 70	
do 17	do do	174	10625 00	9456 25	15	1418 44	3916 51	3485 70		
Dec. 1	do do	176	10625 00	10	9562 50	15	1434 37	3916 51	3524 86	
do 8	do do	178	10625 00		9659 10	15	1448 85	3916 51	3560 46	
do 11	do do	180	10625 00		9725 40	15	1458 81	3916 51	3584 90	
do 23	do do	182	10625 00		9792 63	15	1468 89	3916 51	3609 68	
do 23	do do	184	10625 00		9747 71	15	1462 16	3916 51	3593 12	
do 26	do do	186	10625 00		9659 10	15	1448 85	3916 51	3560 46	
do 28	do do	188	10625 00		9659 10	15	1448 85	3916 51	3560 46	
do 30	do do	190	10625 00		19450 80	15	2917 62	3916 51	3584 90	
1872.										
Jan. 2	do do	192	10625 00		These engines were entered in gold invoices, made out at amounts given (in gold).				3916 51	3446 53
Aug. 29	do do	194	13775 00	24244 00		15	3636 60	3916 51	3446 53	
do 29	do do	196	13775 00	24244 00		15	3636 60	3916 51	3446 53	
Sept. 3	do do	198	13775 00	24244 00		15	3636 60	3916 51	3446 53	
do 3	do do	200	13775 00	12122 00		15	1818 30	3916 51	3446 53	
do 16	do do	202	13775 00	12122 00		15	1818 30	3916 51	3446 53	
do 10	do do	204	13775 00	24244 00		15	3636 60	3916 51	3446 53	
do 19	do do	206	13775 00	24244 00		15	3636 60	3916 51	3446 53	
do 19	do do	208	13775 00	24244 00		15	3636 60	3916 51	3446 53	
do 23	do do	210	13775 00	24244 00		15	3636 60	3916 51	3446 53	
do 23	do do	212	13775 00	24244 00		15	3636 60	3916 51	3446 53	
Oct. 1	Passenger (brass tubes)	189	14275 00	13		24838 50	15	3725 78	3916 51	3407 37
do 5	do do	191	14275 00			12419 25	15	1862 89	3916 51	3407 37
do 12	do do	193	14275 00			12419 25	15	1862 89	3916 51	3407 37
do 14	do do	195	14275 00		12704 75	15	1905 71	3916 51	3485 70	
do 18	do do	197	14275 00		12704 75	15	1905 71	3916 51	3485 70	
do 26	do do	199	14275 00		25409 50	15	3811 43	3916 51	3485 70	
Nov. 4	do do	201	14275 00		24519 50	15	3677 92	3916 51	3485 70	
do 4	do do	203	14275 00		24519 50	15	3677 92	3916 51	3485 70	
do 7	Freight (brass tubes)	214	13775 00		11	24519 50	15	3677 92	3916 51	3485 70
do 7	do do	216	13775 00			24519 50	15	3677 92	3916 51	3485 70
do 11	do do	218	13775 00	24519 50		15	3677 92	3916 51	3485 70	
do 11	do do	220	13775 00	24244 00		15	3636 60	3916 51	3446 53	
do 18	do do	222	13775 00	24244 00		15	3636 60	3916 51	3446 53	
do 18	do do	224	13775 00	24244 00	15	3636 60	3916 51	3446 53		

STATEMENT of Undutiable Parts of Locomotives, on which Duty has been paid by Great Western Railway Company.--Continued.

Date of Entry.	ENGINE.		Value in Currency.	Rate of Discount	Value in Gold.	Rate of Duty, per cent.	Amount of Duty Paid.	Value of Undutiable Parts.		Excess of Duty Paid.
	Description.	No.						U. S. C.	Gold.	
1872.			\$ cts.	Per cent.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	
Nov. 29	Freight tubes	(brass	226 13775 00	12	24244 00	15	3636 60	3916 51	3446 53	
do 29	do do	do	228 13775 00					3916 51	3446 53	
Dec. 5	do do	do	230 13775 00	12	24244 00	15	3636 60	3916 51	3446 53	
do 5	do do	do	232 13775 00					3916 51	3446 53	
do 5	do do	do	234 13775 00	12	12122 00	15	1818 30	3916 51	3446 53	
do 5	do do	do	236 13775 00	12	12122 00	15	1818 30	3916 51	3446 53	
do 12	do do	do	238 13775 00	12	12122 00	15	1818 30	3916 51	3446 53	
do 13	do do	do	240 13775 00	12	12122 00	15	1818 30	3916 51	3446 53	
do 16	do do	do	242 13775 00	12	12122 00	15	1818 30	3916 51	3446 53	
do 19	do do	do	244 13775 00	12	12122 00	15	1818 30	3916 51	3446 53	
do 21	do do	do	246 13775 00	12	12122 00	15	1818 30	3916 51	3446 53	
do 24	do do	do	248 13775 00	12	12122 00	15	1818 30	3916 51	3446 53	
1873.										
Jan. 6	do do	do	148 13775 00	11	24519 50	15	3677 93	3916 51	3485 70	
do 6	do do	do	250 13775 00					3916 51	3485 70	
Mar. 20	do do	do	252 14000 00	13	24360 00	15	3654 00	3916 51	3407 37	
do 20	do do	do	254 14000 00					3916 51	3407 37	
do 22	do do	do	256 14000 00	13	24360 00	15	3654 00	3916 51	3407 37	
do 22	do do	do	258 14000 00					3916 51	3407 37	
do 29	do do	do	260 14000 00	13	24360 00	15	3654 00	3916 51	3407 37	
do 29	do do	do	262 14000 00					3916 51	3407 37	
April 2	do do	do	264 14000 00	14	24080 50	15	3612 00	3916 51	3368 20	
do 2	do do	do	266 14000 00					3916 51	3368 20	
May 5	do do	do	268 14000 00	15	23800 00	15	3570 00	3916 51	3329 04	
do 5	do do	do	270 14000 00					3916 51	3329 04	
1873.										
April 12	Freight tubes	(brass	272 14000 00	15	23800 00	15	3570 00	3916 51	3329 04	
do 12	do do	do	274 14000 00					3916 51	3329 04	
May 1	do do	do	278 14000 00	15	23800 00	15	3570 00	3916 51	3329 04	
do 1	do do	do	280 14000 00					3916 51	3329 04	
do 5	do do	do	282 14000 00	15	23800 00	15	3570 00	3916 51	3329 04	
do 5	do do	do	284 14000 00					3916 51	3329 04	
do 9	do do	do	286 14000 00	15	23800 00	15	3570 00	3916 51	3329 04	
do 9	do do	do	288 14000 00					3916 51	3329 04	
do 14	do do	do	290 14000 00	15	23800 00	15	3570 00	3916 51	3329 04	
do 14	do do	do	292 14000 00					3916 51	3329 04	
do 19	do do	do	294 14000 00	15	23800 00	15	3570 00	3916 51	3329 04	
do 19	do do	do	296 14000 00					3916 51	3329 04	
do 26	do do	do	298 14000 00	15	23800 00	15	3570 00	3916 51	3329 04	
do 26	do do	do	300 14000 00					3916 51	3329 04	
Sept. 15	do do	do	302 14000 00	14	12040 00	15	1806 00	3916 51	3368 20	
do 16	do do	do	304 14000 00					3916 51	3368 20	
do 16	do do	do	306 14000 00	14	24080 00	15	3612 00	3916 51	3368 20	
do 18	do do	do	308 14000 00					3916 51	3368 20	
do 22	do do	do	310 14000 00	10	12600 00	15	1890 00	3916 51	3524 86	
do 22	do do	do	312 14000 00					3916 51	3524 86	
do 27	do do	do	314 14000 00	10	25200 00	15	3780 00	3916 51	3524 86	
do 27	do do	do	316 14000 00					3916 51	3524 86	
do 24	do do	do	318 14000 00	11	24920 00	15	3738 00	3916 51	3485 70	
do 24	do do	do	320 14000 00					3916 51	3485 70	

STATEMENT of Undutiable Parts of Locomotives, on which Duty has been paid by Great Western Railway Company.—*Concluded.*

Date of Entry.	ENGINE.		Value in Currency.	Rate of Discount	Value in Gold.	Rate of Duty, per cent.	Amount of Duty Paid.	Value of Undutiable Parts.		Excess of Duty Paid.
	Description.	No.						U. S. C.	Gold.	
			\$ cts.	Per cent.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	
1873.	Freight (brass tubes).....	322	14000 00 }							
do 27	do do ...	324	14000 00 }	11	24920 00	15	3738 00	{ 3916 51	3485 70	
do 27	do do ...	326	14000 00 }					{ 3916 51	3485 70	
do 30	do do ...	328	14000 00 }	11	24920 00	15	3738 00	{ 3916 51	3485 70	
do 30	do do ...							{ 3916 51	3485 70	
	Total Gold.....								346270 94	
	15 per cent duty on \$346270.94.....									51940 64
1870.										
Sept. 8	Switching (iron tubes).....	91	9000 00	14	7740 00	15 & 5 on 15	1219 05	1738 54	1495 15	
	15 per cent duty on \$1495 15.....								224 26	
	5 per cent duty on \$224.26.....								11 21	
										235 47
1872.	Switching (iron tubes).....	308	9150 00 }							
Oct. 24	do do ...	309	9150 00 }	11	16287 00	15	2443 00	{ 1738 54	1547 31	
do 24	do do ...	310	9150 00 }					{ 1738 54	1547 31	
Nov 2	do do ...	311	9150 00 }	11	16287 00		2443 00	{ 1738 54	1547 31	
do 2	do do ...	312	9150 00 }					{ 1738 54	1547 31	
do 4	do do ...	313	9150 00 }	11	16287 00		2443 00	{ 1738 54	1547 31	
do 4	do do ...							{ 1738 54	1547 31	
1873.										
Jan. 4	do do ...	314	9150 00 }	11	8143 00	15	1221 53	1738 54	1547 31	
do 18	do do ...	315	9150 00 }	11	8143 00	15	1221 53	1738 54	1547 31	
do 24	do do ...	316	9150 00 }					{ 1738 54	1547 31	
do 24	do do ...	317	9150 00 }	11	16287 00	15	2445 05	{ 1738 54	1547 31	
Aug. 22	do do ...	418	9750 00 }					{ 1738 54	1495 15	
do 22	do do ...	419	9750 00 }	14	25026 00	15	3753 90	{ 1738 54	1495 15	
do 22	do do ...	420	9750 00 }					{ 1738 54	1495 15	
Sept. 4	do do ...	421	9750 00 }	14	8342 00	15	1251 30	1738 54	1495 15	
	Total Gold.....								21453 70	
	15 per cent duty on \$21453.70.....									3218 05

Date of Entry.	Engine.		Value in Currency.	Amount on which Duty was Paid.		Rate of Duty.	Amount of Duty Paid.	Undutiable Parts.			Excess of Duty Paid.
	Description.	No.		United States Currency.	Gold.			Rate of Discount.	Value of Parts deducted from Invoice before duty was paid.	Value of Parts on which duty should not have been Paid.	
			\$	\$ cts.	\$ cts. pr. c.	\$ cts.	\$ cts.	\$ cts.	United States Currency.	\$ cts.	\$ cts.
1873 Oct. 4	Freight brass tubes	330					2467 59	3916 51	1448 92	1289 54	
do 4	do	332					2467 59	3916 51	1448 92	1289 54	
do 8	do	334	56000	46129 64	11	6159 79	2467 59	3916 51	1448 92	1289 54	
do 8	do	336					2467 59	3916 51	1448 92	1289 54	
do 11	do	338	29000	23064 82	8	3182 94	2467 59	3916 51	1448 92	1333 01	
do 15	do	340					2467 59	3916 51	1448 92	1333 01	
do 15	do	342	29000	23064 82	8	3182 94	2467 59	3916 51	1448 92	1333 01	
do 18	do	344					2467 59	3916 51	1448 92	1333 01	
do 18	do	346	29000	23064 82	8	3182 94	2467 59	3916 51	1448 92	1333 01	
do 18	do	348					2467 59	3916 51	1448 92	1333 01	
do 22	do	350	14000				2467 59	3916 51	1448 92	1333 01	
do 22	do	372	13000	22064 82	8	3044 94	2467 59	3916 51	1448 92	1333 01	
do 25	do	374					2467 59	3916 51	1448 92	1333 01	
do 25	do	376	26000	21064 82	8	2906 94	2467 59	3916 51	1448 92	1333 01	
do 29	do	378	13000	10532 41	8	1453 47	2467 59	3916 51	1448 92	1333 01	
do 31	do	380					2467 59	3916 51	1448 92	1333 01	
do 31	do	382	26000	21064 82	8	2906 94	2467 59	3916 51	1448 92	1333 01	
Nov. 6	do	384	13000	10532 41	8	1453 47	2467 59	3916 51	1448 92	1333 01	
do 13	do	386	13000	10532 41	6	1485 07	2467 59	3916 51	1448 92	1362 01	
do 6	do	205	13500	11006 65	8	1518 91	2493 35	3916 51	1423 16	1309 31	
do 13	do	207	13500	11006 65	6	1551 93	2493 35	3916 51	1423 16	1337 79	
15 per c. duty on.....											4171 41
Total Duty paid.....											281986 61
Total Excess of Duty paid.....											72281 80

: 6.

CUSTOMS DEPARTMENT,  
OTTAWA, 14th February, 1874.

SIR,—I am desired by the Honorable the Minister of Customs to transmit to you herewith a cheque for the sum of \$41,398.34, payable to the order of the Great Western Railway Company, being a refund of duty allowed to the Company by His Excellency the Governor General in Council, on parts of locomotives imported, and which are made free by the tariff.

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

The Hon. Wm. McMaster,  
President of the G. W. R. Co.,  
Toronto, Ont. (Signed), R. S. M. BOUCHETTE.

(No. 1534.)  
(\$41,398.34.)  
27.

RECEIVER GENERAL'S OFFICE, CANADA,  
OTTAWA, 14th February, 1874.

Pay to the order of the Great Western Railway Company, the sum of forty-one thousand three hundred and ninety-eight dollars and thirty-four cents.

(Signed), T. D. HARRINGTON,  
*Deputy Receiver-General.*

To the Manager of the  
Bank of Montreal. WM. DICKINSON,  
*Deputy Inspector-General.*

Pay Canadian Bank of Commerce.  
(Signed), J. METCALFE,  
*Treasurer, Great Western Railway.*  
(Signed), H. C. SECORD,  
*Pro. Manager.*

28.

GREAT WESTERN RAILWAY,  
HAMILTON, Ont., 16th February, 1874.

DEAR SIR,—I have the pleasure to acknowledge the receipt of your favour of this date, covering official cheque for Forty-one thousand three hundred and ninety-eight dollars and thirty-four cents, (\$41,398.34) being on account of refund of duty on parts of locomotives imported by this Company, and which are free, made free by the tariff.

Hon. Wm. McMaster, Senator,  
Toronto. Yours faithfully,  
(Signed), J. METCALFE,  
*Treasurer.*

29.

CANADIAN BANK OF COMMERCE,  
TORONTO, Ont., 17th February, 1874.

SIR,—I have the honor to acknowledge the receipt of your letter of the 14th instant, covering a cheque for the sum of \$41,398.34—say forty-one thousand three hundred and ninety-eight dollars and thirty-four cents, payable to the order of the Great Western Railway Company, being a refund of duty allowed to the Company by His Excellency the Governor General in Council, on parts of locomotives imported and which are made free by the tariff. Said cheque has been forwarded by me to the Treasurer of the Company, whose official receipt for the same is herewith enclosed.

I have the honor to be, Sir,  
Your obedient servant,  
(Signed), WM. McMASTER,  
*Chairman Canadian Board, Great Western Railway Company.*

R. S. M. Bouchette, Esq.,  
Commissioner of Customs, Ottawa.

30.

CUSTOMS DEPARTMENT,

OTTAWA, 19th February, 1874.

DEAR SIR,—In acknowledging the receipt of your letter of the 12th instant, with an amended statement for refund of duties overpaid on locomotives imported by the Great Western Railway Company, I beg leave to request that you will be good enough to furnish a specification applicable to each style or class of locomotive, showing on what parts of the locomotives, not mentioned in the first specification sent in, these further duties have been paid, and are now claimed; and to forward this second specification to the Collector of Clifton, at whose port it appears the locomotives were entered, and who is required to enquire into and verify the correctness of the values of the free parts as shown by attested invoices.

I am, dear Sir,

Your obedient servant,

(Signed), R. S. M. BOUCHETTE.

Joseph Price, Esq.,

General Manager, Great Western Railway Company,  
Hamilton, Ont.

31.

GREAT WESTERN RAILWAY OF CANADA,

GENERAL MANAGER'S OFFICE,

HAMILTON, Ont., 24th February, 1874.

MY DEAR SIR,—The Collector at Suspension Bridge, Mr. Leggett, has, I believe, forwarded to you the verification of the account for rebate of duties on locomotives, and as we are really very short of money just now, it would be a great convenience to the Company if you will facilitate the forwarding of the cheque. I hope you will excuse me for troubling you, but we have been largely overspending our capital, and this amount just now would be an object to us.

Yours faithfully,

(Signed),

JOSEPH PRICE,

*General Manager,**per T. M.*

R. S. M. Bouchette, Esq.,

Commissioner of Customs,  
Ottawa.

32.

CUSTOM HOUSE,

CLIFTON, 24th February, 1874.

SIR,—I beg leave to acknowledge the receipt of the application and statement of Joseph Price, Esq., General Manager of the Great Western Railway of Canada, for further rebate of duties on locomotives entered and duty paid at this office in the years 1870-71-72 and '73, referred to me for verification and report.

After due examination of our customs books, and comparing the entries with the enclosed statement, I find the values correct, but have no means of verifying the value of parts upon which the Great Western Railway Company claim to be free, as their invoices on file in this office show the value of each locomotive complete.

I enclose herewith a statement and affidavit from Mr. W.A. Robinson, Mechanical Superintendent of the Company, of the value of the articles referred to, which I believe to be correct.

I have the honor to be, Sir,

Your very obedient servant,

(Signed), WM. LEGGETT,

*Collector.*The Commissioner of Customs,  
Ottawa, Ont.

33.

DOMINION OF CANADA.

CITY OF HAMILTON, }  
To Wit.

I, WILLIAM ASPLEY ROBINSON, of the City of Hamilton, in the County of Wentworth, Mechanical Engineer, make oath and say :—

1. That I am and have been for several years past the Mechanical Superintendent of the Great Western Railway Company of Canada, and as such Superintendent have, and have had means of knowing, and do know the value of the several parts of locomotives imported by the said Company into Canada from the United States of America during such period.

2. That the Schedule hereunto annexed, marked with the letter A., correctly sets forth as I verily believe, the actual value (in the currency of the said United States) at the time of importation of the several parts in the said Schedule mentioned, of the locomotives imported by the said Company into Canada from the said United States; in respect of which parts the said Company now claim they are lawfully entitled to have refunded them by the Government of Canada, the duties imposed thereon and charged against them contrary to the interest and spirit of the Acts of Parliament in that behalf.

Sworn before me, at the City of Hamilton, in the Province of Ontario, this twenty-third day of February, A.D. 1874, by the above-named Wm. A. Robinson, to me personally known to be the Mechanical Superintendent of the Great Western Railway Company.

In witness whereof, I, Samuel Barker, a Notary Public in and for the Province of Ontario, duly commissioned, have hereunto set my hand and Notarial Seal the day and year aforesaid.

(Signed), SAMUEL BARKER,  
Notary Public.

34.

"A"

GREAT WESTERN RAILWAY.

Statement of the value of undutiable portions of locomotives imported from the United States by the Great Western Railway, and entered at the Port of Clifton :—

DESCRIPTION OF PARTS.

	\$	cts.
Main frames, all complete.....	929	75
Engine truck frames.....	400	96
2 Driving axles .....	114	00
2 Truck do .....	45	40
4 Tender do .....	127	20
2 Piston rods.....	38	00
4 Crank pins.....	63	00
4 Connecting rods.....	155	00
2 Parallel rods.....	153	00
4 Tyres.....	445	20
8 Slide bars.....	150	00
1 Set tubes (iron).....	234	78
(With iron tubes). Total U. S. Currency.....	2,856	29
Extra cost of brass tubes (supplied to greater part of Engines) over iron.....	1,060	22
	\$3,916	51

I certify that this is the Schedule marked "A" referred to in the affidavit of W. A. Robinson, sworn before me this 23rd day of February, 1874.

(Signed), SAMUEL BARKER,  
Notary Public.

35.

Statement of undutiable parts of locomotives on which duty has been paid by the Great Western Railway Company, from 31st August, 1870, to 13th November, 1873:—

Total excess of duty paid.....	\$72,281 80
Less amount paid to Great Western Railway Company on 14 February, 1874.....	41,398 34
Balance due.....	\$30,883 46
Deduct importations antecedent to 16th October, 1870....	5,938 23
Net balance due.....	\$24,945 23

CUSTOMS DEPARTMENT.

OTTAWA, 26th February, 1874.

MEMO:—The claim cannot under the law, go farther back than three years from the date of the claim made for the refund of the over-paid duties. Hence the deduction from the amount of such duties as were paid antecedent to the making of the claim, which was so made on the 16th October, 1873.

(Signed), R. S. M. BOUCHETTE.

36.

(Customs—No. 369.)

*Extract from the Minutes of the Treasury Board, held at Ottawa, on the Twenty-sixth day of February, 1874.*

Received application from the "Great Western Railway Company," Hamilton, for refund of duty on parts of locomotives claimed to be free under the tariff.

The Board approve of the following memorandum of the Commissioner of Customs:—"The claim cannot under the law go further back than three years from the date of the claim made for the refund of the over-paid duties, hence the deduction from the amount of such duties as were paid, antecedent to the making of the claim which was so made on the 16th October, 1873."

Approved by Order in Council, dated March 2nd, 1874.

(Signed), M. COURTNEY,  
For the Secretary.

James Johnson, Esq.,  
Commissioner of Customs.

37.

(In Council, 2nd March, 1874.)

It is ordered with reference to the application of the Great Western Railway Company, Hamilton, for refund of duty paid on parts of locomotives, claimed to be free under the tariff, that the memorandum of the Commissioner of Customs on this case be approved.

\* \* \* \* \*

(Signed), W. A. HIMSWORTH,  
Clerk, Privy Council.



MEMORANDUM showing the amount of Duties returned to the Great Western Railway on parts of Locomotives, the dates of the Orders in Council authorizing the return of the Duties, and the years in which the Duties were collected.

Dates of Refunds.	Amounts Refunded.	Period in which the Duties were Collected.	Dates of the Orders in Council authorizing the Payments.
1874			
February 14	41,398 34	From 16th October, 1870, to 30th September, 1873.	
March 7	24,945 23	From 16th October, 1870, to 13th November, 1873.	
May 7	1,339 62	From 23rd September, 1871, to 28th August, 1873.	
Total .....	\$67,683 19		

The above amount appeared in the Public Accounts for the year ended 30th June, 1874, divided as follows:—

RETURN DUTIES.

To refund the Great Western Railway of Canada duty paid on parts of locomotives entitled to free entry, during the year ended 30th June, 1874. (Page 260, part 2.)..... \$14,582 23

RETURNED DUTIES ON COLLECTIONS OF FORMER YEARS.

For refunds paid the Great Western Railway of Canada of Duties on parts of locomotives entitled to free entry. (Page 262, part 2.)..... 53,100 96

Total..... \$67,683 19

38.

CUSTOMS DEPARTMENT,

OTTAWA, 7th March, 1874.

SIR,—I beg leave to transmit to you herewith the Hon. the Receiver General's cheque for the sum of \$24,945.23, payable to the order of the Great Western Railway Company, being a refund of duty allowed to the Company by His Excellency the Governor General in Council on parts of locomotives imported, and which are made free by the tariff, and which were not included in the first statement for refund.

I have, at the same time, to inform you that the refund of duties has been authorized on locomotives only imported within three years anterior to the date of your application of the 16th October last.

I have the honor to be, Sir,

Your obedient servant,

(Signed), R. S. M. BOUCHETTE.

Joseph Price, Esq.,

Manager, Great Western Railway Company,  
Hamilton.

39.

GREAT WESTERN RAILWAY,

HAMILTON, Ont., 10 March, 1874.

SIR,—I have the pleasure to acknowledge the receipt of your favor of the 7th

instant, addressed to Joseph Price, General Manager, and enclosing the Hon. the Receiver General's cheque for \$24,945.23 on account of refund of duty allowed this Company by His Excellency the Governor General in Council on parts of locomotives imported, and which are made free by the tariff.

I am Sir, yours faithfully,

(Signed), J. METCALFE,  
*Treasurer.*

R. S. M. Bouchette, Esq.,  
Commissioner of Customs,  
Ottawa.

40.

GREAT WESTERN RAILWAY,  
HAMILTON, Ont., April 4th, 1874.

DEAR SIR,—I enclose you a statement herewith showing the amount of duty which you are entitled to have refunded for the four engines imported by you. The value of the undutiable parts are put down at the same amount as for the engines of the same class which we purchased.

Yours faithfully,

(Signed), W. A. ROBINSON.

W. Hendrie, Esq.

41

CUSTOM HOUSE,  
HAMILTON, 15th April, 1874.

SIR,—Adverting to reference No. 948 by the Great Western Railway Company's application for a refund of duties on certain portions of four locomotives, imported from the United States by Mr. W. Hendrie, of this city, I have the honor to inform you that the machines referred to were entered for consumption at the port of Clifton. I have consequently transferred the papers to Mr. Collector Leggett for his consideration.

I have the honor to be, Sir,

Your most obedient servant,

(Signed), W. H. KITTSON,  
*Collector.*

The Commissioner of Customs,  
Ottawa.

42-

CUSTOM HOUSE,  
PORT OF CLIFTON, 18th April, 1874.

SIR,—I beg leave to acknowledge the receipt of statements received from your office, through the Collector at the Port of Hamilton, for four locomotives entered at this office by Mr. W. Hendrie, Hamilton, for examination and report.

After comparing the entries on file in this office, with the statements submitted by Mr. Hendrie, I find the value of the undutiable parts to correspond with the statements of the Great Western Railway for engines of the same class, and have no doubt they are correct.

I have the honor to be, Sir,

Your very obedient servant,

(Signed), WM. LEGGETT,  
*Collector.*

The Commissioner of Customs,  
Ottawa.

43.  
**STATEMENT showing amount of Duty paid on parts of Locomotives imported by Mr. Wm. Hendrie, of Hamilton, which are admitted free by Customs Tariff.**

Date of Entry.	Engine.		Rate of Dis-count.	Value in U. S. Currency.	Rate of Duty.	Amount of Duty Paid	Value of Uudutiable Parts.		Excess of Duty Paid.	
	Description.	No. or Name.					U. S. Currency.	Gold.		
September 23, 1871.....	Freight.....	166	12 per c.	\$ 10,000 00		\$ 1,320 00	\$ 2,856 29	\$ 2,513 54		
November 17, 1871... ..	Passenger.....	Col McGiven....	11 do ..	5,975 00	do ..	797 66	1,790 00	1,593 10		
April 30, 1873.....	Freight.....	276	15 do ..	14,000 00	do ..	1,785 00	3,916 51	3,329 04		
August 28, 1873.....	Switching .....	Oil King.....	14 do ..	9,700 00	do ..	1,248 30	1,738 54	1,495 15		
15 per cent. duty on \$8,930 83.....									8,930 83	1,339 62

## GREAT WESTERN RAILWAY.

STATEMENT of the value of undutiable portions of Locomotives imported from the United States by Mr. Wm. Hendrie, and entered at the Port of Clifton.

Description of Parts.	Amounts.	
	\$	cts.
Main frames, complete.....	929	75
Engine truck frames.....	400	96
Two driving axles.....	114	00
Two truck axles.....	45	40
Four tender axles.....	127	30
Two piston rods.....	38	00
Four crank pins.....	63	00
Two connecting rods.....	155	00
Two parallel rods.....	153	00
Four tyres.....	445	20
Eight slide bars.....	150	00
One set tubes (iron) No. 166.....	234	78
	2,856	29
Extra cost of brass tubes (No. 276) over iron.....	1,060	22
	3,916	51

## GREAT WESTERN RAILWAY.

STATEMENT of the value of undutiable portions of Locomotives imported from the United States by Mr. Wm. Hendrie and entered at the Port of Clifton.

Description of Parts.	Amounts.	
	\$	cts.
Frames.....	430	00
Engine axles.....	130	00
Piston rods.....	130	00
Crank pins.....	50	00
Connecting rods.....	150	00
Parallel rods.....	140	00
Tyres.....	480	00
Slide bars.....	80	00
Tubes.....	148	54
	1,738	54

## GREAT WESTERN RAILWAY.

STATEMENT of the value of undutiable portions of Locomotives imported from the United States by Mr. Wm. Hendrie, and entered at the Port of Clifton.

Description of Parts.	Amounts.
	\$ cts.
Main frame, complete.....	500 00
Engine truck frames .....	200 00
Two driving axles .....	200 00
Two truck axles.....	25 00
Four Tenders .....	60 00
Two piston rods.....	20 00
Four crank pins.....	20 00
Two connecting rods.....	100 00
Two parallel rods.....	60 00
Four Tyres.....	445 00
Eight slide bars.....	60 00
One set tube and iron (with iron tubes).....	100 00
	\$1,790 00

(Signed), COL. MCGIVERIN,

44.

CUSTOMS DEPARTMENT,  
OTTAWA, 20th May, 1874.

SIR,—I beg leave to transmit to you herewith an official cheque for the sum of \$1,339. 62, payable to the order of the Great Western Railway Company, it being a refund of duty paid by the Company on parts of locomotives (entitled to free entry) between 23rd September, 1870, and 28th August, 1873, the receipt of which you will be good enough to acknowledge in due course.

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

(Signed), R. S. M. BOUCHETTE.

Joseph Price, Esq.,  
General Manager, Great Western Railway Company,  
Hamilton, Ont.

## RETURN

TO AN ADDRESS OF THE SENATE, dated 17th February, 1876 ;—For a Return showing the General Nature and the Value of all Manufactured Goods imported into Canada from the United States, in the Years 1873, 1874 and 1875.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 6th March, 1876.

STATEMENT showing the General Nature and Value of all Manufactured Goods Imported into Canada from the United States in 1873, 1874 and 1875 respectively.

Manufactured Articles.	Imported into Canada from the United States.		
	1873.	1874.	1875.
	\$	\$	\$
Acid—Sulphuric .....	13,944	9,384	9,476
Butter .....	23,461	38,029	48,140
Cigars .....	81,739	168,407	286,178
Cheese .....	13,278	13,401	12,280
Lard and Tallow .....	102,134	179,599	367,566
Malt .....	2,805	4,157	4,023
Oil—Coal and Kerosene .....	119,820	132,621	112,759
Products of Petroleum .....	8,279	6,771	11,281
Crude Petroleum .....	13,260	16,748	15,040
Soap—Common .....	10,665	13,900	22,392
Starch .....	6,759	11,891	58,251
Spirits—Alcohol .....	183	1,865	335
Brandy .....	41,657	68,212	15,692
Cologne Water and Perfumed Spirits not in flasks .....	12,660	7,694	15,531
do do in flasks .....	733	1,049	1,194
Cordials .....	6,467	4,395	5,143
Gin .....	3,397	2,834	22,567
Rum .....	1,807	235	1,312
Essences, Tinctures and Extracts .....	2,716	5,761	5,275
Whiskey .....	14,558	14,296	20,030
Unenumerated .....	7,229	10,745	4,118
Vinegar and Acetic Acid .....	682	1,367	1,701
Wines containing less than 20 per cent. of Alcohol, and not worth more than 40 cents per gall.....		102	9,420
Wines—all other except sparkling, imported in wood.....	27,183	876	7,557
All other except sparkling, imported in bottles .....		726	1,697
Sparkling .....		373	53,163
All kinds, old tariff.....		12,774	
<i>Goods paying Specific and Ad Valorem Duties.</i>			
Ale, Beer and Porter, in casks .....	2,895	6,806	2,040
do in bottles.....	1,044	630	6,052
Sugar equal to and above No. 13 Dutch Standard, from 10th April, 1874.....			603,046
Sugar equal to and above No. 9 Dutch Standard.....	1,695,349	1,472,677	892,604
Sugar below No. 9 Dutch Standard.....	102,054	44,764	9,624
Cane Juice, Melado, &c.....	50,830	275,124	92,469
Sugar Candy and Confectionery.....	16,035	35,784	43,898
Tobacco (manufactured) and Snuff.....	86,671	93,135	85,624
<i>Goods paying 25 Per Cent.</i>			
Spices, including Cassia, Cinnamon, Ginger, Pimento and Pepper (ground) .....	442	134	358
Patent Medicines and Medicinal Preparations .....	48,856	57,864	55,998
Playing Cards.....	2,928	1,628	2,884
Perfumery not elsewhere specified.....	1,632	2,800	1,034

STATEMENT showing the General Nature and Value of all Manufactured Goods Imported into Canada from the United States, &c.—Continued.

Manufactured Articles.	Imported into Canada from the United States.		
	1873.	1874.	1875.
	\$	\$	\$
<i>Goods paying 17½ Per Cent.</i>			
Perfumed and Fancy Soaps .....	2,680	3,227	3,493
Molasses, other than for refining purposes.....	82,817	256,112	340,704
Bagatelle Boards and Billiard Tables and Furnishings.....	17,309	17,866	17,382
Blacking .....	17,508	26,095	23,334
Brooms and Brushes of all kinds .....	19,219	16,770	20,033
Cabinet Ware and Furniture .....	220,687	311,454	328,787
Candles and Tapers of Tallow, Wax, or other Material.....	11,299	10,992	12,499
Carpets and Hearth Rugs .....	11,088	18,864	20,284
Carriages .....	72,852	120,033	89,111
Coach and Harness Furniture.....	85,824	97,702	96,516
Chandeliers, Girandoles and Gas Fittings .....	34,118	39,293	49,743
Chinaware, Crockery and Earthenware .....	22,335	29,859	40,853
Cider .....	2,666	2,627	4,929
Clocks .....	88,336	101,660	85,939
Cocoa and Chocolate .....	2,981	3,304	5,489
Cordage .....	40,592	41,557	38,029
Corks .....	22,480	11,749	23,663
Cottons—Bleached and unbleached.....			423,952
Printed, painted or colored.....			171,239
Ginghams and Plaids .....			2,751
Jeans, Denims and Drillings.....	516,634	900,355	34,746
Clothing and Wearing Apparel.....			101,965
All other not elsewhere specified .....			606,890
Dried Fruits and Nuts of all kinds .....	347,457	306,909	368,796
Drugs not otherwise specified .....	158,625	158,802	156,788
Engravings and Prints .....	44,423	68,115	65,528
Fancy Goods .....	167,040	283,209	306,801
Fire Works .....	5,856	6,439	6,513
Flat Wire for Crinolines (covered).....	4,516	4,264	317
Gunpowder .....	16,326	27,045	29,586
Guns, Rifles and Firearms of all kinds .....	30,304	34,299	39,834
Glass—Plate and silvered.....	3,908	7,708	5,133
Window, stained, painted, or colored .....	6,683	9,780	7,424
Plain .....			2,959
Glassware .....	352,307	414,030	396,611
Hats, Caps, and Bonnets .....	286,287	315,878	430,359
Hosiery .....	13,168	26,550	33,055
Inks of all kinds except Printing Ink.....	3,343	3,414	4,433
Hardware—Cutlery of all kinds.....	65,986	175,272	57,916
Japanned, Planished Tin and Britannia Metalware.....	23,589	29,532	29,042
Axes.....			23,945
Edge Tools .....			26,834
Rakes, Forks, Scythes and Snaths .....	64,642	79,087	40,160
Spades and Shovels .....			25,690
All others not elsewhere specified.....	1,661,252	2,029,542	1,956,965
Jewellery and Watches .....	244,250	520,556	267,905
Lumber—Sawn and Plank, not being of Mahogany, Rosewood, Walnut, Chestnut and Cherry, or not imported from New- foundland .....	132,522	78,042	141,081
Leather .....	144,482	129,633	132,113
do Sheep, Calf, Goat and Chamois Skins (dressed) .....	14,740	24,640	47,317
Linen .....	27,070	40,800	64,638
Locomotive Engines and Railroad Cars .....	1,517,464	1,755,057	89,990



STATEMENT showing the General Nature and Value of all Manufactured Goods Imported into Canada from the United States, &c.—Continued.

Manufactured Articles.	Imported into Canada from the United States.		
	1873.	1874.	1875.
	\$	\$	\$
<i>Goods paying 17½ Per Cent.—Continued.</i>			
Maccaroni and Vermicelli.....	921	1,270	988
Maps, Charts and Atlases .....	12,736	13,628	16,020
Manufactures of Marble, or other than rough slabs or blocks ...	38,108	49,714	61,033
Caoutchouc or India Rubber or of Gutta Percha .....	135,618	121,454	146,058
Cashmere .....		2,318	100
Fur, or of which Fur is a principal part .....	70,051	85,326	119,680
Hair or Mohair .....	29,825	34,588	14,892
Iron Spikes, Nails, Tacks, Brads and Sprigs.....	115,203	139,403	233,084
Iron Stores and all other Iron Castings.....	278,823	360,717	356,768
Iron—all other .....			249,684
Papier Maché .....	40		67
Grass, Osier, Palm Leaf, Straw, Whalebone or Willow not elsewhere specified.....	24,776	25,854	20,198
Bone, Shell, Horn, Pearl and Ivory.....	10,201	7,616	9,541
Gold, Silver or Electro-plate, Argentine, Alabata, German Silver and Plated and Gilded Ware of all kinds .....		114,727	137,190
Brass or Copper .....	95,388	33,972	37,851
Leather or Imitation of Leather.....	66,170	95,845	102,405
Leather Boots and Shoes.....	106,250	149,321	170,177
Leather Harness and Saddlery .....	25,542	35,355	53,542
Wood not elsewhere specified .....	395,873	455,011	426,442
Reaping and Threshing Machines.....	57,971	31,203	40,932
Musical Instruments, including Musical Boxes and Clocks .....	594,536	583,128	731,573
Mustard.....	425	1,082	2,132
Machinery not elsewhere mentioned.....	787,520	774,965	659,036
Ochres (ground or calcined).....		17	35
Oil Cloths.....	35,354	49,001	66,853
Oil—Cod Liver not elsewhere specified.....	247	13	930
Fish do .....		281	439
In any way rectified or prepared, not otherwise specified ..	122,868	122,604	134,649
Of all kinds, Crude, except Whale Oils and others elsewhere specified .....		186	1,290
Opium .....	14,822	11,103	37,440
Packages .....	100,112	112,574	35,256
Paints and Colors .....	48,059	52,239	68,386
Paper of all kinds .....	96,038	174,115	246,015
Paper Hangings .....	57,535	83,235	69,411
Parasols and Umbrellas.....	19,580	745	1,043
Plaster of Paris and Hydraulic Cement (ground or calcined)...	30,165	31,675	35,634
Pickles and Sauces .....	6,326	8,833	12,808
Portable Hand Printing Presses.....	2,178		1,434
Preserved Meats, Poultry, and Vegetables.....	147,389	134,673	126,541
Printed, Lithographic or Copper-plate Bills, &c., Advertising Pamphlets .....	46,354	53,733	57,810
Sails (ready made) .....	11,702	5,296	4,444
Shawls .....	5,087	4,414	1,270
Silks, Satins and Velvets .....	44,813	62,103	39,079
Silk, Woolen, Worsted and Cotton Embroideries and Tambour Work .....		66	267

STATEMENT showing the General Nature and Value of all Manufactured Goods Imported into Canada from the United States, &c.—Continued.

Manufactured Articles.	Imported into Canada from the United States.		
	1873.	1874.	1875.
	\$	\$	\$
<i>Goods paying 17½ Per Cent.—Continued.</i>			
Spirits of Turpentine .....	117,793	113,286	96,030
Stationery .....	78,771	103,522	121,323
Steam Engines other than Locomotives.....	26,310	24,645	122,743
Small Wares .....	206,252	310,148	371,382
Tobacco Pipes.....	8,495	4,191	4,621
Toys.....	10,874	13,382	14,979
Varnish other than Bright and Black .....	71,340	86,093	76,716
Woollens—Blankets .....			17,297
Carpets .....			2,413
Flannels .....			42,023
Clothing or Wearing Apparel .....	125,012	100,875	104,626
All other .....		177,034	123,760
Unenumerated .....	332,193	351,725	437,563
Sole and Upper Leather.....	69,974	46,544	81,749
Cotton Netting, for india rubber shoes and gloves.....			884
Cotton Thread, in hanks .....		205	472
do on spools .....		9	5,098
Cotton Warp, &c.....	3,989	383	3,389
Felt for gloves, hats and boots .....		136	2,085
Glass Paper and Glass Cloth.....	10,758	2,720	14,846
Linen Machine Thread .....	*	free 12,845	2,932
Locomotive Engine Frames, Axles, &c.....	166,024	9,126	33,877
Machine Twist and Silk Twist.....	32,810	9,198	69,700
Machinery for mills and factories .....	348,636	free 65,355	
Plush for hatters' use, &c.....		47,413	141,391
Prunella .....		free 197851	111,031
Woollen Netting for india rubbers and gloves .....	free 1,498	3,350	301
Printed Books, Periodicals and Pamphlets.....	386,104	9,059	1,483
Iron—Bar, rod, hoop and sheet.....		1,571	744
Canada Plates and Tinned Plates .....		447,018	530,578
Nail and Spike Rod (round, square and flat) .....			556,073
Rolled Plate and Boiler Plate.....	225,002	615,545	57,780
Galvanized.....			5,690
Bars (puddled).....			41,509
Bolts and Spikes (galvanized) .....			1,719
Scrap .....			249
Wire (whether galvanized or not) except for wire rigging.....			945
Type .....	20,001	24,427	1,950
Ship Materials—Cables (hemp and grass).....		39,998	39,998
Cordage.....	270,592†	179	24,644
Knees and Riders (iron).....		35,511	4,362
Pump and Pump Gear.....		6,603	68,649
Sail Cloth or Canvass.....		2,107	251
		33,384	3,611
		free 266835†	166,608

\* Value included in Machine Twist.

† Including Sail Cloth, Canvass, &amp;c.

‡ Including Cables, Cordage, &amp;c.

STATEMENT showing the General Nature and Value of all Manufactured Goods Imported into Canada from the United States, &c.—*Continued.*

Manufactured Articles.	Imported into Canada from the United States.		
	1873.	1874.	1875.
	\$	\$	\$
<i>Goods paying 17½ Per Cent.—Continued.</i>			
Ship Materials—Varnish (black and bright) .....	2,113	258	1,970
All other .....	64,039	free 888	
		21,621	23,964
		free 25,151	
Anatomical Preparations .....	166	467	495
Busts, Casts and Statues.....	1,782	1,367	948
Drawings not in oil .....	2,109	112	1,036
Gems and Medals and Cabinets of ditto, including Coins, &c...	1,140	471	434
Paintings in Oil .....	12,816	32,522	8,649
Specimens of Botany, Mineralogy, Natural History, Sculpture and Models .....	12,735	21,538	13,515
Acids, Alum, Antimony and Argol.....	21,519	18,031	9,515
Aniline, Salts, Bark, Berries, Drugs, Nuts, Vegetables and Woods used chiefly in dyeing .....	84,678	115,591	173,779
Bleaching Powders and Borax.....	2,439	8,886	21,678
Colors .....	7,200	11,805	15,728
Cream of Tartar in crystals.....	17,986	36,751	19,983
Indigo .....	8,354	3,523	2,042
Kryolite .....			22
Kelp and Barilla .....			121
Lead (red and white—dry) .....	2,653	8,452	2,328
Nitre, Sal Ammoniac, Sal Soda, Saltpetre, Soda Ash, Soda Caustic, Nitrate and Silicate of Soda .....	27,570	33,394	30,639
Ochres and Metallic Oxides (dry, ground or unground, washed or unwashed—not calcined).....	3,605	1,667	6,974
Vitriol (blue) .....	55	325	138
Whiting or Whitening .....	13,329	385	1,791
Zinc (white—dry) .....	2,052	6,579	4,628
Ashes—Pot, Pearl and Soda .....	7,681	12,237	12,449
Bolting Cloth .....	11,964	15,975	15,559
Bookbinders' Tools and Mill Boards and Binders' Cloth.....	6,815	9,739	21,526
Burrstones .....	5,352	6,003	12,740
Canvass for Manufacture of Floor Oil Cloth.....			
Candlewick (cotton) .....	13,899	15,714	13,265
Cement (marine or hydraulic—unground) .....	287	486	2,026
Church Bells and Communion Plate .....	17,742	14,725	20,082
Collar Cloth Paper.....		9,402	11,126
Curled Hair .....		2,007	9,550
Drain Tiles .....	1,542	2,715	3,552
Duck, for belting, and Hose .....	16,129	15,608	19,264
Farming Implements and Utensils imported by Agricultural Societies .....	2,002	1,920	2,202
Fire Brick .....	25,808	28,079	26,980
Fishing Hooks, Nets and Seines, Lines and Twines .....	26,006	47,314	63,582
Gold Beaters' Brim Moulds and Skins.....	296	28	
Hoop Skirt Manufactures, articles for.....	24,310	10,198	3,874
Ivory Nuts.....			2,711
Junk and Oakum .....	18,422	32,271	45,005
Lithographic Stones .....	444	88	102
Lumber—Plank and Sawed, of Mahogany, Rosewood, Walnut, Cherry, Chestnut and Pitch Pine.....	214,285	342,714	257,005

STATEMENT showing the General Nature and Value of all Manufactured Goods Imported into Canada from the United States, &c.—*Concluded.*

Manufactured Articles.	Imported into Canada from the United States.		
	1873.	1874.	1875.
	\$	\$	\$
<i>Goods paying 17½ Per Cent.—Concluded.</i>			
Nails, Composition or Sheathing, and Composition Spikes.....	1,074	992	1,485
Oils—Heavy or Carbohc.....			256
Oil—Cake.....	8,591	2,861	1,963
Precipitate of Copper.....			3,260
Packages.....			13,518
Printers' Implements, &c., viz: Presses, Electrotype and Stereo- type Blocks and Ink.....	59,616	68,567	90,862
Philosophical Instruments and apparatus for Colleges and Schools, &c.....	537	1,706	985
Straw Plaits, Tuscan and Grass, Fancy.....	31,321	17,638	19,834
Veneering of Wood or Ivory.....	24,320	33,302	24,969
Weaving or Tram Silk, or Cotton for Elastic Webbing.....			1,357
Wire Cloth of Brass or Copper.....	4,428	2,765	2,961
Anchors.....	27,838	22,501	2,414
Chain Cables.....			9,129
Wire Rigging and Wire for Chain Cables.....	3,566	2,466	3,997
Iron Masts, or parts of.....			3,960
Tree Nails.....	3,273		5,457
Cranks and Shafts for Steamboats and Mills, rough.....	16,454	9,303	10,163
Copper—in pig bars, rods, bolts and sheets, and for sheathing..	9,712	15,667	24,405
Iron Pig.....	*309,031	*603,870	622,693
Lead—in sheet or pig, and litharge.....	330	3,543	15,458
Railroad Bars and Frogs, Wrought Iron or Steel Chairs, Fish Plates and Car Axles.....	1,285,568	784,537	966,981
Spelter and Zinc—in blocks, sheets and pigs.....	6,840	4,532	4,967
Steel—wrought or cast, in bars or rods, and plates cut to any form not moulded.....	52,721	61,802	76,717
Tin—in bar, blocks, pig or granulated.....	25,446	29,560	25,026
Tubes and Piping of Brass, Copper or Iron, drawn.....	104,103	110,828	143,411
Type Metal—in blocks or pigs.....	2,329	1,859	1,143
Wire—Brass or Copper, round or flat.....	22,049	27,403	14,082
Yellow Metal—in bolts, bars and for sheathing.....		425	6,421
Annato, Liquid or Solid.....	2,087	2,022	2,365
Flour of Wheat and Rye.....	1,829,046	1,731,188	2,456,559
Flour and Meal of all other kinds.....	682,051	846,420	578,124
Grease and Grease Scraps.....	107,858	73,636	96,660
Gum—Copal, Damar, Mastic, Saudarac and Shellac.....	16,827	16,112	42,947
Ratan for Chair-makers.....	19,251	18,620	19,151
Rennet.....	2,751	7,058	9,282
Resin.....	75,875	67,949	68,383
Salt.....	8,682	23,366	35,046
Tar and Pitch.....	58,920	75,667	57,734
Turpentine, other than spirits of.....	1,103	71	1,024
Grand total imports of manufactured articles from United States.....	20,777,202	24,937,937	24,676,406

\* Includes Iron—scrap, galvanized bars, puddled and spikes (galvanized).

CUSTOMS DEPARTMENT,  
OTTAWA, 3rd March, 1876.

J. JOHNSON,  
*Commissioner of Customs.*

(No. 48.)

**R E T U R N**

To an ADDRESS of the SENATE, dated 21st February, 1876:—For copies of all Reports and other documents communicated to the Post Office Department by the Post Office Inspector for the Province of New Brunswick, as the result of that officer's investigation into the conduct of the Postmaster at Sackville, together with copies of any certificates of character, or recommendations in favor of such Postmaster.

By Command.

R. W. SCOTT,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 7th March, 1876.

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

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## MESSAGE.

### DUFFERIN.

The Governor General transmits to the House of Commons certain correspondence having reference to the inadequacy of the existing Extradition Treaty between Great Britain and the United States.

GOVERNMENT HOUSE,

OTTAWA, 8th March, 1876.

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*Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 8th December, 1875.*

The Committee of the Privy Council have had under their attentive consideration a memorandum, hereunto annexed, from the Hon. the Minister of Justice, having reference to the inadequacy of the existing Extradition Treaty between the United Kingdom and the United States, and suggesting the expediency of taking steps towards the making of a comprehensive Extradition Treaty with due regard to the exceptional circumstances as between the United States and Canada alluded to in the memorandum, and they respectfully report their concurrence in the views expressed in the said memorandum, and advise that a copy thereof and of this Minute be transmitted by Your Excellency to the Right Honorable Her Majesty's Secretary of State for the Colonies, for the consideration of Her Majesty's Government.

Certified.

(Signed),

W. A. HIMSWORTH,  
*Clerk, Privy Council.*

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DEPARTMENT OF JUSTICE,  
OTTAWA, 2nd December, 1875.

The undersigned begs to report that his attention has been called to the inadequacy of the existing Extradition Treaty between the United Kingdom and the United States.

By what is commonly called the Jay Treaty, made in 1794 between Great Britain and the United States, there were but two extradition offences, viz:—Murder and forgery. By the Ashburton Treaty, made in 1842, there were seven extradition offences, viz:—Murder, assault with intent to commit murder, piracy, arson, robbery, forgery and the utterance of forged paper.

In 1870 was passed the Imperial Statutes 33 and 34 Vic., cap. 52, intituled an Act to amend the law relating to the Extradition of criminals, by the first schedule to which the following were specified as extradition offences:—

Murder, and attempt and conspiracy to murder, manslaughter, counterfeiting and altering money, and uttering counterfeited or altered money, forgery, counterfeiting and altering and uttering what is forged or counterfeited or altered, embezzlement and larceny, obtaining money or goods by false pretences, crimes by bankrupts against bankruptcy law, fraud by a bailer, banker, agent, factor, trustee, or director or member, or public officer of any company made criminal by any Act for the time being in force; rape, abduction, child-stealing, burglary and house-breaking, arson, robbery with violence, threats by letter or otherwise with intent to extort, piracy by law of nations, sinking or destroying a vessel at sea, or attempting or conspiring to do so, assaults on board a ship on the high seas with intent to destroy life or to do grievous bodily harm, revolt or conspiracy to revolt by two or more persons on board a ship on the high seas against the authority of the Master.

In 1873 was passed the Imperial Statute 36 and 37 Vic., cap. 60, by the schedule to which the following were specified as extradition offences:—Kidnapping and false imprisonment; perjury and subordination of perjury, whether under Common or Statute Law; any indictable offence under the Larceny Act 1861, or any Act amending or substituted for the same which is not included in the first schedule to the Extradition Act of 1870; any indictable offence under the Act of the Session of the twenty-fourth and twenty-fifth years of the reign of Her present Majesty, chapter 97, "To consolidate and amend the Statute Law of England and Ireland relating to Malicious Injuries to Property," or any Act amending or substituted for the same which is not included in the first Schedule to the Extradition Act of 1870; any indictable offence under the Act of the Session of the twenty-fourth and twenty-fifth years of the reign of Her present Majesty, chapter 98, "To consolidate and amend the Statute Law of England and Ireland relating to Indictable Offences by Forgery," or any Act amending or substituted for the same which is not included in the first schedule to the Extradition Act of 1870; any indictable offence under the Act 24 and 25 Vict., cap. 99, "To consolidate and amend the Statute Law of the United Kingdom against offences relating to the Coin," or any Act amending or substituted for the same which is not included in the first Schedule of the Extradition Act of 1870; any indictable offence under the Act 24 and 25 Vict., cap. 100, "To consolidate and amend the Statute Law of England and Ireland relating to offences against the Person," or any Act amending or substituting the same which is not included in the first schedule to the Extradition Act of 1870; any indictable offence under the laws, for the time being, in force in relation to Bankruptcy, which is not included in the first schedule to the Extradition Act of 1870.

In the year 1872 an Extradition Treaty was made between the United Kingdom and Germany, embracing eighteen extradition crimes. In the same year an Extradition Treaty was made between the United Kingdom and Belgium, embracing nineteen extradition crimes. In the same year a Treaty was made between the United Kingdom and Italy, embracing nineteen extradition crimes. In the same year an Extradition Treaty was made between the United Kingdom and Denmark, embracing nineteen extradition crimes. In the year 1873 an Extradition Treaty was made between the United Kingdom and Brazil, embracing eighteen extradition crimes. In the same year an Extradition Treaty was made between the United Kingdom and Sweden and Norway, embracing eighteen extradition crimes. In the year 1874 an Extradition Treaty was made between the United Kingdom and Austria, embracing twenty extradition offences. In the same year an Extradition Treaty was made between the United Kingdom and the Netherlands, embracing ten extradition offences. And in the year 1875 an Extradition Treaty was made between the United Kingdom and the Swiss Confederation, embracing eighteen extradition offences.

The existence of the Imperial Statutes and Treaties to which the undersigned has referred renders it unnecessary for him to argue for the propriety, and in fact, the necessity of enlarging the range of extradition offences in general. The relations

in particular of the United States and Canada render applicable with added force to these countries in general considerations upon which these Statutes and Treaties have been based; the common frontier of about three thousand miles; the facilities for passing from the one country into the other; the condition of things in the sparsely settled but vast tracts of country in the West; the extensive commerce, both by land, by sea and by the great lakes, and the increased intercourse between two peoples of a common tongue, all point to the conclusion that between them, perhaps, more than between any other two countries an extensive Extradition Treaty is requisite. One great possible source of difficulty which probably prevented any effort to extend the existing treaty has been of late years removed by the abolition of slavery. All the experience of later years point towards the necessity of extension—cases are of very frequent occurrence in which persons guilty of serious crimes pass from one country into the other; and almost within sight of their victims and of the country whose laws they have offended, find a secure refuge for themselves and there ill-gotten gains. The facilities so offered for crimes of a particular character tend largely to increase their number, and so at once foster crime and render property less secure.

The undersigned suggests to Council that it is expedient to take such steps as may be best calculated to result in the making of a comprehensive Extradition Treaty between the United Kingdom and the United States, framed with due regard to the exceptional circumstances as between the United States and Canada, to which the undersigned has alluded.

The undersigned has thought it best not to encumber this memorandum by a discussion of the precise crimes to be embraced in such a treaty, or by suggestions as to the phraseology to be used in defining them. These matters would be the subject of negotiation, and in settling them it might be necessary to refer to the Canadian Consolidation of the Criminal Law.

Nor does the undersigned embrace in this report any observations as to the mode of extraditing offenders.

Upon this important subject he proposes, in case steps be taken for the negotiation of a treaty, to lay before Council a separate memorandum.

(Signed), EDWARD BLAKE.

No. 176.

*The Earl of Dufferin to the Earl of Carnarvon.*

GOVERNMENT HOUSE,  
OTTAWA, 11th December, 1875.

MY LORD,—I have the honor to transmit herewith for the consideration of Her Majesty's Government a copy of an approved Report of a Committee of the Privy Council, to which is appended a memorandum by the Minister of Justice, suggesting the expediency of taking steps for the negotiation of a more comprehensive Extradition Treaty between the United Kingdom and the United States, with due regard to the exceptional circumstances as between the United States and Canada, mentioned in Mr. Blake's memorandum.

I have, &c.,  
(Signed), DUFFERIN.

The Right Honorable  
The Earl of Carnarvon,  
&c., &c., &c.

P.S.—A copy of the Order in Council has been communicated to Her Majesty's Minister at Washington.



(Canada—No. 25.)

*The Earl of Carnarvon to the Earl of Dufferin.*

DOWNING STREET,  
2nd February, 1876.

MY LORD,—I have been in communication with the Secretary of State for Foreign Affairs in regard to the Minute of the Privy Council of Canada, enclosed in your despatch, No. 176, of the 11th of December, submitting for the consideration of Her Majesty's Government the inadequacy of the existing Extradition Treaty between this country and the United States, and suggesting the expediency of taking steps for the negotiation of a more comprehensive Treaty, due regard being had to the exceptional circumstances of Canada and the United States.

I now enclose for your information and for that of your Government a copy of a letter from the Foreign Office, stating the result of recent negotiations with the United States Government on the subject, and that in the Earl of Derby's opinion there is at present little hope of concluding a new Treaty with the United States.

It will be seen, however, that His Lordship will not fail should a favorable opportunity occur to press upon the United States Government the expediency of concluding a more comprehensive Treaty than the existing one, an arrangement which, in the opinion of Her Majesty's Government, would be as much to the advantage of the United States as to this country and the Dominion.

I have, &c.,

(Signed), CARNARVON.

Governor General,  
The Right Honorable  
The Earl of DUFFERIN, K.P., K.C.B.

*The Foreign Office to the Colonial Office.*

FOREIGN OFFICE,  
January 29, 1876.

SIR,—I have laid before the Earl of Derby your letter of the 19th instant, in which you inclose copy of a despatch from the Governor General of Canada, together with a Minute of the Privy Council of the Dominion, submitting for the consideration of Her Majesty's Government the inadequacy of the existing Extradition Treaty between Great Britain and the United States, and suggesting the expediency of taking steps for the negotiation of a more comprehensive Treaty, and in reply I am directed by His Lordship to state to you, for the information of the Earl of Carnarvon, that negotiations for the conclusion of a new Treaty with the United States were opened after the passing of the Extradition Act of 1870, and were carried on until May 1874, when they were suspended in consequence of the Government of the United States objecting to an article in the English Draft which provided, in accordance with section 3 of the Act of 1870, that "no accused or convicted person shall be surrendered, if the offence in respect of which his surrender is demanded shall be deemed by the party upon whom the demand is made to be of a political character or if he prove to the satisfaction of the Magistrate, Justice, Judge or Court before which he is brought, or of the Secretary of State that the requisition for his surrender has in fact been made with a view to try or to punish him for an offence of a political character."

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The Government of the United States maintained that the Secretary of State alone should decide whether an offence with which a fugitive criminal is charged is of a political character.

On the other hand, the Secretary of State for Home Affairs, to whom this question was referred, reported that it was not possible to agree to the proposal of the United States Government, as any stipulation in accordance with their views would be at variance with section 3 of the Act above recited.

Under these circumstances Lord Derby considered that it would be useless to continue the negotiations which were accordingly suspended until quite recently, when the question was revived in a discussion which took place between Her Majesty's Minister at Washington and the Secretary of State of the United States, relative to the trial of a fugitive criminal named Lawrence who was surrendered to the United States in April last on a charge of forgery.

As, however, Mr. Fish continues to hold the same views on the point at issue as he held in 1874, and to maintain that the British Government must take the whole responsibility in deciding whether the offence with which a fugitive criminal is charged is of a political character, Lord Derby apprehends that there is at present little hope of concluding a new Extradition Treaty with the United States.

Should, however, a favourable opportunity occur, His Lordship will not fail to press upon the Government of the United States the expediency of concluding a more comprehensive Treaty than the existing one, an arrangement which would be as much to the advantage of the United States as to Great Britain and the Dominion of Canada.

I have, &c.,

(Signed),

T. V. LISTER.

The Under Secretary of State,  
Colonial Office.

(No. 50.)

## RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 6th March, 1876 ;—  
For copies of any correspondence which may have taken place between the Government of Canada, through the British Minister at Washington and the United States Government, relating to the obstruction of the navigation of Niagara River by the erection of an Inlet Pier in mid-channel of said River for the Buffalo City Waterworks, thereby causing a dangerous obstruction to the passage of vessels and rafts of timber.

By Command.

R. W. SCOTT,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 10th March, 1876.

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

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RETURNS.

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RAILWAY STATISTICS OF CANADA,

AND

CAPITAL, TRAFFIC AND WORKING EXPENDITURE OF  
THE RAILWAYS OF THE DOMINION;

ALSO,

INLAND REVENUE STATISTICS OF CANADA,

FROM JULY TO DECEMBER, 1875.

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Printed by Order of Parliament.

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OTTAWA:

PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.

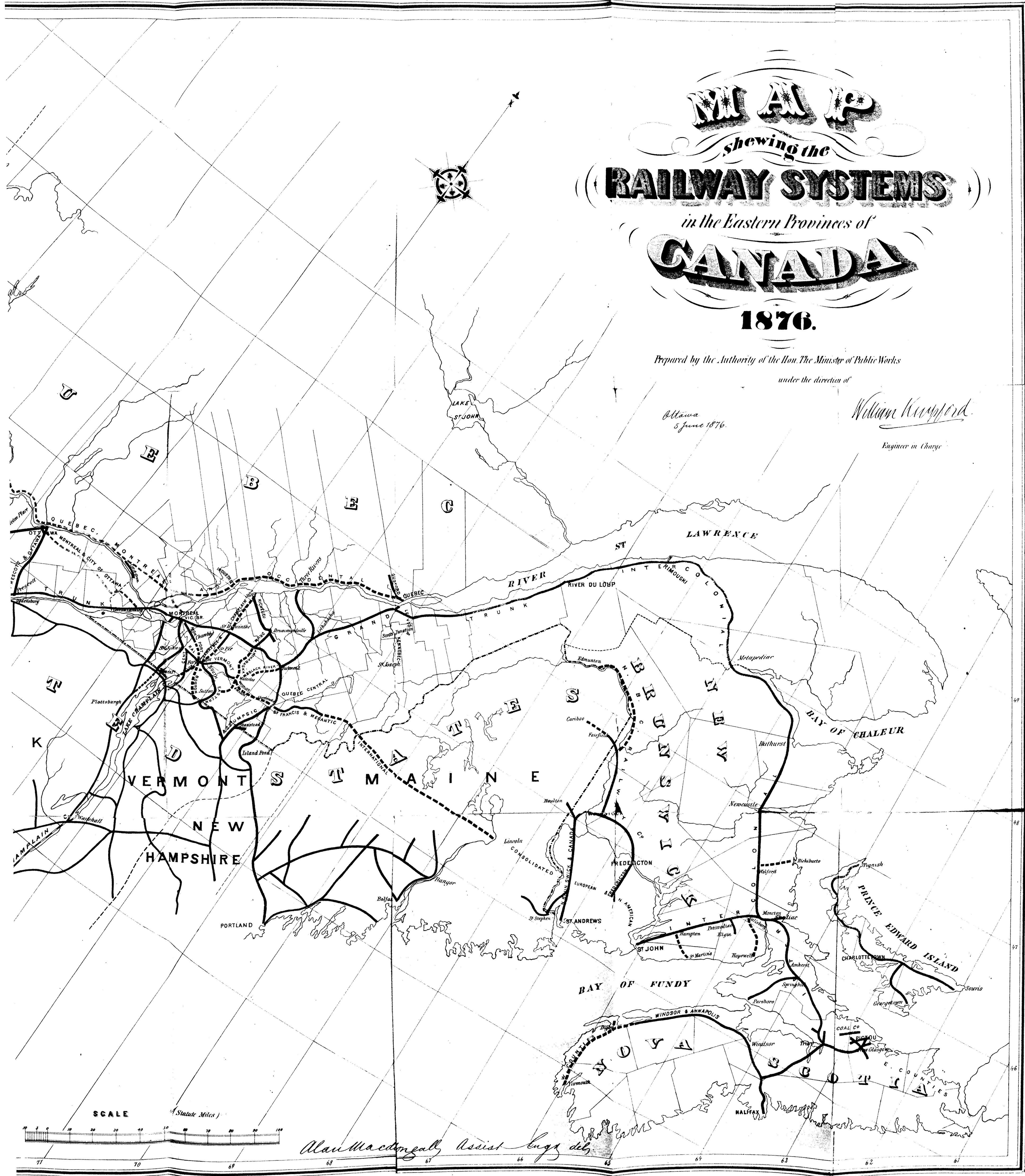
1876.




  
**N. A. P.**  
*showing the*  
**(RAILWAY SYSTEMS)**  
*in the Eastern Provinces of*  
**CANADA**  
**1876.**

*Prepared by the Authority of the Hon. The Minister of Public Works*  
*under the direction of*

*Ottawa*  
*5 June 1876.*  
  
*Engineer in Charge*



*Alan Macdonald Assist Engr. del.*

**TABLE SETTING FORTH DETAIL OF RAILWAYS OF  
THE DOMINION OF CANADA, AS SHEWN  
ON ACCOMPANYING MAP.**

RAILWAY SYSTEMS THROUGH DIFFERENT PROVINCES.

Title of Railway.	Description.	Gauge.	Distances.		
			Miles.	Total in Miles.	
<b>INTERCOLONIAL RAILWAY SYSTEM.</b>	<i>Province of Quebec.</i>				
	Rivière du Loup to River Restigouche. ....	4-8½	.....	175	
	<i>Province of New Brunswick.</i>				
	River Restigouche to Moncton .....	4-8½	199	348	
	St. John to Point du Chêne (Shediac) .....	"	108		
	Painsec to Amherst .....	"	41		
	<i>Province of Nova Scotia.</i>				
	Amherst to Truro. ....	4-8½	77	222	
	Truro to Halifax . . . . .	"	61		
	The Pictou Branch from Pictou to Truro. . . . .	"	52		
	The Branch from Windsor Junction to Windsor.....	"	32		
	<i>Branch Lines (Intercolonial Railway).</i>				745
	Rimouski Branch, Q.....	Rimouski Station to Wharf.....	4-8½	.....	2
Albert Railway, N.B.....	Salisbury Station to Hopewell, on Chignecto Bay.....	"	.....	41	
Elgin Branch Railway, N.B.....	Petitcodiac Station to Elgin.....	"	.....	14	
St. Martins and Upham Branch, N.B.....	Hampton Station to St. Martin's, on the Bay of Fundy .....	"	.....	32	
Richibucto Branch Railway, N.B.	Welford Station to Richibucto, Northumberland Straits .....	"	.....	27	
Chatham Branch Railway, N.B....	Chatham Junction Station to Chatham on Miramichi .....	"	.....	8	
Springhill Branch Railway, N.S....	Springhill Junction Station to Springhill Coal Mines .....	"	.....	5	
Parrsboro' and Springhill Branch Railway, N.S. ....	Continuation of the Springhill Branch to Parrsboro', on Bay of Fundy.....	"	.....	27	
Acadia Iron Mines Branch Railway, N.S.....	Londonderry Station to Iron Mines .....	"	.....	3	
Acadia Junction Branch Railway, N.S. ....	Acadia Junction, De Bert Station, to Folly Lake.....	"	.....	10	
Vale Colliery Branch Railway N.S.....	New Glasgow Station to Vale Colliery.....	"	.....	7	
General Mining Association Railway, N.S.....	Albion Mines Station to Pictou Harbour ..	"	.....	8	
Acadia Coal Company's Branch Railway, N.S.....	Stellarton Station to Acadia Mines .....	"	.....	3	
Intercolonial Coal Company's Branch Railway, N.S.....	Churchfield (or Drummond) Junction to Colliery, and on to Middle River.....	"	.....	12	

Railway System through different Provinces.---Continued.

Title of Railway.	Description.	Gauge.	Distances.	
			Miles.	Total in Miles.
GRAND TRUNK RAILWAY SYSTEM...	Rivière du Loup to Chaudière, Quebec.....	4-8½	118½	1,390½
	(Quebec) Point Levis to Richmond, Q.....	"	95½	
	Arthabaska and Three Rivers' Branch, Q..	"	35½	
	Montreal to Island Pond, Quebec & U.S...	"	148	
	Island Pond to Portland, U.S.....	"	149½	
	Champlain, (including Bonaventure Branch) Montreal to Lachine.....	"	8	
	Champlain, (including Bonaventure Branch) Caughnawaga to Province line, en route to Plattsburgh .....	"	30	
	Montreal, from South Victoria Bridge to Rouse's Point.....	"	43½	
	Montreal to Toronto, Quebec, Ont.....	"	333	
	Kingston Branch, Ont..	"	2	
	Toronto to Sarnia, Ont.....	"	168½	
	St. Mary's to London, Ont.....	"	21½	
	Black Rock, International Bridge, to God-erich, Lake Huron.....	"	162½	
	Berlin to Galt.....	"	13	
	Port Huron to Detroit, U. S. ....	"	62	
	<i>Province of Ontario.</i>			
GREAT WESTERN RAILWAY SYSTEM.	Suspension Bridge to Windsor.....	4-8½	229	
	Hamilton to Toronto.....	"	39½	
	Harrisburg to Brantford.....	"	8	
	Harrisburg to Southampton.....	"	129	
	Palmerston to Kincardine.....	"	66½	
	London to Wingham, London, Huron and Bruce Branch.....	"	74	
	London to Port Stanley.....	"	23½	
	Komoka to Sarnia, (Sarnia Branch).....	"	51	
	Wyoming to Petrolia (Petrolia Branch)...	"	5½	
	Glencoe to Black Rock, International Bridge, Air Line .....	"	146½	
	Welland Railway and Allanburg Branch..	"	17½	
Allanburg Junction to Merriton Junction.	"	6½		
			796½	
CANADA SOUTHERN RAILWAY SYSTEM .....	Victoria International Bridge to Amherst-burg .....	4-8½	229	
	From St. Clair Junction to Courtwright, St. Clair Branch .....	"	62½	
	Niagara Branch from Niagara to Victoria International Bridge .....	"	27½	
			319½	
PORT DOVER AND LAKE HURON RAILWAY .....	Port Dover to Stratford ..	4-8½	62	
HAMILTON AND NORTH-WESTERN RAILWAY .....	Hamilton to Jarvis.....	4-8½	33	
	Jarvis to Port Dover (under construction)	"	9½	
	Hamilton to Barrie do	"	127	
	Clarksville to Collingwood do	"		
	Barrie to Georgian Bay.....	"	30	
			299½	



Railway System through different Provinces.—*Continued.*

Title of Railway.	Description.	Gauge.	Distances.	
			Miles.	Total in Miles.
<i>Province of Ontario.—Con.</i>				
WELLAND RAILWAY.....	Port Colborne to Welland Junction..... Welland Junction to Merriton (14½ miles) (leased to Great Western Railway, and shown in that system). Merriton to Port Dalhousie .....	4·8½	4½ 5½	10½
BRANTFORD, NORFOLK AND PORT BURWELL RAILWAY .....	From Brantford to Tilsonburg Junction (Canada Southern Railway) .. Tilsonburg Junction to Town Station.....	4·8½	31½ 1½	33
TORONTO, GREY AND BRUCE RAIL- WAY .....	Toronto to Owen Sound..... Orangeville Junction to Mount Forest..... Mount Forest Junction to Teeswater.....	3·6	122 34½ 34½	190½
CREDIT VALLEY RAILWAY (under construction) .....	Toronto to Ingersoll .....	4·8½	70	132½
	Streetsville to Orangeville .....	"	35½	
	Church's Falls to Elora.....	"	27	
THE NORTHERN RAILWAY OF CAN- ADA .....	Toronto to Collingwood..... Collingwood to Meaford .....	5·6	95 20½	166½
	Belle Ewart Branch to Lake Simcoe.....	"	1½	
	Barrie to Gravenhurst.....	"	49½	
NORTH SIMCOE RAILWAY (under construction) .....	From Penetanguishene southward through the Counties of Tay and Medonte to- wards Barrie.....	3·6		10
TORONTO AND NIPISSING RAILWAY..	Toronto to Scarborough Junction, over Grand Trunk Railway Line..... Scarborough Junction to Coboconk..... Proposed from Stoutville to Lake Simcoe, about.....	" " "	9 79 25	113 20
WHITBY AND PORT PERRY RAILWAY	Whitby Harbour to Port Perry.....	4·8½		
MIDLAND RAILWAY.....	Port Hope to Waubashene..... Waubashene to Midland City (under con- struction) .....	4·8½	106 14 22	142
VICTORIA EXTENSION (under con- struction) .....	From Lindsay to Haliburton.....	4·8½		55
COBOURG, PETERBORO' AND MAR- MORA RAILWAY.....	Cobourg to Chemong Lake..... Narrows on Trent River to Blairtown, at the Marmora Mines.....	4·8½	37½ 9½	47
TRENTON VALLEY RAILWAY (under construction) .....	Weller's Bay, Lake Ontario <i>via</i> Trenton to Sterling, in the Township of Rawdon	4·8½		22
GRAND JUNCTION RAILWAY (under construction) .....	Belleville <i>via</i> Sterling, Campellford and Hastings to Peterboro' and Lindsay.....	4·8½		90
NORTH HASTINGS EXTENSION (under construction).....	Sterling to Marmora .....	4·8½		20

Railway System through different Provinces.----Continued.

Title of Railway.	Description.	Gauge.	Distances.	
			Miles.	Total in Miles.
<i>Province of Ontario.—Con.</i>				
KINGSTON AND PEMBROKE RAILWAY	Kingston to Sharboth Lake.....	4-8½	47	120
	To be continued to Pembroke.....		73	
BROCKVILLE AND OTTAWA AND CANADA CENTRAL.....	Brockville to Carleton Place.....	5-6	46½	163½
	Smith's Falls to Perth.....	"	12	
	Carleton Place to Ottawa, Canada Central do Pembroke, do	"	28½	
	Junction of Canada Central with Brockville and Ottawa.....	"	76¾	
CANADA CENTRAL EXTENSION (under construction).....	From Renfrew to Canadian Pacific, Eastern Terminus of the Georgian Bay Branch, about.....	"	¾	120
GEORGIAN BAY BRANCH OF THE CANADIAN PACIFIC (being located).....	From the western terminus of the Canada Central Extension to the French River, about.....	4-8½		85
ST. LAWRENCE AND OTTAWA RAILWAY.....	Ottawa to Prescott Junction.....	4-8½	52	58½
	Prescott Junction Switch to Prescott Wharf.....	"	1½	
	Chaudiere Junction to the Chaudiere.....	"	5	
MONTREAL AND CITY OF OTTAWA JUNCTION RAILWAY (under construction).....	From Coteau Landing to High Falls, thence to Ottawa, partially in Province of Quebec.....	4-8½		81½
<i>Province of Quebec.</i>				
CARILLON AND GRENVILLE RAILWAY.....	Carillon to Grenville.....	5-6		13
QUEBEC, MONTREAL, OTTAWA AND OCCIDENTAL RAILWAY (under construction).....	North Shore from Quebec to Montreal.....	4-8½	184½	321½
	Montreal to Ottawa and Portage du Fort	"	136½	
ST. LAWRENCE AND INDUSTRY RAILWAY.....	Lenoraie to Joliette, Township of Rawdon, North Shore St. Lawrence.....	4-8½		12
QUEBEC AND LAKE ST. JOHN RAILWAY.....	Quebec to Gosford (wooden rails) Not worked.....	4-8½		25½
CENTRAL VERMONT RAILWAY.....	St. John to Province Line.....	4-8½	26	
	Shefford, Stanstead & Chambly Junction to Waterloo.....	"	40½	70½
	Waterloo to Frost Village.....	"	4	
WATERLOO AND MAGOG RAILWAY...	From Frost Village to Sherbrooke.....	4-8½		26
SOUTH-EASTERN RAILWAY.....	Sorel to Sutton—called Richelieu, Drummond and Arthabaska Railway.....	4-8½	93½	169½
	Drummondville to L'Avenir (wooden rails) From junction with Shefford, Stanstead and Chambly Railway to the Province Line.....	"	11	
	From Province Line to Newport, Vermont, U.S.....	"	45	
		"	20	

Railway System through different Provinces.---Continued.

Title of Railway.	Description.	Gauge.	Distances.	
			Miles.	Total in Miles.
<i>Province of Quebec.—Con.</i>				
MISSISQUOI AND BLACK RIVER RAILWAY.....	Melbourne to Lawrenceville .....	4-8½	.....	24
QUEBEC CENTRAL RAILWAY.....	Sherbrooke to Lake Weedon .....	4-8½	43	93
	Lake Weedon to Scott's Junction with the Levis and Kennebec Railway (under construction) .....	"	50	
ST. FRANCIS AND MEGANTIC INTERNATIONAL RAILWAY .....	Sherbrooke to Bury .....	4-8½	.....	30
LAKE CHAMPLAIN AND ST. LAWRENCE RAILWAY .....	(Proposed to be continued to meet the Consolidated European and North American Railway at Lincoln, Maine.)			
	Missisquoi Bay, Lake Champlain, to Sorel, St. Lawrence .....	3-6	.....	98
MONTREAL, PORTLAND AND BOSTON RAILWAY .....	St. Lambert to Chambly Canton.....	4-8½	15	53
	Chambly Canton <i>via</i> West Farnham, Frelighsburg, to Province Line.....	"	38	
MASSAWIPPI VALLEY RAILWAY, called Passumpsic .....	Sherbrooke to North Derby (leased to the Connecticut and Passumpsic River Railway) .....	4-8½	34½	36½
	Stanstead Junction to Stanstead.....	"	2	
LÉVIS AND KENNEBEC RAILWAY .....	Lévis to St. Joseph, on the Chaudiere River .....	4-8½	45	90
	And thence proposed to the Frontier of Maine, U.S., about.....	"	45	
<i>Province of New Brunswick.</i>				
NEW BRUNSWICK AND CANADA RAILWAY .....	St. Andrews to Debec Junction.....	5-6	83	121
	Debec Junction to Woodstock .....	"	11	
	Debec Junction, New Brunswick, to Houlton, Maine.....	"	8	
	Watt Junction to St. Stephen .....	"	19	
FREDERICTON RAILWAY.....	European and North American Railway Junction to Fredericton.....	5-6	23	23
CONSOLIDATED EUROPEAN AND NORTH AMERICAN RAILWAY .....	Carleton, (opp. to John) to Vanceboro'..	4-8½	91	205
	Vanceboro' N.B. to Bangor, Maine.....	"	114	
NEW BRUNSWICK RAILWAY CONSTRUCTION COMPANY .....	Gibson, opp. Fredericton, to Cariboo, Me. Acker Brook to Woodstock.....	3-6	127	207
	From Junction at Tobique River to Edmonton, under construction, .....	"	10	
	(Proposed to be continued to Rivière du Loup, Province of Quebec)	"	70	
<i>Province of Nova Scotia.</i>				
WINDSOR AND ANNAPOLIS RAILWAY.....	Windsor to Annapolis.....	4-8½	.....	84
WESTERN COUNTIES JUNCTION RAILWAY (under construction) .....	Yarmouth to Digby, and from Junction to Annapolis.....	4-8½	.....	90

Railway System through different Provinces.----*Concluded.*

Title of Railway.	Description.	Gauge.	Distances.	
			Miles.	Total in Miles.
<i>Province of Nova Scotia.—Con.</i>				
EASTERN COUNTIES RAILWAY .....	New Glasgow to Straits of Canso, about projected; subsidy offered by Local Government.....	4-8½		80
NOVA SCOTIA COAL COMPANY RAILWAY.....	Westville to Middle River, County of Pictou.....	4-8½		7
<i>Cape Breton.</i>				
RAILWAYS OWNED BY COAL MINES..	Campbellton Railway.....	3-6		2½
	Glace Bay .....	2-8½		1½
	Glasgow and Cape Breton.....	3-0		19
	Sydney and Louisburg .....	3-0		21
	Gowrie.....	3-7½		1½
	International.....	4-8½		14
	Mingan.....	3-6½		1
	Sydney.....	4-8½		4
Victoria.....	4-8½		4	
<i>Prince Edward Island.</i>				
PRINCE EDWARD ISLAND RAILWAY..	Cascumpec to Georgetown.....	3-6	146	
	Tignish to Alberton .....	"	13½	
	Mount Stewart to Souris.....	"	39	
				198½

WILLIAM KINGSFORD,  
*Engineer in Charge.*

DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, 5th June, 1876.

## R E T U R N

In pursuance of the RAILWAY STATISTICS ACT, by the following Railway Companies, of their authorised Share and Loan Capital, and the sums received in respect of their Ordinary Capital and Preferential Capital, and Debenture Stock, or Funded Debt, on the 31st December, 18 , specifying the rate per cent. of the Dividends for the year 18 , on each of the said Capitals, showing also the Loans outstanding on the 31st December, 18 , classified according to the several rates per cent. of interest, and the Capital subscribed to other undertakings, whether such undertakings are on lease to. or worked by the subscribing Company, or are independent.

## RETURN in pursuance of the Railway Statistics

NAME OF COMPANY.	* Authorised Capital up to the 31st December, 1875, including capital authorised as subscriptions to other undertakings, whether such undertakings are on lease to, or worked by the subscribing Company, or are independent.			Ordinary.
	† By Shares.	By Loans.	Total.	
	\$ cts.	\$ cts.	\$ cts.	\$ cts.
Montreal, Portland and Boston Railway Co.	2,500,000 00	.....	2,500,000 00	281,389 95
Massawippi Valley Railway Co.	{ 750,000 00 50,000 00 800,000 00 }	.....	.....	400,000 00
RETURN UP TO 31ST JULY, 1875.				
Great Western Railway Co.	28,965,000 00	21,007,609 07	49,972,609 07	25,724,508 84
RETURN UP TO 30TH JUNE, 1875.				
Toronto, Grey & Bruce Railway Co.	3,000,000 00	1,600,000 00	4,600,000 00	275,240 00
Grand Trunk Railway Co.	127,504,991 38 44,296 03	54,075,968 67 Forfeited.....	181,580,958 05 44,296 03	53,469,034 12 44,296 03
or	£26,199,655 15 3	£11,111,500 0 0	£37,311,155 15 3	£10,986,787 16 8
Atlantic & St. Lawrence Railroad (Leased by the Grand Trunk Railway.)	9,101 18 6	Forfeited.....	.....	9,101 18 6
	Share Capital.....	.....	.....	.....
	First mortgage (City of Portland)	.....	.....	.....
	Sterlings Bonds, Bonds of 1853	.....	.....	.....
	2nd mortgage.....	.....	.....	.....
	3rd do .....	.....	.....	.....
Chicago, Detroit & Canada Grand Trunk Section Railroad (Leased by the Grand Trunk Railway.)	Share Capital.....	.....	.....	.....
	Bond Capital.....	.....	.....	.....
Buffalo & Lake Huron Railway (Leased by the Grand Trunk Railway.)	Share Capital converted into G. T. R. Shares.....	.....	.....	£525,000 00 0
	Preference Shares.....	.....	.....	763,558 00 0
	Bonds .....	.....	.....	.....
Brockville & Ottawa Railway Co.	\$500,000 00	Nil .....	\$500,000 00	\$500,000 00
Cobourg, Peterboro & Marmora Railway Co.	.....	.....	.....	130,440 00
Canada Southern Railway Co.	15,000,000 00	8,760,000 00	23,760,000 00	10,174,750 00
Midland Railway Co.	834,114 99	2,360,333 32	3,194,448 31	834,114 99
Northern Railway Co.	.....	.....	.....	815,200 00
Do (for half year ending 30th June, 1875.)	.....	.....	.....	815,200 00
Northern Extension Railway Co.	.....	.....	.....	.....

NOTE.—This Return should be dated and signed by the officer or officers of the Company  
 \* This should include all capital authorised to be raised by Acts of Parliament, or by Provincial abandonment or otherwise.

† In cases where a subscription is authorised out of existing capital, no addition should be made

Act, by the following Railway Companies, &c.

Paid up Stock and Share Capital at 31st December, 18 , including subscriptions paid up to other undertakings.

Rate per cent. of Dividend.	Guaranteed.	Guaranteed Rate of Dividend.	Rate of Dividend paid.	Preferential.	Preferential Rate of Dividend.	Rate of Dividend paid.	Total paid up Stock and Share Capital at 31st Dec., 18 .
\$ cts.	\$ cts.	\$ cts.		\$ cts.	\$ cts.	\$ cts.	\$ cts.
							281,389 95
3 00							400,000 00
				2,161,267 20	5 p. c.		27,885,776 04
None	<i>Bonuses.</i> 1,340,368 50	{ none payable. }					<i>And Bonus.</i> 1,615,608 50
				61,869,290 59			115,338,324 71
						Forfeited..	44,296 03
				£12,712,867 18 7			£23,699,655 15 3
Forfeited							9,101 18 6
5,000,000 00							
787,000 00							
484,000 00							
1,499,916 00							
713,084 00	8,484,000 00						
1,074,736 33							
1,095,000 00	2,169,736 33						
2,555,000 00							
3,715,982 90	6,270,982 90						
							480,740 00
				\$600,000 00			730,440 00
							10,174,750 00
							834,114 99
							815,200 00
							815,200 00

responsible for its correctness. Legislatures, but should not include capital authorised only for purposes which have lapsed by in respect of it to the sum entered in this column, but only to the sum entered in the last column.

RETURN in pursuance of the Railway Statistics

NAME OF COMPANY.	Capital raised by Loans and Debenture Stock at 31st December, 18 .				Total raised by Loans and Debenture Stock at 31st Dec., 18 .
	Loans.	Rate of Interest.	‡ Debentures.	Rate of Interest.	
	\$ cts.		\$ cts.		\$ cts.
Montreal, Portland & Boston Railway Co.			638,000 00	6 p. c.	52,000 00
Massawippi Valley Railway Co.	400,000 00	6 p. c.			400,000 00
RETURN UP TO 31ST JULY, 1875.					
Great Western Railway Co.	4,866 67 2,662,066 67 5,484,733 34	5 p. c. 5½ p. c. 6 p. c.	9,729,148 00	5 p. c.	17,880,814 68
RETURN UP TO 30TH JUNE, 1875.					
Toronto, Grey & Bruce Railway Co.	1,150,833 67 445,200 00	8 p. c. 7 p. c.			
Grand Trunk Railway Co.	29,316,866 11	4 to 8 p. c.	4,380,000 00	5 p. c.	
or	£3,111,500 0 0 2,912,513 11 8	4 to 8 p. c.	£900,000 00 0	5 p. c.	
Brockville & Ottawa Railway Co.			848,000 00	{ 556,000 00 at 5 p. c. 292,000 00 at 7 p. c. }	848,000 00
Cobourg, Peterboro' & Mar-mora Railway Co.			{ No. 1 200,000 00 No. 2 231,000 00	8 p. c. 8 p. c.	431,000 00
Canada Southern Railway Co.	8,429,000 00	7 p. c.			
Midland Railway Co.	1st Mort'ge B'ds 1,630,333 32 2d Mort'ge B'ds 730,000 00	6 p. e. 6 p. c.			2,360,333 32
Northern Railway Co.	From Govt. 2,311,666 66	6 p. c., 1st Pref. " 2nd Pref. " 3rd Pref.	1,216,666 66 1,381,646 68 730,000 00	6 p. c.	
Do (for half year ending 30th June, 1875.)	2,311,666 66	6 p. c., 1st Pref. " 2nd Pref. " 3rd Pref.	3,328,313 34 1,216,666 66 1,381,646 68 730,000 00	6 p. c.	
Northern Extension Railway Co.	The Northern Railway Co., having since June last, been amalgamated with the Northern Extension R. Co., the bonds of the latter on 30th June, 1875, amount to \$864,320..... Which with the paid-up stock amounting to ..... \$13,800 Will hereafter be included in the Northern Railway Co.'s half yearly return.			6 p. c.	

‡ Care should be taken not to confound debenture stock with ordinary debenture loans, and not



Act, by the following Railway Companies, &c.—Continued.

Total Stock and Share Capital paid up, and Capital raised by Loans and Debenture Stock at 31st Dec., 1874.	Subscriptions to other Companies.	REMARKS.
\$ cts.	\$ cts.	
971,389 95	.....	This road is now under construction, only fifteen miles being completed, consequently the report is necessarily incomplete in many respects. (Signed), N. A. SMITH, Sec. & Treas.
800,000 00	.....	Road leased to the Conn. & Pass. Riv. RR. of Vermont, who pay the same dividends they do to their own shareholders, and pay the interest on the Bonds. The last dividend was in February, 1875. (Signed), S. FOSTER, Sec. & Treas., Rock Island, P.Q.
45,766,590 72	183,270 16	NOTE.—Heading same as above, with the exception that in lieu of the 31st Dec., 1875, wherever it occurs, the 31st July, 1875, is to be substituted therefor. (Signed), N. J. POWER, Acct., Hamilton, Ont.
3,211,642 17	.....	(Signed), H. SUTHERLAND TAYLOR, Sec. & Treas.
149,079,486 85	.....	The sterling figures are given in addition to the currency amounts in order to facilitate reference to the company's half yearly report. (Signed), J. HICKSON, Treas.
£30,632,771 5 5	.....	
1,328,740 00	.....	The amount of paid up Share Capital is liable to be increased by the conversion into paid-up shares of the old debentures of the Company up to \$500,000 and over, by Act of re-organization passed in 1866. (Signed), C. F. REDHEAD, Secretary.
1,161,440 00	.....	(Signed), U. B. CHAMBLISS, Sec. & Man. Director.
18,603,750 00	Nothing.....	(Signed), M. W. LAYSON, Treasurer.
3,194,448 31	.....	(Signed), F. WHITEHEAD, Secretary, Port Hope.
6,455,180 00	.....	} (Signed), THOS. HAMILTON, Secretary.
6,455,180 00	.....	
864,320 00	}	(Signed), JNO. FOREMAN, Secretary.
13,800 00	}.....	
878,120 00	}	

to enter the same sum under both heads.



## RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 29th of March, 1876 :—  
For returns of the Capital, Traffic and Working Expenditure of the Railways of the Dominion, in accordance with the requirements and provisions of the Law in that behalf.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 6th April, 1876.

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RAILWAY DEPARTMENT,  
MONTREAL, 13th March, 1876.

SIR,—In compliance with the instructions contained in your letter of the 12th November last, I have obtained returns from the different Railway Companies, in accordance with the form of return which I forwarded to you in my letter of the 18th November; and having now received the returns from the different railway companies, I proceed to give a summary statement of the results shewn by these returns.

These summaries are divided into 11 statements :—

No. 1.—Is a statement shewing the capital raised and expended on the opened railways of the Dominion.

No. 2.—Statement shews the characteristics of the railways thus opened, the extent of rolling stock and other information.

No. 3.—Statement shewing the train mileage and number of passengers and tonnage carried.

No. 4.—A descriptive statement of the different items of freight carried.

No. 5.—Statement of the passenger fares per mile.

No. 6.—Statement shewing the earnings of the different railways, divided under different headings.

No. 7.—Statement shewing the returns of accidents on the different railways.

No. 8.—Statement shewing the operating expenses of the several railways, under different headings.

No. 9.—A statement giving the length, gauge, and rolling stock of the various small railways connected with coal mines in Nova Scotia and Cape Breton.

No. 10.—Statement shewing the railways in course of construction with the latest information in regard to their capital raised, &c.

No. 11.—Statement of the amounts of Government and municipal assistance given to opened railways, and those actually under construction.

These different statements were asked for, for the year ending 30th June, 1875. The returns are nearly all made up to that date, but in two or three cases they have been made up to different dates, owing to the periods at which the reports of some of the companies are made up to.

There has been a good deal of difficulty in obtaining the returns, this being the first attempt to obtain statistical information in regard to the railway interests of Canada. The law under which the Minister of Public Works is authorized to obtain this description of information is hardly in a satisfactory state; and I beg to recommend that measures be taken to place the law upon this subject in a more defined shape; so that the Minister may have full authority to ask for the information necessary to enable the statements to be completed, and that the system adopted in the different States of the United States should be applied, requiring these returns to be made under oath, and with certain penalties for non-compliance.

There is no doubt whatever, that these returns, if made out properly, will be of great use to the railway interests themselves; and it is quite as much in their interest as in that of the public, that the fullest information should be given of their operations.

In England an exact form of return is prescribed by the Board of Trade, under the authority of an Act of Parliament, and railway companies are obliged to make their returns in accordance with this form. And of late years, this particular form has been the standard on which the accounts of nearly every company are now rendered to its proprietors.

This has caused a very desirable uniformity, and has enabled very valuable comparisons to be made with regard to the relative operations of the different lines.

In the State of New York, many years ago, a standard form of accounts was ordered by the Legislature; and railway companies are bound, under heavy penalties, to render their returns accordingly. The result is, a very complete and useful series of statistics.

In Massachusetts, great pains have been taken with returns from railways, and a very full and valuable report is annually made to the Legislature with full statistical tables.

Several other States have adopted a similar course with very satisfactory results.

I will now proceed to call attention to some of the most important matters which are disclosed by these statements:—

The total mileage of railways in operation, owned or controlled in Canada, on the 30th June, 1875, was 4,826½ miles.

But from this the following deductions must be made—being for portions of railways belonging to Canadian Companies, which are in the United States, viz:—

European and North American, between Vanceboro' and Bangor ..... 115 miles  
Grand Trunk Railway on the Portland and Detroit ends, and

Rouse's Point Line..... 228 “

Total..... 343

which deducted from the above total leaves 4,483½ miles of railway actually in operation within the Dominion of Canada.

Taking the population of Canada at 4,000,000, it follows that on the 30th June, 1875, there was one mile of railway in operation for about every 900 persons in the Dominion.

There is one part of a railway which has a double track for 79 miles, viz., on the Great Western Railway between Glencoe and Windsor.

The gauges of this mileage are divided as follows, viz:—

5 feet 6 inches.....	663½
4 " 8½ " .....	3,251½
3 " 6 " .....	568½

Total..... 4,483½

According to the returns the total capital raised is as follows:—

Ordinary Share Capital paid-up. . . . .	\$109,052,919	51
Preference do do .....	68,442,177	64
Bonded Debt paid up.....	72,075,391	56
Amounts paid and loaned by Dominion Government	43,332,815	26
•do do Ontario do	1,230,904	65
do do Quebec do	228,526	00
do do New Brunswick do	822,500	00
do do Nova Scotia do	.....	.....
do Municipalities ...	\$3,774,620	13
Less included in paid up securities } as above.....	458,000	00
	<u>3,316,620</u>	<u>13</u>

Total.....\$298,501,854 75

These statements are not strictly accurate, but they are the best that it is possible to get from the returns as sent in.

I have endeavored by correspondence to make them as complete as possible, but it is clear that it will take another year before the companies are in a position to give the information in the shape in which it is wanted.

For the same reason, I cannot give the total cost of the entire railways, some of the companies not having made the returns in a shape which enables this to be done. In regard to the amounts returned as paid up on ordinary shares, preference shares and bonded debt, I must call attention to the fact that the amounts do not represent the actual cash which the different companies have received.

They are all returned as of the par value of the securities issued, no deduction being made for the discount, in many cases very large, at which the securities were issued.

In the same way the total cost of the railway and rolling stock is not a correct cash representation of the outlay, for the reason that the companies have charged as part of the cost of construction, the discount at which they issued their shares and bonds; and have also, in several cases, included interest paid, but which has not been earned.

As, in some cases, issues of shares have been made at a discount as large as 81 per cent of their par value, it is clear that these discounts being added to the apparent cost of construction, affords no proper idea of the actual cash cost of the railways.

This, of course, is an important matter, and I notice, by the returns which are made in the several States, where similar information is required, that the Commissioners making up the tabular statements make the same complaint, that they cannot accurately ascertain the real cost of the railways, on account of this question of discount on issue of securities.

In the last report issued by the Railway Commissioners of the State of Massachusetts, this question is distinctly referred to, and it is pointed out that the returns give no fair and proper statement of the capital raised or of the amounts expended, and for the same reasons that I have just referred to

The Commissioners in Massachusetts propose that some legislation should be enforced requiring accounts to be made up by all companies upon a uniform basis, as is done in England and in the State of New York; and providing for such an inspection of the books as would afford absolutely correct information.

From an examination of Statement No. 2, it appears that of the 4,826½ miles of railway opened, there are laid with steel rails, 2,054½ miles; iron rails, 2,746¼ miles; wooden rails (the Quebec and Lake St. John,) 25½ miles. There are 655½ miles of sidings upon the open railways.

The railways own 966 engines, and have hired 14; making a total number of engines employed of 980, which is equal to one engine for every five miles of railway in operation.

The total number of passenger and baggage cars of all kinds owned by the railways in operation are 963; the number hired are 37; making a total of 1,000, which is rather more than one car for every five miles.

The total number of box, cattle and platform cars owned by the railways in operation are 17,933; and hired, 1,314; making a total of 19,247; which is equal to four cars for every mile of railway.

There are 1,050 cars for the carriage of coal and iron ore—900 of these being coal cars on the Intercolonial Railway.

There are twelve grain elevators belonging to the different railways.

There are 126 level road crossings which are guarded by watchmen, and 4,655 level crossings at which no watchman or protection of any kind, beyond a sign board, is provided.

There are 312 over-head bridges over the different lines of railway, varying from 15 feet 6 inches, which is the lowest, to 28 feet, which is the highest, above the rail level.

There are 58 level crossings of railways; 95 junctions of railways—and 52 junctions of railways with branch lines.

The sharpest curve appears to be on the Prince Edward Island Railway, being 400 feet radius.

The next sharpest on a railway of the same gauge (3 feet 6 inches) is on the Toronto Grey and Bruce, viz., 462 feet.

The sharpest curve on a railway of 4 feet 8½ inches appears to be on the Massawippi Valley Railway, which is 442 feet radius.

The next statement No. 3, is unfortunately not so complete as is desirable.

The train mileage of some of the railways is not given, and this renders it impossible to give an average statement of the cost per train mile of working the different lines of railway.

This is an important point, and care should be taken in future to get this information correctly from every company. It will be very useful to be able to compare the cost on the different lines, of working per train mile.

The total number of train miles, as shown by the return, which, however, is not complete, is 17,680,178.

The total number of passengers carried is 5,190,416, and the total number of tons of freight handled is 5,670,836½. These returns are not, however, complete or accurate.

The railways which carried the largest number of passengers and heaviest weight of tonnage were:—First, the Grand Trunk; second, the Great Western; third, the 370 miles of the open parts of the Intercolonial Railway in the Lower Provinces.

The next statement, No. 4, is so incomplete that it is impossible to make any satisfactory deductions from it.

It is an important table, and one which the railways should be required to fill up, and which can be done at any future time without difficulty. It is intended to show the different descriptions of freight carried, and will prove a very important and valuable statistical table.

The next statement, No. 5, shows the different rates per mile charged for the different descriptions of passengers; but I think there is little doubt that this information is not sufficiently accurate to be of much value.

Number 6 statement, gives the total earnings of the different railways—the total amount being \$19,470,539.91 for the year, divided as follows:—

Passenger traffic.....	\$6,410,934	57
Freight traffic.....	12,073,570	51
Mails and Express freight .....	693,250	41
Other sources.....	292,784	42

Two of the railways being leased to the Passumpsic Railway, in the United States, viz., the Massawippi Valley and the South Eastern Railway, no returns of traffic are given by those two companies.

Statement No. 7, shows the total expenses of operating the different railways—amounting to the sum of \$15,775,532.50, divided as follows:—

Maintenance of line and buildings.....	\$3,548,585	13
Working and repairs of engines .....	4,679,270	95
do cars .....	1,543,607	84
General and operating expenses .....	5,653,079	00
Expenses of European and North American Railway not classified .....	350,989	58

These two last returns are more accurate than many of the others, and if the statement of train mileage is correctly given in future, valuable and important comparative information can be obtained from these returns.

From these two last statements it appears that the total earnings of all the railways was \$19,470,539.91; and the total operating expenses \$15,775,532.50; showing a profit of \$3,695,007.41. This gives an average of rather more than 81 per cent of the gross receipts as the cost of operating all the railways in the Dominion.

The above profit of \$3,695,007, is equal to an interest of five per cent per annum on a gross capital of about \$74,000,000, which is the equivalent of about \$15,000 a mile for each mile of railway constructed.

The total amount of bonded debt shown by statement No. 1, is rather more than \$72,000,000, so that the present net aggregate earnings are about sufficient to pay five per cent on the total bonded debt, leaving nothing for share capital, or loans from the different Governments or the Municipalities.

The rate of interest on the bonded debt of the railways, varies from six to eight per cent.

The gross earnings per mile of railway opened, are equal, to an average receipt of \$4,000, and the total operating expenses are equal to an average of \$3,270.

Statement No. 8, gives a return of the accidents during the year properly classified. Unfortunately this statement is not complete.

The following Companies state that they have kept no record of the accidents that have occurred, viz:—Canada Southern and Toronto, Grey and Bruce. Several others make no return, but do not say distinctly whether it was because there were no accidents or because there was no record kept.

These Companies have therefore not complied with the law which requires information to be forwarded to the Board of Works within 48 hours of the occurrence of every accident, and a statement duly sworn to, of all the accidents that have occurred during every six months.

From the returns that have been received the following information is obtained:—

#### KILLED.

Passengers .....	11
Employés .....	40
Other persons .....	41
<b>Total killed.....</b>	<b>92</b>

## INJURED.

Passengers .....	25
Employés .....	226
Other persons .....	28
Total injured.....	279

The total number of passengers carried is given in Statement No. 3, as 5,190,416, so that one out of every 471,856 passengers carried has been killed and one out of every 207,616 passengers carried has been injured.

Statement No. 9 shows the different collieries in Nova Scotia and Cape Breton, which have small lines of railway, enabling them to ship coal by water, the gauge of the different lines, and the rolling stock which is employed for this purpose.

From this, it appears that in Nova Scotia six mines are in operation, having an aggregate length of 41½ miles of railway; 16 miles of this are 5 feet 6 inches gauge; and 25¼ miles, 4 feet 8½ inches gauge. On these branch railways 14 engines are employed, and 557 coal cars. Three of the companies viz:—The Vale Colliery, the Acadia and Spring Hill do not own any coal cars, the Intercolonial supplying the coal cars and shipping the coal over parts of the railway.

In Cape Breton there are nine mines having railways for shipping and other purposes, with an aggregate length of 68½ miles. The gauge varies from 2 feet 8½ inches to 4 feet 8½ inches.

There are 16 engines employed on these lines and 873 coal cars.

The aggregate length of all these branch railways is 109¾ miles, using 30 engines and 1,430 cars.

Statement No. 10 shows the railways actually under construction and not opened on the 30th June, 1875.

This includes all railways being constructed by private companies as well as by Governments.

The total mileage is 2,275¾, of which 2,177 miles are of the gauge of 4 feet 8½ inches; and 98 miles of the gauge of 3 feet 6 inches.

The statement shows, according to the returns sent in by the companies, the amounts subscribed both on account of shares and bonds, and also gives information in regard to the amounts of loans, bonuses, subscriptions to shares and bonds by the Dominion and Provincial Governments; also the amount of loans, bonuses and subscriptions to shares and bonds by Municipalities.

It shows also the total amount subscribed as well as the floating debt wherever that has been given.

The return in many cases is necessarily incomplete, as the figures of course are constantly varying, as the works are proceeded with.

The statement shows the railways that are being constructed by the Dominion Government, viz., the balance of the Intercolonial unopened, and the different sections of the Pacific Railway which were under contract on the 30th June, 1875.

A good many other lines, besides those shown in this statement, have been chartered by the Legislatures of the different Provinces and promises of greater or less amounts made in their aid, both from the Governments of the different Provinces and the municipalities through which they run.

But until some works of construction have been undertaken, so as to show that there is a prospect of the line being completed, it has not been thought desirable to include any such lines in this statement.

Such lines, for instance, as the Hamilton and North Western, Victoria, and Prince Edward Counties Railways in Ontario, and a number of other lines which have been chartered, and to which grants have been promised both from Governments and Municipalities are not included, the principle as I have already said being that only those upon which actual works of construction have been commenced or are in progress are included.

Statement No. 11, shows the total aid granted by the Dominion and Local



Governments and by Municipalities to Railways in operation or which have actually been commenced, but not including railways which have not been commenced.

In fact, the statement covers the 4,826½ miles of opened railways and 2,275¼ miles, the construction of which is in progress, as set out in Statement No. 10.

1st. Total amount expended to 30th June, 1875, by Dominion Government on account of loans or grants to the Grand Trunk, Northern, Windsor and Annapolis Railways, &c.; outlay upon the Intercolonial, upon the Prince Edward Island Railway and outlay for surveys and upon portions of the Pacific Railway actually under construction on the 30th June, 1875, &c..... \$60,330,921 33

From the Ontario Government, subscriptions or loans for which the Government of Ontario is liable for railways opened throughout or under actual construction.....	2,716,199 65
From the Quebec Government.....	3,434,571 00
From the New Brunswick Government.....	932,000 00
From the Nova Scotia Government.....	1,205,000 00

Total amount which the Dominion and Provincial Governments have paid, or are liable for on the 30th June, 1875, on account of railways opened or under actual construction.....\$68,618,691 98

2nd. Amount for which Municipalities were liable on the 30th June, 1875, for railways either opened or actually under construction:—

In Ontario.....	\$5,474,574 93
“ Quebec.....	3,698,000 00
“ New Brunswick.....	168,500 00
“ Nova Scotia.....	159,562 00

Total..... \$9,500,636 93

Total for which the Governments and Municipalities were liable on the 30th June, 1875, for railways either opened or under actual construction..... \$78,119,328 91

It is right here to state that the Government of Quebec, since the 30th June last, has altered the arrangements for the completion of the Montreal, Ottawa and Western, and North Shore Railways, the Companies having failed to proceed with their works under the original stipulations.

Under the new arrangements the whole of the outlay will be provided—less municipal subscriptions, by the Government of Quebec, and their liability therefore on account of these two railways will be considerably larger than is shown by the present statements.

The municipal aid remains unaltered.

It is only necessary in regard to this statement to repeat that a large number of railways which have been chartered, and to which grants have been promised, are not included, because their construction has not actually been commenced.

In the next annual return, of course, any new railways that may be commenced will be included and the figures for them added.

I think I have now given a full summary of all the statements enclosed herewith, and I have only to repeat the recommendation which I made at the commencement of this report, and that is, that sufficient authority should be given to the Minister of Public Works to obtain sworn returns from the different Companies, under penalties for their not being supplied, in the form required, and at the date requested.

I have the honor to be, Sir,

Your obedient servant,

(Signed), C. J. BRYDGES.

General Superintendent, Government Railways.

F. BRAUN, Esq.,  
Secretary, Department of Public Works, Ottawa.

No. 1.—SUMMARY STATEMENT of Capital,

No.	NAME OF RAILWAY.	Mileage.	ORDINARY SHARE CAPITAL.		
			Authorized.	Subscribed.	Paid Up.
			\$ cts.	\$ cts.	\$ cts.
1	Brockville and Ottawa .....	57½	500,000 00	483,980 00	483,980 00
2	Canada Central .....	70½	8,000 00	8,000 00	8,000 00
3	Canada Southern .....	322½	15,000,000 00	10,180,500 00	10,180,500 00
4	Carillon and Grenville .....	13	200,000 00	100,000 00	94,000 00
5	Cobourg, Peterboro' and Marmora .....	47	600,000 00	600,000 00	600,000 00
6	European and North American .....	280	12,000,000 00	3,957,450 00	3,957,450 00
7	Fredericton .....	23	600,000 00	321,160 00	321,160 00
8	{ Grand Trunk .....	1388½	65,679,996 82	53,513,330 15	53,477,903 48
9	{ Atlantic and St. Lawrence .....				5,000,000 00
10	{ Chicago, Detroit and Canada G. T. Junction .....				1,074,736 33
11	{ Buffalo and Lake Huron .....			Converted into G. T. Shares .....	25,724,508 84
12	Great Western .....	797½	26,744,500 00	26,744,500 00	
13	London and Port Stanley .....			441,550 00	441,550 00
14	Wellington, Grey and Bruce .....		1,500,000 00	221,200 00	221,200 00
15	Hamilton and Lake Erie .....	33	400,000 00	146,400 00	142,241 00
16	Intercolonial .....	370			
17	do Northern Division .....	83½			
18	Massawippi Valley .....	36½	800,000 00	400,000 00	400,000 00
19	Midland .....	129			834,114 99
20	Montreal, Portland and Boston .....	15	2,500,000 00	344,300 00	281,789 95
21	New Brunswick and Canada .....	120	2,283,000 00		1,178,000 00
22	do .....				
23	New Brunswick R.R. Construction Co'y .....	99			
24	Northern .....	167½	815,200 00	815,200 00	815,200 00
25	do .....				
26	Prince Edward Island .....	198½			
27	Quebec and Lake St. John .....	25½	5,000,000 00	107,900 00	96,210 00
28	St. Lawrence and Industry .....	12	48,000 00	42,100 00	42,100 00
29	St. Lawrence and Ottawa .....	59	2,710,090 80		
30	South Eastern .....	44	2,000,000 00	1,328,160 00	833,251 00
31	Stanstead, Shefford and Chambly .....	43			
32	Toronto and Nipissing .....	80		197,100 00	193,350 00
33	Toronto, Grey and Bruce .....	191	3,000,000 00	325,000 00	275,240 00
34	do .....				
35	Welland .....	16½	1,000,000 00		798,712 03
36	Whitby and Port Perry .....	20	300,000 00	158,986 14	110,521 89
37	Windsor and Annapolis .....	84	2,433,333 00	1,467,300 00	1,467,300 00
					109,052,919 51

Mileage, &c., of Opened Railways.

PREFERENCE SHARE CAPITAL.			BONDED DEBT.			Rate of Interest.
Authorized.	Subscribed.	Paid Up.	Authorized.	Subscribed.	Paid Up.	
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	% ct
			848,000 00	848,000 00	848,000 00	5 & 7
			1,330,000 00	1,330,000 00	1,330,000 00	6
			14,360,000 00	9,198,961 62	9,198,961 62	7
400,000 00	400,000 00	400,000 00	300,000 00			8
			200,000 00	100,000 00	82,000 00	6
61,904,817 24		61,904,817 24	53,107,566 12	18,554,232 78	18,554,232 78	4to8
					3,484,000 00	
		2,555,000 00			1,095,000 00	
2,161,267 20	2,161,267 20	2,161,267 20	17,884,513 34	17,884,513 34	3,715,982 20	
			600,000 00	427,400 00	17,883,248 01	
			2,589,066 66		427,400 00	6
			825,000 00		2,589,066 66	7
					825,000 00	6
			400,000 00	400,000 00	400,000 00	6
			2,350,300 00	1,917,218 45	1,834,733 32	6
610,000 00	610,000 00	610,000 00	1,749,000 00			
			170,000 00	170,000 00	170,000 00	6
		21,184 00	4,192,633 34	4,192,633 34	4,192,633 34	6
				100,000 00	100,000 00	7
			19,466 00			6
789,909 20	789,909 20	789,909 20	486,666 00	346,993 33	346,993 33	7 & 8
			3,200,000 00	894,000 00	894,000 00	6
				691,000 00	691,000 00	6to8
			1,600,000 00		1,322,533 67	7to8
			973,333 33		957,273 33	6
			300,000 00	160,000 00	160,000 00	6
			1,460,000 00	973,333 30	973,333 30	6
		68,442,177 64			72,075,391 56	

No. 1.—SUMMARY STATEMENT of Capital.

No.	Name of Government.	GOVERNMENT LOANS OR BONUSES.				MUNICIPAL.	
		Loan.	Bonus.	Subscription to shares or Bonds.	Paid Up.	Loan.	Bonus.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$	\$ cts.
1							
2	Ontario		186,825 00			75,000	
3	Ontario		147,858 65		147,858 65		322,500 00
4							
5	Ontario		18,740 00		18,740 00		113,500 00
6							
7	New Brunswick		230,000 00		230,000 00		80,000 00
8	Dominion	15,142,633 33			15,142,633 33		82,500 00
9							
10							
11							
12							
13							
14	Ontario		241,276 00		241,276 00		682,000 00
15	Ontario		67,000 00		67,000 00		165,000 00
16	Dominion		18,173,800 25		18,173,800 25		
17	Dominion		3,496,739 50		3,496,739 50		
18							
19	Ontario		40,800 00		40,800 00		132,000 00
20	Quebec		85,000 00		14,000 00		25,000 00
21	New Brunswick		325,000 00	250,000 00	592,500 00		47,500 00
22	Dominion		17,500 00				
23	Ontario		196,188 00		2,507,854 67		241,980 00
24	Dominion	2,311,666 67					
25	Dominion		3,114,735 11		3,114,735 11		
26	Quebec		48,171 00		48,171 00		
27							
28	Quebec		443,000 00		166,355 00		6,000 00
29							
30	Ontario		104,860 00		104,860 00		386,500 00
31	Ontario		374,182 00		376,448 00		963,920 50
32	Dominion		2,266 00				
33	Ontario		40,000 00		40,000 00		97,094 93
34	Dominion		1,090,974 40		1,090,974 40		
		17,454,300 00	28,444,915 91	250,000 00	45,614,745 91	75,000	3,345,495 43

Mileage, &c., of Opened Railways.—*Concluded.*

LOANS OR BONUSES.		TOTAL CAPITAL.		FLOATING DEBT.		Total cost of Railway and Rolling Stock	REMARKS.
Subscription to shares or Bonds.	Paid Up.	Subscribed.	Paid Up.	Amount.	Rate of Int.		
\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	% ct.	\$ cts.	
		1,331,980 00	1,331,980 00				
			1,338,000 00				
	326,052 11	19,849,820 27	19,847,372 38	1,510,055 91	7	18,429,783 32	
		100,000 00	94,000 00	16,000 00	7	110,000 00	
	113,500 00	1,132,240 00	1,132,240 00			1,400,042 56	
			3,957,450 00			12,398,674 50	
	80,000 00	713,160 00	713,160 00			713,160 00	115 miles of this railway in the United States. Accounts not separated.
	82,500 00		149,161,986 83			147,404,943 23	
			8,484,000 00			8,484,000 00	
			2 169,736 33			2,169,736 33	
			6,270,982 20			6,270,982 20	
		46,790,280 54	45,769,024 05			39,826,622 22	
		868,950 00	868,950 00			1,038,939 00	
	682,000 00	3,733,542 66	3,733,542 66	79,012 45	7	2,892,622 88	
	165,000 00	1,203,400 00	1,199,241 00	555,000 00	*6	850,570 57	*Covered by Stg. bonds.
			18,173,800 25			18,173,800 25	
			3,496,739 50			3,496,739 50	
		800,000 00	800,000 00			800,000 00	Leased to Passumpsic R.R., U.S.
	123,000 00		2,832,648 31	311,677 26	7	3,724,205 74	
32,000 00	25,000 00	486,300 00	320,789 95	52,000 00			
	47,500 00		2,598,000 00	28,000 00	7	3,506,000 00	
	241,980 00		7,778,852 01	279,294 32			
			3,114,735 11			3,114,735 11	
10,000 00	10,000 00		244,381 00			244,501 00	Not working.
		42,100 00	42,100 00			60,000 00	
		1,136,902 53	1,136,902 53	261,049 36	*	1,359,070 06	*Bank rates.
578,000 00	438,000 00	3,249,160 00	1,893,606 00			1,320,000 00	Leased to Passumpsic R.R., U.S.
							Leased to Central Vermont.
	375,072 59	1,379,460 00	1,364,282 59	272,291 12	7 to 10	1,600,000 00	
	963,920 50	2,987,902 17	2,938,142 17	730,595 46		3,668,737 63	
			1,755,985 36			1,226,390 91	
10,000 00	107,094 93	466,081 07	407,616 82	122,823 75	9	486,242 09	
		3,531,607 73	3,531,607 73	538,978 46	5	3,717,917 19	
630,000 00	3,774,620 13		298,501,854 75				

No. 2.—SUMMARY Statement of Characteristics of

No.	Name of Railway.	Total Length Laid.		Length of Sidings.	Weight of Rails in lbs. per yard.	
		Iron Rails.	Steel Rails		Iron Rails.	Steel Rails
1	Brockville and Ottawa.....	57½		7	60	
2	Canada Central.....	70½		18	60	
3	Canada Southern.....	87½	235	33½	60	60
4	Carillon and Grenville.....	13		8	65	
5	Cobourg, Peterboro' and Marmora.....	47		3	56	
6	European and North American.....	280		14	56	
7	Fredericton.....	23		1½	56	
8	Grand Trunk.....	444	944½	208	65	65
9	Great Western.....	226	571½	178½	66	66
10	London and Port Stanley.....					
11	Wellington, Grey and Bruce.....				50 & 66	57
12	Hamilton and Lake Erie.....	33		2	56	
13	Intercolonial.....	162	208	48½	56 & 67	57½
14	do Northern Division.....		83½	3		58
15	Massawippi Valley.....	36½		1	56	
16	Midland.....	129		14 <sup>231</sup> <sub>100</sub>	56	
17	Montreal, Portland and Boston.....	15			56	
18	New Brunswick and Canada.....	120		14	56	
19	New Brunswick R.R. Construction Co'y.....	99		7	40	
20	Northern.....	167½		43	56	
21	Prince Edward Island.....	198½		8	40	
22	Quebec and Lake St. John.....	Wood 25½		1½		
23	St. Lawrence and Industry.....	12			40	
24	St. Lawrence and Ottawa.....	50	9	6½	56	60 & 72
25	South Eastern.....	44		4	56	
26	Stanstead, Shefford and Chambly.....	43		5		
27	Toronto and Nipissing.....	76½	3½	8	40	56
28	Toronto, Grey and Bruce.....	191		15	40 to 56	
29	Welland.....	16½		5½	56	
30	Whitby and Port Perry.....	20		2 <sup>7</sup> <sub>10</sub>	56	
31	Windsor and Annapolis.....	84		3½	50 to 67	
	Wood.....	2,746½	2,054½	655½		
		25½				

Roads and Rolling Stock of opened Railways.

Number of Engines.		Number of 1st Class Cars.		Number of 2nd Class and Emigrant Cars.		Number of Baggage, Mail and Express Cars.		Number of Cattle and Box Freight Cars.		Number of Platform Cars.	
Owued.	Hired.	Owued.	Hired.	Owued.	Hired.	Owued.	Hired.	Owued.	Hired.	Owued.	Hired.
9		4		1		3		25		148	
3		3		3		2		19		22	
33	6	18				11		1,033	450	234	
4		2		4		4				3	
5		3				1		1		50	
26		21	all kinds							353	
2		3		2		2		6		11	
434		163	30	111		84		5,457	800	2,116	
216		98		61		43		3,594		1,030	
3	1	4				2		13		16	
80		40		29		22		300		578	
8		3		4		3		150		149	
17		8		9		5		64		250	
1		2				1		5		20	
11		4		8		2		17		120	
8		6		1		5		20		52	
31		18		6		10		201		532	
14		14		9		5		128		37	
3				4				1		50	
2		2		2				6		12	
9		10		6		6		63		45	
	5		3			2	2				
12		7		10		3		85		201	
20		12				6		205		236	
3		3		1		5		120		13	
1	2		1				1		10		54
11		6		6		5		70		72	
966	14	454	34	277		232	3	11,583	1260	6,350	54

No. 2.—SUMMARY Statement of Characteristics of

No.	Number of Coal Cars.		Number of ties per mile.	Nature of Road Fastenings.	Number of Grain Elevators.	Number of level road crossings.		Number of overhead Bridges.
	Owned.	Hired.				Guarded by Watchmen.	Not Guarded.	
1			2,600	38 miles fish, 19½ miles iron chairs.....			42	1
2			2,600	48 do 22 do .....				3
3			2,800	fish bars .....			291	10
4			1,760	wrought iron chairs.....		1	7	1
5	150 ore		2,650	do and fish plates.....		1	31	
6				fish plates.....				
7			2,300	do .....			6	
8			2,500	do and chairs .....	4	34	1,166	108
9			2,640	do .....	2	86	716	120
01								
11			2,340	do .....			191	4
12			2,510	do .....			82	6
13	900		2,500	fish, scabbard and cast iron chairs.....		1	845	19
14			2,300	do plates .....			38	3
15			2,100	trimble splice.....			20	1
16			2,250	fish plates and chairs.....		1	279	6
17				do plates .....			31	1
18			2,600	do .....			60	1
19				do .....				1
20			2,400	do .....	2	1	420	10
21			2,200	do .....			119	
22				maple wedges.....				
23			2,000	fish plates.....			8	
24			2,640	do and scabbard joints and iron chairs	2	1	66	5
25			2,640	do .....			27	
26			2,600	do .....			84	1
27			2,113	fish plates.....				
28			2,112	do .....				
29			2,650	do and chairs.....	2		23	3
30			2,400	do .....			29	
31			2,640	do .....			74	1
	1,050				12	126	4,665	312



Roads and Rolling Stock of opened Railways.—*Concluded.*

Height of overhead Bridges above Rail level.	No. of Level Cross- ing of other Rail- ways.	No. of Junctions with other Railways.	No. of Junctions with Branch Lines.	Radius of sharpest curve.	No. of feet per mile of heaviest gradient.	Gauge of Railway
Feet.				Feet.	Feet.	Feet in.
19	2	1			45	5 6
17	1					5 6
19	8	9	2	1,432	15	4 8½
16				1,910	100	5 6
.....	1	2		573	96	5 6
.....						5 6
.....						5 6
15 6in. to 28	15	41	11	1,100	52½	4 8½
18	14	8	13	1,910	52	4 8½
.....						4 8½
18	1	1	1	1,146	70	4 8½
22	3	3		1,146	82	4 8½
15 7in. to 30		1	10	694	71½	4 8½
19 3in.		1		1,320	65	4 8½
19		3	1	442	80	4 8½
18 6in.	2	1	1	600	65	4 8½
18	1	2		1,368	66	4 8½
18	1	1	3	1,910	60	5 6
20			1	573	85	3 6
18	4	3	2	1,432	63	5 6
.....			2	400	74	3 6
.....	1					4 8½
.....					65	4 8½
16		1	1	1,146	52½	4 8½
.....		3	1	819	52	4 8½
18		2				4 8½
.....	1	2		600	106	3 6
17	2	1	1	462	110	3 6
17	3	4		1,930	84	4 8½
.....	1	1		1,438	105	4 8½
20		1	1	699	75½	4 8½
.....	58	95	52			

115 miles in United States

Leased to Passumpsic Railway, U. S.

Leased to Passumpsic Railway, U. S.  
Leased to Central Vermont.

GAUGE.

Ft. in.	Miles.
5 6	778½
4 8½	3,479½
3 6	568½
Total	4,826½

## No. 3.—SUMMARY STATEMENT of the

No.	Name of Railway.	Mile- age.	Train Mileage.				Engine Mileage.
			Passenger Trains.	Freight Trains.	Mixed Trains.	Total Train Miles.	
1	Brockville and Ottawa.....	57½					235,093
2	Canada Central.....	70½					
3	Canada Southern.....	322½	272,987	490,879	353,988	1,117,854	1,117,854
4	Carillon and Grenville.....	13	18,500	3,000		21,500	22,500
5	Cobourg, Peterboro and Marmora...	47		6,400	24,000	30,400	31,600
6	European and North American.....	280					
7	Fredericton.....	23			43,684	43,684	45,000
8	Grand Trunk.....	1,388½	2,240,995	5,272,557	529,511	8,043,063	10,801,730
9	Great Western.....	797½	1,259,633	1,831,662		3,091,295	4,103,931
10	London and Port Stanley.....						
11	Wellington Grey and Bruce.....						
12	Hamilton and Lake Erie.....	33	32,086		21,658	53,744	53,744
13	Intercolonial.....	370	367,135	425,624		792,759	1,031,152
14	Intercolonial (Northern Division)...	83½		1,790	26,401	28,191	32,964
15	Massawipi Valley.....	36½					
16	Midland.....	129	375,972	1,261,368		1,637,340	286,583
17	Montreal, Portland and Boston.....	15					
18	New Brunswick and Canada.....	120		42,019	73,615	115,634	117,744
19	New Brunswick Ry. Constr'n Co.....	99			38,750	38,750	
20	Northern.....	167½	173,756	251,852	68,681	494,289	714,107
21	Prince Edward Island.....	198½	2,544		28,787	31,331	35,555
22	Quebec and Lake St. John.....	25½					
23	St. Lawrence and Industry.....	12			9,600	9,600	
24	St. Lawrence and Ottawa.....	59	104,424	11,824	29,590	145,838	198,863
25	South Eastern.....	44					
26	Stanstead, Shefford and Chambly...	43	32,390	42,878		75,068	
27	Toronto and Nipissing.....	80	230,517	1,123,819		1,354,336	214,979
28	Toronto, Grey and Bruce.....	191		122,748	177,567	300,315	366,387
29	Welland.....	16½	32,500	20,321	1,200	54,021	1,336
30	Whitby and Port Perry.....	20		1,640	19,660	21,240	24,175
31	Windsor and Annapolis.....	84	62,914		117,012	179,926	197,729
	Totals.....	4,826½	5,206,353	10,910,181	1,563,644	17,680,178	

Operations of the Year and Mileage.

Total Number of Passengers carried.	Tons of Freight of 2,000 lbs. handled.	Average rate of Speed of Passenger Trains.	Average rate of Speed of Freight Trains.	Average Weight of Passenger Trains in motion. Tons.	Average Weight of Freight Trains in motion. Tons.	
		Miles per hour.	Miles per hour.			
70,231	104,098	20	12	98	360	
.....	.....	20	12	98	360	
390,798	.....	32	15	144	366	
40,952	5,813	25	18	.....	.....	
1,385	42,184	15	12	80	80	
.....	.....	.....	.....	.....	.....	115 miles in United States.
27,009	12,000	24	20	.....	.....	
2,034,469	1,892,193	24	12	140	383	
1,430,934	1,408,175	26	13	.....	.....	
.....	.....	.....	.....	.....	.....	} Included in G.W.R. returns.
71,156	46,018	30	17	.....	.....	
566,735	360,224	24	13	100	300	
14,359	6,533	16	16	.....	.....	For 8 months.
.....	.....	.....	.....	.....	.....	
114,591	136,376	20	15	.....	.....	Line not opened till 1st July, 1875.
.....	.....	.....	.....	.....	.....	
34,167	84,042	20	12	105	130	
12,003	15,542	18	18	.....	.....	
237,460	252,449½	25	15	63½	310	
17,976	4,811	14	14	69½	69½	
.....	.....	.....	.....	.....	.....	Not working.
9,779	11,600	12	12	86	86	
79,525	49,495	20	12	100	170	
.....	.....	.....	.....	.....	.....	Leased to Passumpsic R.R. (U.S.)
33,397	411,020	20	10	.....	.....	Leased to Central Vermont R.R.
88,685	104,257½	20	12	40	280	
103,950	128,000	20	12	95	365	
78,054	94,892	22	16	125	400	
15,616	42,525½	15	15	.....	.....	
107,983	67,790	22	14	100	200	
.....	.....	.....	.....	.....	.....	
5,190,416	5,670,836½	.....	.....	.....	.....	

## No. 4.—SUMMARY STATEMENT OF

Number.	Name of Railway.	Mileage.	Flour.		Grain.		Live Stock.	
			Barrels.	Tons.	Bushels.	Tons.	Number	Tons.
1	Brockville and Ottawa.....	57½		9,300*				860
2	Canada Central.....	70½						
3	Canada Southern.....	322½						
4	Carillon and Grenville.....	13						
5	Cobourg, Peterboro' and Marmora.....	47	1,803	180	5,982	179½		
6	European and North American.....	280						
7	Fredericton.....	23	15,000	1,650	3,000	50	100	80
8	Grand Trunk.....	1,388½						
9	Great Western.....	797½	1,536,464	153,646	10,640,353	278,626	774,325	136,934
10	London and Port Stanley.....							
11	Wellington, Grey and Bruce.....							
12	Hamilton and Lake Erie.....	33						
13	Intercolonial.....	370	213,395	21,340	243,039	4,860	18,767	7,633
14	do Northern Division.....	83½	2,521	252	3,210	58	55	27
15	Massawippi Valley.....	36½						
16	Midland.....	129	78,535	7,653	706,656	20,690		1,000
17	Montreal, Portland and Boston.....	15						
18	New Brunswick and Canada.....	120						
19	New Brunswick Railway Cons. Co.....	99						
20	Northern.....	167½	129,744	14,015	1,267,362	35,808		
21	Prince Edward Island.....	198½						
22	Quebec and Lake St. John.....	25½						
23	St. Lawrence and Industry.....	12						
24	St. Lawrence and Ottawa.....	59		815½		9,481½		
25	South Eastern.....	44						
26	Stanstead, Shefford and Chambly.....	43						
27	Toronto and Nipissing.....	80	35,533	3,553½	518,565	12,559½		1,761
28	Toronto, Grey and Bruce.....	191	79,720	7,972	798,392	15,968	16,981	5,660
29	Welland.....	16½	29,991	3,333	2,284,411	81,212		
30	Whitby and Port Perry.....	20	11,479	1,148	352,166	4,490½	272	170
31	Windsor and Annapolis.....	84	30,824	3,083			14,237	2,450

Description of Freight carried.

Lumber of all kinds, except Firewood.		Firewood.		Manufactured Goods.	All other Articles.	Total Weight carried.	Remarks.
Feet.	Tons.	Cords.	Tons.	Tons.	Tons.	Tons.	
	66,280			24,773	2,885	104,098	Includes grain.
						390,798	
				5,813		5,813	
4,557,500	28,750	1,830	2,745		19,322	51,176½	115 miles in United States.
						160,080	
280,000	400	3,000	4,500	5,320		12,000	
						1,892,193	
	200,719					1,408,175	} Included in G.W.R. returns.
						46,018	
46,988,326	58,735	8,028	11,470	91,425	164,761	360,224	
130,200	163	1,370	2,055	3,564	414	6,533	For eight months.
							Leased to Passumpsic R'y, U.S.
55,648,456	76,146			6,113	24,774	136,376	Line not opened till 1st July, '75.
						84,042	
						15,542	
	167,035	621	1,026		34,565½	252,449½	
						4,811	
							Not working
		2,000	4,600		7,000	11,600	
	9,755½			24,081	5,361½	49,496	
							Leased to Passumpsic R'y, U.S. do Central Vermont R'y, U.S.
11,773,532	19,238½	28,389½	49,680½	8,690	8,774½	104,251½	
	13,712	28,058	56,116	19,754	8,731	127,913	
520,000	580		1,500	1,130	7,137	94,892	
13,232,845	18,753	1,556	3,750			42,525½	
12,480,210	15,604	1,432½	2,205	11,287	33,161	67,790	

No. 5.—Statement of Passenger Fares per mile.

No.	Name of Railway.	Mileage.	Through Passengers.			Way Passengers.			Immigrants.		Remarks.
			1st Class, per mile.	2nd Class, per mile.	Cents.	1st Class, per mile.	2nd Class, per mile.	Cents.	Through, per mile.	Way, per mile.	
			Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	Cents.	
1	Brockville and Ottawa.....	57½	3	2	3	2	2	2	2		
2	Canada Central.....	70½	3	2	3	2	2	2	2		
3	Canada Southern.....	322½	2½	1½	3	3	.....	.....	.....	•Raftsmen.	
4	Carrillon and Grenville.....	13	4	3	5	3½	.....	2*	.....	Average.	
5	Cobourg, Peterboro and Marmora.....	47	3½	.....	.....	.....	.....	.....	.....	Varying.	
6	European and North American.....	280	3½	.....	.....	.....	.....	.....	.....	Included in Great Western return.	
7	Fredericton.....	23	3	.....	.....	.....	.....	.....	.....		
8	Grand Trunk.....	1,388½	.....	.....	.....	.....	.....	.....	.....		
9	Great Western.....	.....	.....	.....	.....	.....	.....	.....	.....		
10	London and Port Stanley.....	797½	2½	2½	2½	2½	2½	2½	1		
11	Wellington, Grey and Bruce.....	.....	.....	.....	.....	.....	.....	.....	.....		
12	Hamilton and Lake Erie.....	33	3	.....	.....	.....	.....	.....	.....		
13	Intercolonial.....	370	2	1½	3	2	.....	.....	.....		
14	do Northern Division.....	83½	3	.....	.....	.....	.....	.....	.....		
15	do Mississippi Valley.....	36½	3	.....	.....	.....	.....	.....	.....	Leased to Passumpsic RR. (U.S.)	
16	Midland.....	129	3	.....	.....	.....	.....	.....	.....	Not opened till 1st July.	
17	Montreal, Portland and Boston.....	15	3	.....	.....	.....	.....	.....	.....		
18	New Brunswick and Canada.....	120	3	.....	.....	.....	.....	.....	.....		
19	New Brunswick RR. Construction Co.....	99	3	.....	.....	.....	.....	.....	.....		
20	Northern.....	167½	2	.....	.....	.....	.....	.....	.....		
21	Prince Edward Island.....	198½	3	.....	.....	.....	.....	.....	.....		
22	Quebec and Lake St. John.....	25½	4	.....	.....	.....	.....	.....	.....		
23	St. Lawrence and Industry.....	12	4	3½	3½	2	.....	.....	.....		
24	St. Lawrence and Ottawa.....	59	3½	2	3½	2	.....	.....	.....		
25	South Eastern.....	44	.....	.....	.....	.....	.....	.....	.....		
26	Stanstead, Shefford and Chambly.....	43	3½	2½	4	.....	.....	.....	.....		
27	Toronto and Nipissing.....	80	3	.....	.....	.....	.....	.....	.....		
28	Toronto, Grey and Bruce.....	191	3	.....	.....	.....	.....	.....	.....		
29	Welland.....	16½	3½	.....	.....	.....	.....	.....	.....		
30	Whitby and Port Perry.....	20	2½	.....	.....	.....	.....	.....	.....		
31	Windsor and Annapolis.....	84	2½	1½	3	.....	.....	.....	.....		

No. 6.—SUMMARY Statement of Earnings.

No.	Name of Railway.	Mileage.	Passenger Traffic.		Freight Traffic.		Mails and Express Freight.		Other sources.		Total.	Remarks.
			\$	cts.	\$	cts.	\$	cts.	\$	cts.		
1	Brockville and Ottawa.....	574	66,869	16	165,367	68	5,487	48	743	00	238,467	32
2	Canada Central.....	764	77,053	60	41,850	77	5,516	38	1,037	54	125,458	29
3	Canada Southern.....	3224	123,486	70	515,156	90	16,687	25	53,043	76	708,374	61
4	Carillon and Grenville.....	13	15,249	09	9,301	65	618	00	.....	.....	23,168	74
5	Cobourg, Peterboro' and Marmora.....	47	630	85	37,890	00	.....	.....	.....	.....	38,580	85
6	European and North American.....	280	273,883	13	303,029	18	29,813	49	79,326	01	686,051	81
7	Fredericton.....	23	18,219	12	9,983	56	840	00	715	86	29,758	64
8	Grand Trunk.....	13884	2,962,761	50	6,293,440	58	373,874	29	105,180	23	9,735,256	60
9	Great Western.....	7974	1,625,938	52	2,583,593	40	129,243	06	8,808	31	4,347,583	29
10	London and Port Stanley.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	Wellington, Gray and Bruce.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
12	Hamilton and Lake Erie.....	33	36,159	06	47,846	81	1,788	29	2,231	39	88,025	55
13	Intercolonial.....	370	355,724	17	464,922	68	40,946	58	.....	.....	861,593	43
14	do northern division.....	834	10,063	26	5,517	10	2,740	01	.....	.....	18,320	37
15	Massawippi Valley.....	364	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
16	Midland.....	129	84,957	16	211,866	28	6,779	12	.....	.....	303,602	56
17	Montreal, Portland and Boston.....	15	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
18	New Brunswick and Canada.....	120	44,733	74	115,977	98	3,186	84	759	88	164,658	44
19	New Brunswick Railway Construction Co.	99	13,102	99	14,318	01	.....	.....	.....	.....	27,421	00
20	Northern.....	1674	240,679	90	536,662	69	19,339	76	22,352	96	819,035	31
21	Prince Edward Island.....	1984	14,813	62	8,924	86	755	51	.....	.....	24,493	99
22	Quebec and Lake St. John.....	254	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
23	St. Lawrence and Industry.....	12	4,238	62	10,017	50	.....	.....	228	79	14,484	91
24	St. Lawrence and Ottawa.....	59	114,898	57	80,579	55	12,762	13	2,199	41	210,439	65
25	South Eastern.....	44	.....	.....	.....	.....	.....	.....	.....	.....	5,000	00
26	Stanstead, Shefford and Chambly.....	43	21,224	61	63,086	16	2,073	29	3,000	02	89,384	08
27	Toronto and Nipissing.....	80	71,439	69	138,659	32	9,712	30	1,991	20	221,812	51
28	Toronto, Gray and Bruce.....	191	100,440	80	216,902	10	14,195	58	.....	.....	331,538	48
29	Wentland.....	164	23,246	85	65,615	03	1,872	00	10,154	62	100,888	50
30	Whitby and Port Perry.....	20	7,974	04	33,156	94	961	55	23	39	42,116	52
31	Windsor and Annapolis.....	84	103,085	82	36,893	78	9,057	45	987	45	213,024	55
	Total.....	48264	6,410,934	57	12,073,570	51	693,250	41	292,784	42	19,470,539	91

No. 7.—SUMMARY

No.	Name of Railway.	Mileage.	Passengers, Employés, or Others.	Fell from cars or engine.		Jumping on or off trains or engine when in motion.		Walking, stand- ing, lying, or being on track.		At work on or near track making up trains.	
				Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
1	Brockville and Ottawa...	57½	Employé.....								
2	Canada Central .....	70½	Employé.....								
3	Canada Southern.....	322½	Employé.....								
4	Carillon and Grenville..	13	Employé.....								
5	Cobourg, Peterboro' and Marmora.....	47	Other .....					1			
6	European and North American .....	280	Employé.....								
7	Fredericton.....	23	Employé.....								
8	Grand Trunk.....	1388½	{ Pass'ngers Employés. Others.....	3 5 1	3 23 1	1 1 1	4 5 6	22 14 16		1	22
9	Great Western.....	797½	{ Pass'ngers Employés. Others.....	1 3 3		1 1 3	6 2 7	2 1 3	1	1	2
10	London & Port Stanley..										
11	Wellington, Grey & Bruce										
12	Hamilton and Lake Erie	33	Employé.....								
13	Intercolonial.....	370	{ Pass'ngers Employés.				1 1	3 1	1		1
14	do N'thern Dfr.	83½	Employé.....								
15	Massawippi Valley.....	36½	Employé.....								
16	Midland .....	129	Employé.....			1					
17	Montreal, Portland and Boston.....	15	Employé.....				1				
18	New B'swick & Canada..	120	Employé.....		1						
19	New Brunswick Railway Construction Co.....	99	Employé.....								
20	Northern.....	167½	{ Employés. Others.....	2 2	2				1		1
21	Prince Edward Island...	198½	Employé.....								
22	Quebec & Lake St. John	25½	Employé.....								
23	St. Lawrence & Industry	12	Employé.....								
24	St. Lawrence & Ottawa.	59	{ Employés. Others.....	1 1	1			1			
25	South Eastern.....	44	Employé.....								
26	Stanstead, Shefford and Chambly.....	43	Employé.....								
27	Toronto and Nipissing...	80	Employé.....								
28	Toronto, Grey & Bruce..	191	Employé.....								
29	Welland.....	16½	Others.....			1		2			
30	Whitby and Port Perry..	20	Employé.....								
31	Windsor and Annapolis.	84	{ Passenger Others.....				1		2		
Total.....				15	33	7	19	47	36	2	26



OF ACCIDENTS.

Putting arms or heads out of window.		Coupling cars		Collision, or by trains thrown from track.		Explosions.		Striking bridges.		Other causes.		Total.		
Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
										1		1		
												1		
		1										1		
		2	95	2	5	1			5	2	20	23	15	
		1								1	1	24	17	
		1	2		2					2	2	2	7	
									1	2	3	10	9	
												3	2	
			10									2	12	
												1		
													1	
													1	
												2	3	
													1	
												1	1	
												1		
												3		
												2	1	
												2		
2		5	107	7	22	1				6	8	28	92	279

No. 8.—SUMMARY Statement of Operating Expenses.

No.	Name of Railway.	Miles of Track	Maintenance of Line, Buildings, &c.	Working and Repairs of Engines.	Working and Repairs of Cars.	General Oper- ating charges	Total Expenses.	Remarks.
			\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	
1	Brockville and Ottawa.....	57½	73,551 68	10,896 58	10,052 27	82,362 04	176,862 67	
2	Canada Central.....	70½	45,968 51	2,381 19	2,066 61	53,476 77	103,893 08	* Only repairs included.
3	Canada Southern.....	322½	92,363 33	167,880 72	44,211 41	380,737 00	685,192 46	
4	Carillon and Grenville.....	13	15,335 57	.....	.....	4,286 43	19,622 00	
5	Cobourg, Peterboro' and Marmora.....	47	3,546 80	9,490 00	1,950 00	13,003 00	27,989 80	
6	European and North American.....	280	.....	.....	.....	.....	360,989 58	115 miles in United States; accounts not separated.
7	Fredericton.....	23	3,827 75	5,248 50	750 00	10,545 34	20,371 59	
8	Grand Trunk.....	1,388½	1,379,652 98	2,785,981 92	794,829 63	2,786,877 07	7,747,841 60	
9	Great Western.....	797½	859,832 93	931,463 07	414,276 93	1,453,001 54	3,658,574 47	Included in G. W. Returns.
10	London and Port Stanley.....	.....	.....	.....	.....	.....	.....	
11	Wellington, Grey and Bruce.....	33	9,880 00	14,196 18	2,986 62	21,222 41	48,285 21	
12	Hamilton and Lake Erie.....	370	510,804 24	243,808 18	146,222 48	242,322 52	1,143,157 42	
13	Intercolonial.....	83½	18,711 54	13,570 35	2,855 34	12,437 27	47,574 50	
14	do Northern Division.....	.....	.....	.....	.....	.....	.....	
15	Massawippi Valley.....	36½	64,151 74	4,908 87	.....	71,691 26	177,751 87	
16	Midland.....	129	.....	.....	.....	.....	.....	
17	Montreal, Portland and Boston.....	15	39,729 92	45,970 91	13,122 96	27,476 02	126,299 81	
18	New Brunswick and Canada.....	120	12,622 69	13,043 71	3,196 50	9,954 14	38,817 04	
19	New Brunswick Ry. Construction Co.....	99	169,659 88	113,277 84	47,170 34	204,883 03	536,991 09	For eight months. Leased to Passumpsic Rail- road (U.S.)
20	Northern.....	167½	18,035 17	17,304 99	2,637 45	12,139 42	50,117 03	
21	Prince Edward Island.....	198½	.....	.....	.....	.....	.....	
22	Quebec and Lake St. John.....	252	7,610 15	2,908 86	122 06	2,082 23	12,753 30	Not working.
23	St. Lawrence and Industry.....	12	34,162 24	50,132 09	.....	45,897 37	130,191 70	
24	St. Lawrence and Ottawa.....	59	.....	.....	.....	.....	.....	
25	South Eastern.....	44	.....	.....	.....	.....	.....	Leased to Passumpsic Rail- road (U.S.)
26	Stanstead, Stefford and Chambly.....	43	.....	.....	.....	.....	.....	Leased to Central Vermont (U.S.)
27	Toronto and Nipissing.....	80	29,176 36	48,219 69	5,677 59	52,659 57	135,733 21	
28	Toronto, Grey and Bruce.....	191	69,013 40	83,708 71	20,691 07	84,691 09	258,104 27	
29	Welland.....	161	10,641 33	21,464 76	12,273 14	28,451 75	72,830 98	
30	Whitby and Port Perry.....	20	6,160 55	7,513 39	1,263 38	10,580 98	25,498 30	
31	Windsor and Annapolis.....	84	74,116 37	46,900 44	17,251 96	42,320 75	180,569 52	
	Total.....	4,826½	3,548,565 13	4,679,270 95	1,543,607 84	5,653,079 00	15,775,532 50	

No 9.—LINES of Railway owned by Coal Mines.

Name.	Length of Railway.	Gauge.	No. of Engines.	No. of Waggons.	—
[IN NOVA SCOTIA.]					
Albion Mines.....	9	4 8½	5	404	{ Main Line. Branch.
Intercolonial.....	9¾	{ 5 6 4 8½ }	3	75	
Nova Scotia Coal Company.....	6¼	{ 5 6 4 8½ }	2	78	
Vale Colliery .....	6½	4 8½	2	.....	
Acadia.....	4	4 8½	1	.....	
Spring Hill Company.....	6	4 8½	1	.....	
	41½	.....	14	557	Gauge. Miles. 5 ft. 6 in. 16. 4 8½ 25½
IN CAPE BRETON.					
Campbellton .....	2½	3 6	1	45	Gauge. Miles. 2 ft. 8½ in. 1½ 3 ft. 0 in. 40 3 ft. 6 in. 3½ 3 ft. 7½ in. 1½ 4 ft. 8½ in. 22
Glace Bay.....	1½	2 8½	1	134	
Glasgow and Cape Breton .....	19	3 0	} 4	204	
Sydney and Louisburg.....	21	3 0			
Gowrie.....	1½	3 7½	1	80	
International.....	14	4 8½	3	140	
Lingan .....	1	3 6	1	100	
Sydney .....	4	4 8½	4	170	
Victoria .....	4	4 8½	1	.....	
	68½	.....	16	873	

No. 10.—SUMMARY STATEMENT of Capital, Mileage, &c., of Railways under Construction.

No.	NAME OF RAILWAY.	Mileage.	ORDINARY SHARE CAPITAL.				BONDED DEBT.			Rate of Interest.
			Authorized.	Subscribed.	Paid up.	Authorized.	Subscribed.	Paid up.		
1	Albert.....	40	\$ 300,000	\$ 216,950	\$ 152,000 00	\$	\$	\$	per cent.	
2	Brantford and Port Burwell.....	50	200,000	30,000	25,000 00					
3	Canada Central Extension.....	120	150,000	103,310	30,400 00					
4	Chatham Branch.....	84	1,000,000	111,000	30,000 00					
5	Credit Valley.....	152	1,250,000	180,900	18,320 00					
6	Grand Junction.....	90	3,000,000	3,000,000	1,085,024 56			342,500	7	
7	Kingston and Pembroke.....	120	400,000	22,210	22,210 00			486,666	7	
8	Levis and Kennebec.....	69	1,000,000	100,000	29,000 00				6	
9	London, Huron and Bruce.....	81	10,000,000	1,884,010	371,445 62					
10	Lake Champlain and St. Lawrence.....	186	1,175,000	1,175,000	193,000 00				6 & 7	
11	Montreal and Ottawa Junction.....	184	200,000	12,000						
12	Montreal, Ottawa and Western.....	14	250,000	100,000	50,000 00					
13	North Shore.....	62	1,500,000	491,970	245,985 00				7	
14	Petitcodiac and Elgin Branch.....	93	1,000,000	388,300	388,300 00				8	
15	Port Dover and Lake Huron.....	27	1,500,000		650,000 00					
16	Quebec Central.....	274	250,000	25,000	1,192 89					
17	Spring Hill and Parrsboro.....	30								
18	St. Francis and Megantic International Railway.....	71								
19	St. Martins and Upham Branch.....	38								
20	South Eastern.....	80								
21	Montreal, Portland and Boston.....	290	1,000,000	227,800	121,332 14			1,362,064	7	
22	Western Counties Junction.....	290								
23	Intercolonial.....									
24	Pacific Railway Survey.....									
25	Pembina Branch.....	85								
26	Fort William and Shebandowan.....	45								
27	Red River and Cross Lake.....	77								
28	Georgian Bay Branch.....	85								
		2,275			3,383,210 21			829,166		

No. 10.—SUMMARY STATEMENT of Capital and Mileage of Railways under Construction.

No.	GOVERNMENT LOANS OR BONUSES.				MUNICIPAL LOANS OR BONUSES.			TOTAL CAPITAL.			Floating Debt.	Gen'l. Acct.
	Name of Government.	Loan.	Bonus.	Subscription to Shares or Bonds.	Loan.	Bonus.	Subscription to Shares or Bonds.	Subscribed.	Paid up.			
	\$	\$ cts.	\$	\$	\$	\$	\$	\$	\$	\$	cts.	ft. in.
1	New Brunswick.....		25,000 00			28,000		269,950 00	205,000 00			4 87
2	Ontario.....		149,470 00			182,000		361,470 00	61,000 00			4 87
3	Dominion.....		1,440,000 00					1,440,000 00				4 87
4	New Brunswick.....		32,000 00					125,310 00	57,400 00			4 87
5	Ontario.....		304,000 00			760,000		1,064,000 00				4 87
6	do.....		180,000 00			275,000		566,000 00	175,000 00			4 87
7	do.....		400,000 00			450,000		1,373,400 00	761,202 00			4 87
8	Quebec.....		360,000 00				62,000	3,846,686 66	1,679,991 22			4 87
9	Ontario.....		139,000 00			311,500		472,710 00	48,710 00			4 87
10	Quebec.....		392,000 00				66,000	492,000 00	36,350 00			3 6
11	do.....											4 87
12	Quebec.....	751,366				25,000	1,434,000	2,660,376 00	830,845 62			4 87
13	do.....	1,248,634					1,175,000	1,175,000 00	193,000 00			4 87
14	New Brunswick.....		70,000 00			13,000		95,000 00				4 87
15	Ontario.....		126,000 00			200,000		426,000 00	50,000 00			4 87
16	Quebec.....		3,800 00			295,000		710,770 00	349,785 00			4 87
17	Nova Scotia.....		485,000 00					813,300 00	442,455 00			4 87
18	Quebec.....		102,600 00						752,600 00	1,613,389 00		4 87
19	do.....							25,000 00	1,192 89			4 87
20	do.....											4 87
21	do.....											4 87
22	New Brunswick.....	720,000				59,562	100,000	1,107,362 00	394,738 59			4 87
23	Dominion.....		12,163,304 70					12,163,304 70	12,163,304 70			4 87
24	do.....		1,836,001 37					1,836,001 37	1,836,001 37			4 87
25	do.....		40,000 00					40,000 00	40,000 00			4 87
26	do.....		7,800 00					7,800 00	7,800 00			4 87
27	do.....		4,000 00					4,000 00	4,000 00			4 87
28	do.....		1,487,500 00					1,487,500 00	4,000 00			4 87
		2,720,000	19,749,476 07			2,599,062	2,837,000		20,095,376 39			

Gauge..... 4 feet 8 1/2 inches.  
do..... 3 ft 6 in.  
Miles..... 2,177 1/4  
do..... 98  
————— 2,275 1/4

No. 11.—STATEMENT of Aid granted to Railways by Governments and Municipalities.

Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<b>DOMINION GOVERNMENT.</b>						
Grand Trunk.....	15,142,633 33					
Intercolonial.....						
do Northern Division.....			18,173,800 25			
do Unopened.....			3,496,739 50			
New Brunswick and Canada.....			12,165,304 70			
Northern Railway.....			17,500 00			
Prince Edward Island.....			3,114,735 11			
Toronto, Grey and Bruce.....			2,265 00			
Windsor and Annapolis.....			1,090,974 40			
Pacific Railway Survey.....	2,311,666 67		1,836,001 37			
Pembina Branch, paid to 30th June, 1875.....			40,000 00			
Fort William and Shebandowan, paid to 30th June, 1875.....			7,800 00			
Red River and Cross Lake, paid to 30th June, 1875.....			4,000 00			
Georgian Bay Branch.....			1,487,500 00			
Canada Central Extension.....		17,454,300 00	1,440,000 00	42,876,621 33		
<b>ONTARIO GOVERNMENT.</b>						
Canada Central.....			186,825 00			
Canada Southern.....			147,858 65			
Cobourg, Peterboro' and Marmora.....			18,740 00			
London, Huron and Bruce.....			139,000 00			
Wellington, Grey and Bruce.....			241,276 00			
Hamilton and Lake Erie.....			67,000 00			
Midland.....			40,800 00			
Northern Extension.....			196,188 00			
Toronto and Nipissing.....			104,860 00			
Toronto, Grey and Bruce.....			374,182 00			
Whitby and Port Perry.....			40,000 00			
Branford and Port Burwell.....			149,470 00			
Credit Valley.....			304,000 00			

Grand Junction.....	180,000 00					
Kingston and Pembroke.....	400,000 00					
Port Dover and Lake Huron.....	126,000 00					2,716,139 65
<b>QUEBEC GOVERNMENT.</b>						
Montreal, Portland and Boston.....	85,000 00					
Quebec and Lake St. John.....	48,171 00					
South Eastern.....	443,000 00					
Lewis and Kennebec.....	360,000 00					
Lake Champlain and St. Lawrence.....	392,000 00					
Montreal, Ottawa and Western (Including North Shore).....	3,800 00					
Quebec Central.....	102,600 00					
St. Francis and Megantic International.....	2,000,000 00					1,434,571 00
<b>NEW BRUNSWICK GOVERNMENT.</b>						
Fredericton.....	230,000 00					
New Brunswick and Canada.....	325,000 00					250,000 00
Albert.....	25,000 00					
Charlton Branch.....	32,000 00					
Petitcodiac and Elgin.....	70,000 00					
<b>NOVA SCOTIA GOVERNMENT.</b>						
Western Counties Junction.....	720,000 00					
Spring Hill and Parrsboro'.....	720,000 00					
						682,000 00
						250,000 00
						485,000 00

No. 11.—STATEMENT of Aid granted to Railways by Governments and Municipalities.—Continued.

Municipalities, &c.	Name of Railway.	Loan.		Total.		Bonus.		Total.		Subscription to shares or bonds.		Total.	
		\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
IN ONTARIO													
Pembroke .....	Canada Central.....	75,000	00	75,000	00	.....	.....	.....	.....	.....	.....	.....	.....
County of Elgin .....	Canada Southern .....	.....	.....	.....	.....	200,000	00	.....	.....	.....	.....	.....	.....
Township of Townsend .....	do .....	.....	.....	.....	.....	30,000	00	.....	.....	.....	.....	.....	.....
do Dereham .....	do .....	.....	.....	.....	.....	15,000	00	.....	.....	.....	.....	.....	.....
do Anderson .....	do .....	.....	.....	.....	.....	15,000	00	.....	.....	.....	.....	.....	.....
Town of St. Thomas .....	do .....	.....	.....	.....	.....	25,000	00	.....	.....	.....	.....	.....	.....
Township of Maiden .....	do .....	.....	.....	.....	.....	15,000	00	.....	.....	.....	.....	.....	.....
do Amherstburg .....	do .....	.....	.....	.....	.....	15,000	00	.....	.....	.....	.....	.....	.....
do Norwich .....	do .....	.....	.....	.....	.....	7,500	00	.....	.....	.....	.....	.....	.....
Satin Bank.....	Cobourg, Peterboro and Marnora .....	.....	.....	.....	.....	113,500	00	.....	.....	.....	.....	.....	.....
Town of Brantford.....	Grand Trunk .....	.....	.....	.....	.....	32,500	00	.....	.....	.....	.....	.....	.....
do Stratford .....	do .....	.....	.....	.....	.....	25,000	00	.....	.....	.....	.....	.....	.....
do Belleville .....	do .....	.....	.....	.....	.....	25,000	00	.....	.....	.....	.....	.....	.....
Township of London .....	London, Huron and Bruce .....	.....	.....	.....	.....	15,000	00	.....	.....	.....	.....	.....	.....
do Stephen .....	do .....	.....	.....	.....	.....	17,500	00	.....	.....	.....	.....	.....	.....
do Usborne .....	do .....	.....	.....	.....	.....	25,000	00	.....	.....	.....	.....	.....	.....
do Hay .....	do .....	.....	.....	.....	.....	15,000	00	.....	.....	.....	.....	.....	.....
do Goderich .....	do .....	.....	.....	.....	.....	15,000	00	.....	.....	.....	.....	.....	.....
do E. Wawanosh .....	do .....	.....	.....	.....	.....	25,000	00	.....	.....	.....	.....	.....	.....
do Hullet .....	do .....	.....	.....	.....	.....	25,000	00	.....	.....	.....	.....	.....	.....
do Tuckersmith .....	do .....	.....	.....	.....	.....	10,000	00	.....	.....	.....	.....	.....	.....
do Turnberry .....	do .....	.....	.....	.....	.....	5,000	00	.....	.....	.....	.....	.....	.....
do Morris .....	do .....	.....	.....	.....	.....	10,000	00	.....	.....	.....	.....	.....	.....
do Stantley .....	do .....	.....	.....	.....	.....	10,000	00	.....	.....	.....	.....	.....	.....
Village of Clinton .....	do .....	.....	.....	.....	.....	20,000	00	.....	.....	.....	.....	.....	.....
do Exeter .....	do .....	.....	.....	.....	.....	10,000	00	.....	.....	.....	.....	.....	.....
do Kincardine & Wingham .....	do .....	.....	.....	.....	.....	9,000	00	.....	.....	.....	.....	.....	.....
City of London.....	do .....	.....	.....	.....	.....	100,000	00	.....	.....	.....	.....	.....	311,500 00



Township of Fergus.....	Wellington, Grey and Bruce.....	10,000 00	
do Peel.....	do do.....	40,000 00	
do Elora.....	do do.....	10,000 00	
do Maryboro.....	do do.....	40,000 00	
do Nichol.....	do do.....	10,000 00	
do Wallace.....	do do.....	25,000 00	
do Minto.....	do do.....	65,000 00	
do Bruce.....	do do.....	278,000 00	
do Howick.....	do do.....	20,000 00	
do Listowel.....	do do.....	15,000 00	
do Grey.....	do do.....	35,000 00	
do Elma.....	do do.....	30,000 00	
do Morris.....	do do.....	30,000 00	
do W. Wawanosh.....	do do.....	18,000 00	
do Ashfield.....	do do.....	10,000 00	
do Turnberry.....	do do.....	28,000 00	
do Kincardine.....	do do.....	8,000 00	
do Wallace.....	do do.....	10,000 00	682,000 00
County of Haldimand.....	Hamilton and Lake Erie.....	65,000 00	
City of Hamilton.....	do do.....	100,000 00	165,000 00
Township of Thorah.....	Midland.....	50,000 00	
Town of Port Hope.....	do do.....	30,000 00	
do Orillia and Matchedash.....	do do.....	12,500 00	
do Orillia.....	do do.....	12,500 00	
Township of Tay.....	do do.....	25,000 00	
Village of Omamee.....	do do.....	2,000 00	132,000 00
City of Toronto.....	Northern.....	100,000 00	
Township of Barrie.....	do do.....	30,000 00	
do Orillia.....	do do.....	12,500 00	
do Collingwood, Euphrasia and St. Vincent.....	do do.....	99,480 00	241,980 00
City of Toronto.....	Toronto and Nipissing.....	150,000 00	
Township of Scarborough.....	do do.....	10,000 00	
do Markham.....	do do.....	30,000 00	
do Uxbridge.....	do do.....	50,000 00	
do Scott.....	do do.....	10,000 00	
do Brook.....	do do.....	50,000 00	
do Eldon.....	do do.....	44,000 00	
do Bexley.....	do do.....	15,000 00	
do Somerville.....	do do.....	15,000 00	
do Saiton, Digby and Langford.....	do do.....	12,500 00	386,500 00
City of Toronto.....	Toronto, Grey and Bruce.....	350,000 00	
Town of Orangeville.....	do do.....	15,000 00	

No. 11.—STATEMENT of Aid granted to Railways by Governments and Municipalities.—Continued.

Municipalities, &c.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to shares or bonds	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
IN ONTARIO.—Continued.							
Town of Mount Forest.....	Toronto, Grey and Bruce.....	.....	.....	20,000 00	.....	.....	.....
do Owen Sound.....	do .....	.....	.....	5,000 00	.....	.....	.....
Township of Albion.....	do .....	.....	.....	40,000 00	.....	.....	.....
do Caledon.....	do .....	.....	.....	45,000 00	.....	.....	.....
do Mono.....	do .....	.....	.....	45,000 00	.....	.....	.....
do Amaranth.....	do .....	.....	.....	30,000 00	.....	.....	.....
do Arthur.....	do .....	.....	.....	35,000 00	.....	.....	.....
do Minto.....	do .....	.....	.....	15,000 00	.....	.....	.....
do Howick.....	do .....	.....	.....	40,000 00	.....	.....	.....
do Calross.....	do .....	.....	.....	43,000 00	.....	.....	.....
do Turnberry.....	do .....	.....	.....	5,000 00	.....	.....	.....
Counties of Grey and Owen Sound	do .....	.....	.....	300,000 00	.....	.....	.....
Township of Whitty.....	Whitty and Port Perry.....	.....	.....	15,000 00	.....	.....	.....
Town of Whitty.....	do .....	.....	.....	50,000 00	.....	10,000 00	.....
Township of Reach.....	do .....	.....	.....	30,000 00	.....	.....	.....
do Seaug.....	do .....	.....	.....	2,000 00	.....	.....	.....
Brown and Patterson, Manufacturing Company.....	do .....	.....	.....	94 93	.....	.....	.....
Town of Brantford.....	Brantford and Port Barwell.....	.....	.....	70,000 00	.....	.....	.....
Township of Burford.....	do .....	.....	.....	30,000 00	.....	.....	.....
do North Norwich.....	do .....	.....	.....	30,000 00	.....	.....	.....
Town of Tilsonburg.....	do .....	.....	.....	8,000 00	.....	.....	.....
Township of Bayham.....	do .....	.....	.....	30,000 00	.....	.....	.....
do Houghton.....	do .....	.....	.....	10,000 00	.....	.....	.....
Town of Vienna.....	do .....	.....	.....	4,000 00	.....	.....	.....
City of Toronto.....	Credit Valley.....	.....	.....	100,000 00	.....	.....	.....
Town of Milton.....	do .....	.....	.....	30,000 00	.....	.....	.....
Village of Streetsville.....	do .....	.....	.....	20,000 00	.....	.....	.....
do Brampton.....	do .....	.....	.....	20,000 00	.....	.....	.....
County of Peel.....	do .....	.....	.....	70,000 00	.....	.....	.....
					988,000 00		10,000 00
							97,091 93
							182,000 00

County of Halton .....	Credit Valley .....	75,000 00				
do Waterloo .....	do .....	110,000 00				
do Wellington .....	do .....	135,000 00				
do Oxford .....	do .....	200,000 00				760,000 00
Town of Belleville .....	Grand Junction .....	100,000 00				
Village of Stirling .....	do .....	5,000 00				
Township of Rawdon .....	do .....	10,000 00				
do Seymour .....	do .....	35,000 00				
do Peterboro' .....	do .....	75,000 00				
Town of Lindsay .....	do .....	50,000 00				
City of Kingston .....	Kingston and Pembroke .....	300,000 00				275,000 00
County of Frontenac .....	do .....	150,000 00				
do Perth .....	Port Dover and Lake Huron .....	40,000 00				
Town of Stratford .....	do .....	30,000 00				
do Woodstock .....	do .....	20,000 00				
Township of East Oxford .....	do .....	25,000 00				
do Woodstock & North Norwich .....	do .....	50,000 00				
do South Norwich .....	do .....	10,000 00				
Town of Simcoe .....	do .....	10,000 00				
Township of Woodhouse .....	do .....	15,000 00				
		75,000 00				200,000 00
						5,389,574 93
						10,000 00
Chambly Basin .....	Montreal, Portland and Boston .....					
Chambly Canton .....	do .....	10,000 00				15,000 00
St. Armand .....	do .....					12,000 00
Richelieu .....	do .....	6,000 00				
Freighsburg .....	do .....					5,000 00
St. Marie .....	do .....	9,000 00				
	South Eastern .....	6,000 00				25,000 00
Lavaciere .....	do .....					50,000 00
County of Brome .....	do .....					50,000 00
Township of Brome .....	do .....					63,000 00
do Sutton .....	do .....					25,000 00
do Potton .....	do .....					20,000 00
do East Farnham .....	do .....					25,000 00
do Dunham .....	do .....					5,000 00
Village of West Farnham .....	do .....					5,000 00
do East Farnham .....	do .....					36,000 00
do Waterloo .....	do .....					10,000 00
do St. Cesaire .....	do .....					15,000 00
do Drummondville .....	do .....					
						32,000 00

IN QUEBEC.

No. 11.—STATEMENT of Aid granted to Railways by Governments and Municipalities.—*Concluded.*

Municipalities, &c.	Name of Railway.	Loan.	Total.	Bonus.	Total.	Subscription to shares or bonds	Total.
		\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ cts.
<i>IN QUEBEC.—Continued.</i>							
County of Drummond	South Eastern					90,000 00	
Townships of Wendon and Simpson	do					15,000 00	
do Wickham	do					10,000 00	
do W. Wickham	do					10,000 00	
St. Germain	do					15,000 00	
Town of Sorel	do					40,000 00	
Village of Actonville	do					15,000 00	
Township of Sheford	do					50,000 00	
do Roxton	do					20,000 00	
Village of Roxton Falls	do					15,000 00	
Town of Lévis	Levis and Kennebec				6,000 00		578 000 00
Parish of St. Anselme	do					50,000 00	
do St. Jérusalem d'Argenteuil	do					12,000 00	
City of Montreal	Montreal, Ottawa and Western			25,000 00			62,000 00
County of Ottawa	do					1,000,000 00	
do Pontiac	do					200,000 00	
Village of Ste. Thérèse	do					150,000 00	
Parish of do	do					12,000 00	
Parish of St. Jérôme	do					12,000 00	
Village of do	do					10,000 00	
do St. Scholastique	do					15,000 00	
do Côte St. Louis	do					10,000 00	
City of Quebec	North Shore					25,000 00	
do Three Rivers	do					1,050,000 00	
do St. Sauveur de Québec	do					100,000 00	
Parish of St. Hyacinthe	Phillipsburg, Farnham and Sorel					25,000 00	
do St. Pie	do					20,000 00	
do St. Paul d'Abbotsford	do					6,000 00	
do L'Ange Gardien	do					10,000 00	
do Phillipsburg	do					5,000 00	
							1,434,000 00
							1,175,000 00
							66,000 00

Town of Sherbrooke.....	Quebec Central.....	50,000 00	295,000 00	.....	.....	.....	.....
Township of Dudsweil.....	do.....	25,000 00	351,000 00	.....	.....	.....	3,347,000 00
do Wiedon.....	do.....	25,000 00	.....	.....	.....	.....	.....
do Garthly and Stratford.....	do.....	10,000 00	.....	.....	.....	.....	.....
do Leeds and Thetford.....	do.....	60,000 00	.....	.....	.....	.....	.....
do Weland and Colrairie.....	do.....	20,000 00	.....	.....	.....	.....	.....
do Lower Weland.....	do.....	10,000 00	.....	.....	.....	.....	.....
do Halifax.....	do.....	15,000 00	.....	.....	.....	.....	.....
do Inverness.....	do.....	30,000 00	.....	.....	.....	.....	.....
do Wolfstown.....	do.....	15,000 00	.....	.....	.....	.....	.....
do St. Patrick.....	do.....	15,000 00	.....	.....	.....	.....	.....
do St. Sylvester.....	do.....	20,000 00	.....	.....	.....	.....	.....
<b>IN NEW BRUNSWICK.</b>							
City of Fredericton.....	Fredericton.....	50,000 00	.....	.....	.....	.....	.....
County of York.....	do.....	30,000 00	80,000 00	.....	.....	.....	.....
City of Calais.....	New Brunswick and Canada.....	12,500 00	.....	.....	.....	.....	.....
do Houlton.....	do.....	22,000 00	.....	.....	.....	.....	.....
do St. Stephen.....	do.....	13,000 00	47,500 00	.....	.....	.....	.....
County of Albert.....	Albert.....	28,000 00	28,000 00	.....	.....	.....	.....
Parish of Elgin.....	Petitcodiac and Elgin.....	13,000 00	13,000 00	.....	.....	.....	.....
<b>IN NOVA SCOTIA.</b>							
Township of Yarmouth.....	Western Counties.....	.....	.....	.....	.....	100,000 00	.....
County of Yarmouth.....	do.....	55,000 00	.....	.....	.....	.....	.....
do Digby.....	do.....	4,562 00	59,562 00	.....	.....	.....	100,000 00

SUMMARY

	Loan.	Total.	Bonus.	Total.	Subscription to Shares or Bonds.	Total.	Grand Total.
	\$	\$	\$	\$	\$	\$	\$
	cis.	cis.	cis.	cis.	cis.	cis.	c
—							
Dominion Government.....	17,454,300 00		42,876,621 33			60,330,921 33	
Ontario do .....			2,716,199 65			2,716,199 65	
Quebec do .....	2,000,000 00		1,434,571 00			3,434,571 00	
New Brunswick do .....			682,000 00		250,000 00	932,000 00	
Nova Scotia do .....	720,000 00		485,000 00			1,205,000 00	
	20,174,300 00		48,194,391 98			250,000 00	68,618,691 98
<i>Municipalities, &amp;c.</i>							
Ontario .....	75,000 00		5,389,574 93		10,000 00		5,474,574 93
Quebec .....			351,000 00		3,347,000 00		3,698,000 00
New Brunswick.....			168,500 00				168,500 00
Nova Scotia .....			59,562 00		100,000 00		159,562 00
	75,000 00		5,968,636 93			3,457,000 00	9,500,636 93
	20,249,300 00		54,163,028 91			3,707,000 00	78,119,328 91

43 In

# RETURN

(AND SUPPLEMENTARY RETURN)

To an ADDRESS of the SENATE, dated 29th March, 1876,—For the Returns and Statistics of the Inland Revenue of Canada, for the months of July, August, September, October, November and December, 1875.

By Command.

R. W. SCOTT,  
*Secretary of State*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 8th and 11th April, 1876.

## GENERAL RETURN of Inland Revenues for the latter half of the year 1875.

	Excise.	Canals.	Slides and Booms.	Hydraulic Rents, &c. Collected.	Minor Public Works.	Culling Timber.	Bill Stamps. Collected.	Total.
	\$ cts.	\$ cts.	\$ cts.	\$ cts.	\$ c.	\$ cts.	\$ cts.	\$ cts.
July .....	399,078 14	58,104 94	14,372 63	4,301 65	307 77	16,940 17	13,571 99	566,677 29
August .....	390,527 20	58,986 84	12,105 03	2,354 00	386 00	16,147 66	23,146 91	503,653 64
September .....	488,221 25	50,224 09	169 06	110 00	54 70	7,590 37	18,223 94	564,593 41
October .....	527,422 18	55,248 14	571 35	2,048 50	55 04	5,836 31	20,136 52	611,318 04
November .....	549,145 31	37,655 49	14,063 53	438 50	54 34	11,323 79	17,354 88	630,035 84
December .....	552,332 52	475 12	7,963 69	977 50	58 10	1,713 66	22,901 34	586,421 93
Total .....	2,906,726 60	260,694 62	49,245 29	10,230 15	915 95	59,551 96	115,335 58	3,402,700 15

INLAND REVENUE DEPARTMENT,  
OTTAWA, 1st April, 1876.

## RETURN of Excise Revenue accrued during the latter half of the year 1875

	Spirits.	Malt Liquor.	Malt.	Tobacco.	Petrol'm, including Inspection Fees.	Manufactures in Bond.	Seizures.	Other Receipts	Total.
	\$ cts.	\$ c.	\$ cts.	\$ cts.	\$ cts.	\$ c.	\$ c.	\$ c.	\$ cts.
July .....	230,928 42	4,800 00	10,425 84	138,335 53	11,121 93	2,427 17	51 00	988 25	399,078 14
August .....	228,561 57	1,357 82	13,840 27	126,468 57	16,875 55	2,865 62	.....	557 80	390,527 20
September .....	268,031 81	2,285 69	27,081 77	157,198 35	30,372 57	2,844 76	.....	406 30	488,221 25
October .....	296,731 38	2,089 15	31,358 78	152,475 33	41,818 71	2,564 33	8 00	376 50	527,422 18
November .....	305,851 53	2,351 01	37,142 30	161,528 56	38,867 22	2,907 43	4 66	492 60	549,145 31
December .....	360,304 73	929 61	33,415 87	119,582 59	36,314 21	1,243 76	63 35	478 30	552,332 52
Total .....	1,690,409 44	13,813 28	153,264 83	855,588 93	175,370 29	14,853 07	127 01	3,299 75	2,906,726 60

INLAND REVENUE DEPARTMENT,  
OTTAWA, 1st April, 1876.



STATEMENT of Spirits manufactured and paid Duty, for six months ended  
31st December, 1875.

	Spirits Manufactured.	Paid Duty, Ex-Manufac- tory.	Paid Duty, Ex-Ware- house.	Total Quantities paid Duty.	Total Duty Collected.
	Galls.	Galls.	Galls.	Galls.	\$ cts.
July .....	180,632	31,995	222,370	254,365	228,928 42
August .....		13,889	240,224	254,113	228,701 57
September .....		33,960	263,154	297,114	267,641 81
October .....		45,928	283,974	329,902	296,912 53
November .....		572,558	79,813	259,541	339,354
December .....		167,662	232,525	400,187	359,929 74
On Licenses .....					2,875 00
Totals .....	753,190	373,247	1,501,788	1,875,035	1,690,409 44

STATEMENT of Malt Liquor manufactured and paid Duty, for six months  
ended 31st December, 1875.

	Malt Liquor, Manufactured.	Malt Liquor paid Duty.	Total Duty Collected on Malt Liquor.
	Galls	Galls.	\$ cts.
July .....	1,606,217	<i>Nil.</i>	<i>Nil.</i>
August .....		4,856	157 82
September .....		51,867	1,685 69
October .....		59,666	1,939 15
November .....		2,986,045	56,954
December .....		22,449	729 61
On Licenses .....			7,450 00
Totals .....	4,592,262	195,792	13,813 28

STATEMENT of Malt manufactured and paid Duty, for six months ended  
31st December, 1875.

	Malt Manufactured.	Malt paid duty, Ex-Factory,	Malt paid Duty, Ex-Warehouse	Total Quantity of Malt paid Duty.	Total Duty Collected.
	Lbs.	Lbs.	Lbs.	Lbs.	\$ cts.
July .....	535,040	32,040	945,544	977,584	9,775 84
August .....		6,887	1,147,140	1,154,027	11,540 27
September .....		170,928	1,742,249	1,913,177	19,131 77
October .....		1,368,192	1,172,686	2,540,878	25,408 78
November .....		16,593,961	1,954,949	1,524,281	3,479,230
December .....		1,677,876	1,608,711	3,286,587	32,865 87
*On Licenses .....					19,750 00
Totals .....	17,129,001	5,210,872	8,140,611	13,351,483	153,264 83

INLAND REVENUE Return for six months ended 31st December, 1875  
TOBACCO, CIGARS AND SNUFF.

1875.	Manufactured.			Paid Duty ex Manufactory.			Paid Duty ex Warehouse.			Raw Leaf Tobacco. Paid Duty ex Warehouse.		Total Duty Collected.
	Tobacco	Cigars.	Snuff.	Tobacco	Cigars.	Snuff.	Tobacco.	Cigars.	Snuff.	Foreign.	Canadian.	
	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	
July .....	1,537,317½	76,386	145	60,061½	17,220	.....	540,513½	6,441½	3,709	18,322	3,499	134,335 53
August .....	.....	.....	.....	62,568	20,381½	.....	487,138	5,464½	1,917	25,281	3,495	126,068 57
September .....	.....	.....	.....	77,383½	20,469	145	621,315	5,147½	4,272	30,599	1,087	157,098 35
October .....	1,369,940½	89,200	8,993	77,874½	22,147½	2,814	606,016½	6,255	1,925	16,690	.....	152,425 33
November .....	.....	.....	.....	86,349½	23,332½	4,679	643,071	4,496½	4,218	12,121	85	161,228 36
December .....	.....	.....	.....	64,881½	24,624½	1,500	466,482	4,892½	.....	5,389	241	119,482 59
Total .....	2,907,257½	165,586	9,138	429,116½	128,174½	9,138	3,364,536	32,701½	16,041	108,402	8,407	859,638 93
												4,950 00
												855,388 93

PETROLEUM.

1875.	Manufactured.		Paid Duty ex Refinery.		Paid Duty ex Warehouse.		Total paid Duty.		Total Duty collected.	
	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.	Galls.	\$	cis.
July .....	.....	.....	156,415-00	14,157-84	170,572-84	10,234 41	.....	.....	.....	.....
August .....	.....	.....	231,205-50	33,789-94	264,995-44	15,899 56	.....	.....	.....	.....
September .....	.....	.....	331,000-00	151,661-87	482,661-87	28,959 95	.....	.....	.....	.....
October .....	.....	.....	398,891-50	269,097-25	667,988-75	40,079 38	.....	.....	.....	.....
November .....	.....	.....	403,050-50	218,836-56	621,887-06	37,313 26	.....	.....	.....	.....
December .....	.....	.....	344,943-00	232,644-00	577,487-00	34,649 26	.....	.....	.....	.....
Total .....	3,000,303	1,865,505-50	920,090-46	2,785,595-96	167,135 83	7,384 46	.....	.....	.....	.....
				Inspection fees.....	850 00	.....	.....	.....	.....	.....
				Licenses.....	175,370 29	.....	.....	.....	.....	.....

STATEMENT of Manufactures in Bond for six months ended December 31st, 1875.

—	Vinegar Manufactured.	Methylated Spirits Manufactured.	Vinegar paid Duty.	Methylated Spirits paid Duty.	Total Duty Collected.
	Galls.	Galls.	Galls.	Galls.	\$ cts.
July.....	39,954	4,060	39,432	4,567	2,077 17
August.....	48,252	3,667	61,985	4,056	2,815 62
September.....	44,353	4,420	64,708	3,578	2,844 76
October.....	52,022	1,502	63,905	1,831	2,564 33
November.....	52,031	5,291	56,157	5,804	2,857 43
December.....	44,452	4,532	17,976	3,796	1,193 76
Licenses.....					500 00
Totals.....	281,064	23,472	304,163	23,632	14,853 07

STATEMENT of the Quantity of Freight passed Up and Down the under-mentioned Canals, from 1st July to 31st December, 1875.

Name.	Tons, Up.	Tons, Down.	Total Tons.
<i>Welland Canal.</i>			
Freight, paying tolls.....	242,846	522,220	765,066
do Free.....	18,535		18,535
Total, Welland.....	261,381	522,220	783,601
<i>St. Lawrence Canals.</i>			
Freight, paying tolls.....	101,773	314,749	416,522
do Free.....	77,623	141,086	218,709
Total, St. Lawrence.....	179,396	455,835	635,231
<i>Ottawa Canals.</i>			
Freight, paying tolls.....	1,408	318,465	319,873
do Free.....	326		326
Total, Ottawa.....	1,734	318,465	320,199
<i>Rideau Canal.</i>			
Freight, paying tolls.....	68,593	25,430	94,023
do Free.....	2,994		2,994
Total, Rideau.....	71,587	25,430	97,017

STATEMENT of the Quantity of Freight passed Up and Down the under-mentioned Canals, &c.—*Continued.*

Name.	Tons, Up.	Tons, Down.	Total Tons.
<i>Chambly Canal.</i>			
Freight, paying tolls.....	57,736	115,482	173,218
do Free.....	315		315
Total, Chambly .....	58,051	115,482	173,533
<i>Burlington Bay Canal.</i>			
Total freight all free.....	43,877	29,576	73,453
<i>St. Peter's Canal.</i>			
Total freight.....	2,490	11,244	13,734

STATEMENT of the Tonnage of Vessels passed Up and Down the under-mentioned Canals, from 1st July to December 31st, 1875.

Name.	Tons, Up.	Tons, Down.	Total Tons
Welland Canal.....	346,216	365,529	711,745
St. Lawrence Canals .....	528,806	381,029	909,835
Ottawa Canals .....	34,697	181,129	215,826
Rideau Canal.....	59,642	68,793	128,435
Chambly Canal.....	66,688	117,900	184,588
Burlington Bay Canal.....	89,692	86,237	175,929
St. Peter's Canal.....	12,002	12,235	24,237

STATEMENT of analysis of Square and Flatted Timber passed through Government slides and improvements on River Ottawa and its tributaries between 1st July and 31st December, 1875, on which slide dues have been adjusted in bonds sent to McLean Stewart, Esq., for collection at Quebec, or deposited in Bank at Ottawa.

	July.	August.	Sept.	October.	November	December.	Totals.
	Pieces.	Pieces.			Pieces.	Pieces.	Pieces.
White Pine .....	93,158	54,409	.....	.....	.....	4,235	151,802
Red Pine .....	21,158	11,716	.....	.....	.....	610	33,484
Cedar.....	24	.....	.....	.....	500	111	635
Basswood .....	235	68	.....	.....	.....	30	333
Butternut .....	14	.....	.....	.....	.....	.....	14
Birch .....	226	74	.....	.....	.....	38	338
Spruce .....	32	1	.....	.....	.....	7	40
Hemlock .....	68	.....	.....	.....	.....	24	92
Beech .....	.....	5	.....	.....	.....	.....	5
Elm .....	557	110	.....	.....	.....	113	780
Ash .....	1,515	765	.....	.....	.....	272	2,552
Tamarac .....	1,123	274	.....	.....	.....	1,137	2,534
Maple .....	6	12	.....	.....	.....	.....	18
Oak .....	701	54	.....	.....	.....	195	950
Spars .....	66	44	.....	.....	.....	.....	110
White wood .....	20	.....	.....	.....	.....	.....	20
Railway ties.....	.....	.....	.....	.....	3,800	.....	3,800
Fence poles .....	.....	.....	.....	.....	2,960	.....	2,960
Total.....	118,903	67,532	.....	.....	7,260	6,772	200,467

STATEMENT of Timber, Lumber, &c., Measured, Culled and Counted through the office of the Supervisor of Cullers, at the Ports of Quebec and Montreal, for the six months ended the 31st December, 1875.

Description of Timber, &c., &c.	Measured, Culled, or Counted.	July.	August.	September.	October.	November	December.
		Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
White Pine	Measured	86,957	139,774	39,822	10,230	4	Nil
Red Pine	do	7,657	19,900	8,410	2,237	304	do
Oak	do	26,446	14,472	16,073	10,341	1,059	do
Elm	do	6,064	5,467	1,814	5,408	1,900	do
Ash	do	3,437	1,645	549	1,684	8	do
Birch	do	676	143	91	574	5	do
Basswood	do	262	152	28	157		do
Butternut	do	18	2	3	33		do
White Wood	do	294	6	35	191	229	do
Walnut	do	517	15	77	16		do
Tamarac	do	1,473	3,193	107	81	255	do
Cherry	do	83	41	1	43	11	do
Balm of Gilead	do	186	135	31	5		do
Cotton Wood	do				5		do
Beech	do	1				27	do
Maple	do	67	25	12	7	1	do
Sycamore	do				2		do
Spruce	do	28	9	13			do
Hemlock	do	6,916	1,169	1,284	1,581	1,538	do
Hickory	do	148	310	83	342		do
White Pine Masts	19 to 24 in...	9					do
do	do 24 in. upw'ds	61					do
Red Pine Spars	12 to 19 in...	73		58			do
do	do 19 to 24 in...	2		1			do
Spruce Spars	12 to 19 in...	37					do
		Pieces.	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.
Hemlock	Culled	2,112					Nil.
Birch	do			221			do
Elm	do	4					do
Ash	do	12					do
White Pine	do	2					do
Pine Deals	do	394,069	228,662	203,405	159,799	1,525,646	147,638
Spruce Deals	do	380,530	227,360	75,404	244,520	97,303	13,053
Pine Plank	do	23,224	21,722	9,468	2,727	27,760	46,489
Spruce Plank	do	56,465	27,960	17,148	23,366	27,092	1,846
Hemlock Deals	do					1,200	
Boards	do	8,722	34			6,727	
Lathwood (Cords)	do	186	19,615				
		M. Ft.	M. Ft.	M. Ft.	M. Ft.	M. Ft.	M. Ft.
Standard Staves	do	363-5-3-2	179-3-3-12	106-5-3-26	213-6-2-13		
West India Staves	do	126-5-2-12	283-5-0-22	345-5-0-10	27-2-1-26		
Barrel Staves	do	4-0-11	9-3-11	2-0-0-11			
		Pieces.	Pieces.	Pieces.	Pieces.	Pieces.	Pieces.
Pine Deals	Counted	216,606	4,437	3,040		121,502	433,054
Spruce Plank	do		3,645				
Spruce Boards	do		19,615				
Oak Boards	do				170,600		
do	do				913		
Spruce Deals	Measured					331,800	
Pine Plank	Counted					14,123	2,360
Spruce Plank	do					61,085	
Boards	do					167,590	
		Feet	Feet.	Feet.		Feet.	
Flatted Lumber							
White Pine	do	66,205	46,112			66	
Oak	do	2,555					
Hemlock	do	29,617		136		1,742	

STATEMENT of Timber, Lumber, &c., Measured, Culled and Counted through the office of the Supervisor of Cullers, &c.—Continued.

Description of Timber, &c., &c.	Measured, Culled, or Counted.	July.	August.	September.	October.	November	December.
		Feet.	Feet.	Feet.		Feet.	
<b>Flatted Lumber:—</b>							
Maple .....	Counted .....	2,517	.....	.....	.....	.....	.....
Beech .....	do .....	306	.....	.....	.....	.....	.....
Elm .....	do .....	7,097	.....	23	.....	72	.....
Birch .....	do .....	769	.....	.....	.....	45	.....
Basswood .....	do .....	977	.....	.....	.....	28	.....
Tamarac .....	do .....	25,601	462	.....	.....	.....	.....
Spruce .....	do .....	6,506	.....	.....	.....	182	.....
Cedars .....	do .....	40,040	.....	29,681	.....	.....	.....
Spars .....	do .....	6,882	.....	.....	.....	.....	.....
Ash .....	do .....	3,493	.....	.....	.....	263	.....
<b>Sawed Lumber for Exportation .....</b>	do .....	.....	.....	Pieces.	Pieces.	Pieces	.....
				540,877	92,061	254,468	.....

RETURN of Bill Stamps issued during the six months ended 31st December, 1875.

	1 cent.	2 cents.	3 cents.	4 cents.	5 cents.	6 cents.	7 cents.	8 cents.	9 cents.	10 cents.	20 cents.	30 cents.	40 cents.	50 cents.	\$1	\$2	\$3	Value.
July.....	55,241	52,500	88,300	4,350	6,440	47,750	1,900	2,775	28,550	7,130	6,820	6,405	2,210	3,022	1,702	529	320	20,635 41
August..	12,288	11,650	62,700	2,385	4,544	32,500	1,420	2,695	27,600	9,330	5,455	7,155	2,255	2,978	2,002	391	200	17,266 38
Sept.....	61,281	36,900	104,000	4,100	6,455	59,300	1,250	1,050	31,600	7,900	6,910	7,470	3,700	4,299	2,149	413	261	23,341 56
Oct.....	28,230	20,850	63,200	2,925	6,280	43,950	2,550	2,900	30,400	16,120	10,300	8,475	3,695	5,508	2,577	757	259	24,172 30
Nov .....	26,778	26,900	116,900	2,900	11,850	47,800	2,400	2,200	23,550	12,555	7,220	7,220	2,045	4,632	1,748	360	235	21,235 28
Dec .....	48,728	42,700	39,400	2,650	5,820	35,550	1,900	2,675	27,800	5,785	4,095	5,630	3,110	2,991	1,953	679	468	18,443 82
Total.	232,546	191,500	474,500	19,320	41,389	266,850	11,420	14,295	169,500	58,820	40,800	42,355	17,045	22,980	12,131	3,134	1,743	125,144 75



TABLE showing the Revenue per head of the population in the Provinces Ontario, Quebec, Nova Scotia and New Brunswick, and in the Dominion, derived from the undermentioned articles in each year since Confederation.

	Ontario.				Quebec				Nova Scotia.				New Brunswick.				*Dominion.									
	Spirits.	Beer.	Wine.	Tobacco.	Petroleum.	Spirits.	Beer.	Wine.	Tobacco.	Petroleum.	Spirits.	Beer.	Wine.	Tobacco.	Petroleum.	Spirits.	Beer.	Wine.	Tobacco.							
1861.....	1.109	.114	.....	.163	-.066	1.001	.111	.094	.218	.008	.894	-.033	-.045	.112	.043	.870	-.030	-.068	.157	-.033	1.028	-.097	.043	.176	-.014	
1868.....	.841	.110	-.014	.169	-.061	.666	-.082	.074	.217	-.007	.706	-.057	-.030	-.200	.045	.786	-.049	-.027	.216	-.038	.761	-.092	.037	.193	-.041	
1869.....	.997	.101	-.019	.209	-.069	.105	-.078	.099	.326	.029	.632	-.055	-.034	-.244	.043	.957	-.038	-.035	.287	-.057	.962	-.085	.049	.250	-.061	
1870.....	1.090	.122	-.021	.265	-.130	1.127	-.082	.106	.431	.015	.706	-.066	-.050	-.296	.045	1.079	-.039	-.048	.405	-.071	1.059	-.085	.056	.336	-.077	
1871.....	1.182	.135	-.030	.368	-.110	1.259	-.101	.134	.510	-.035	.765	-.057	-.054	-.366	.046	1.128	-.047	-.050	.416	-.058	1.160	-.108	.070	.422	-.073	
1872.....	1.115	.155	-.033	.286	-.135	1.258	-.167	.122	.471	.019	.780	-.060	-.042	-.251	.075	1.233	-.055	-.057	.347	-.084	1.135	-.120	.066	.350	-.084	
1873.....	1.507	.154	-.042	.351	-.154	1.349	-.097	.162	.615	-.032	.887	-.050	-.056	-.327	.079	1.255	-.053	-.075	.404	-.101	1.363	-.119	.086	.442	-.103	
1874.....	1.150	.146	-.033	.379	-.156	1.200	-.110	.134	.529	-.029	.788	-.057	-.044	-.333	.083	1.158	-.047	-.044	.389	-.104	1.127	-.114	.089	.429	-.098	
1875.....	1.128	.129	-.024	.276	-.108	1.112	-.096	.116	.416	-.021	.773	-.056	-.044	-.271	.057	1.061	-.045	-.051	.330	-.073	1.078	-.104	.060	.328	-.070	
Average of 8 years																										

\*These columns do not include Prince Edward Island, Manitoba or British Columbia.

DEPARTMENT OF INLAND REVENUE,

April 5th, 1876

TABLE showing the consumption per head of the population in the Provinces Ontario, Quebec, Nova Scotia and New Brunswick, and in the Dominion, of the undermentioned articles in each year since Confederation.

	Ontario.				Quebec.				Nova Scotia.				New Brunswick.				*Dominion.									
	Beer.		Wine.		Spirits.		Tobacco.		Beer.		Wine.		Spirits.		Tobacco.		Beer.		Wine.		Tobacco.					
	Gals	Lbs	Gals	Lbs	Gals	Lbs	Gals	Lbs	Gals	Lbs	Gals	Lbs	Gals	Lbs	Gals	Lbs	Gals	Lbs	Gals	Lbs	Gals	Lbs				
1861.....	1,841	2,587	.....	1,596	113	1,534	2,782	369	1,804	.....	087	.....	576	1,260	622	250	2,661	576	1,604	2,269	174	1,738	193			
1868.....	1,311	2,606	.....	1,569	1,003	961	2,544	315	1,966	064	890	990	090	1,885	416	1,040	1,194	085	1,734	532	1,124	2,290	115	1,755	575	
1869.....	1,567	2,486	.....	1,831	1,844	1,496	2,385	421	2,692	336	830	1,031	097	2,128	565	1,288	760	119	2,425	854	1,434	2,163	195	2,190	1,103	
1870.....	1,704	3,094	.....	1,626	2,866	1,652	2,478	425	2,588	226	943	1,297	141	1,830	697	1,456	736	154	2,536	1,269	1,578	2,490	259	2,052	1,591	
1871.....	1,846	3,806	.....	1,882	2,179	2,028	1,847	2,606	532	2,879	601	992	1,183	159	2,473	676	1,504	901	154	2,557	928	1,793	2,774	257	2,481	1,302
1872.....	1,733	4,226	.....	1,13	1,681	2,438	1,849	2,961	464	2,524	232	1,006	1,144	120	1,612	755	1,630	1,004	181	2,181	1,032	1,682	3,186	238	2,466	1,618
1873.....	2,311	4,085	.....	1,23	2,079	2,750	1,937	2,728	574	3,414	433	1,113	1,099	169	2,125	783	1,634	860	241	2,472	1,161	1,994	3,012	268	2,566	1,618
1874.....	1,507	4,435	.....	085	1,723	2,692	1,468	2,786	311	2,307	381	827	973	074	1,639	906	1,268	766	079	1,794	1,139	1,394	3,191	149	1,915	1,589
Average of 8 years	1,703	3,411	.....	073	1,789	1,992	1,594	2,665	427	2,526	297	959	1,036	133	1,804	677	1,388	855	158	2,292	941	1,570	2,682	207	2,093	1,181

\*These columns do not include Prince Edward Island, Manitoba or British Columbia.

DEPARTMENT OF INLAND REVENUE,  
April 5th, 1876

STATEMENT shewing the quantity of Excisable Goods, and Imported Articles of a similar description, consumed, and the Revenue derived therefrom, in the Dominion of Canada, excluding Prince Edward Island, Manitoba and British Columbia, for the undermentioned years.

Years.	Estimated Population	Spirits.								Malt and Malt Liquor.								Wine—all imported.				Tobacco.										Petroleum.										
		Licenses.	Manufactured.	Exported.	Entered for Consumption.	Revenue Collected.	Consumption per head of population.		Maltsters' Licenses.	Brewers' Licenses.	Malt.			Malt Liquor.			Revenue collected from Malt and Malt Liquor.	Consumption per head of population.		Entered for Consumption.	Revenue Collected.	Consumption per head of population.		Manufactured Tobacco, Snuff and Raw Leaf.			Cigars.			Total Tobacco of all kinds entered for Consumption.	Revenue collected from all descriptions of Tobacco.	Consumption per head of population.		Licenses.	Manufactured.	Exported.	Entered for Consumption.	Revenue Collected.	Consumption per head of population.			
							Revenue per capita.	Consumption per capita.			Manufactured.	Exported.	Entered for Consumption.	Revenue per capita.	Consumption per capita.	Revenue per capita.		Consumption per capita.	Revenue per capita.			Consumption per capita.	Licenses.	Manufactured.	Exported.	Entered for Consumption.	Revenue per capita.	Consumption per capita.	Revenue per capita.			Consumption per capita.	Revenue per capita.						Consumption per capita.	Revenue per capita.	Consumption per capita.	
*1861.....	2,506,755	No.	Galls.	Galls.	Galls.	\$	\$	Galls.	No.	No.	Lbs.	Lbs.	Lbs.	Galls.	Galls.	Galls.	\$	\$	Galls.	Galls.	\$	\$	Galls.	No.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	\$	\$	Lbs.	No.	Galls.	Galls.	Galls.	\$	\$	Galls.	
For Ontario & Quebec only.				Imports.....	3,861,559 302,085			1,621							Imports.....	4,898,995 47,763			1-973																							
1868.....	3,360,586	25	4,080,047	74,076 Imports.....	3,844,595 1,548,780	2,315,642 1,141,959	1-028	1-604	108	153	16,267,899	837,738 Imports.....	16,290,059 20,304	7,433,685	46,634 Imports.....	7,387,051 239,643	308,136 19,367	-097	2-269	585,716	146,312	-043	-174	128	5,039,593	Imports.....	207,278 Raw Leaf.....	4,178,649 1,390,646	116,236	Imports	116,920 155,080	4,295,569 1,545,726	433,393 159,264	-176	1-738	26	237,765	Imports.....	7,228 176,101	10,033 473,935	-014	-103
1869.....	3,402,378	27	3,782,032	198,782 Imports.....	2,809,521 1,017,615	1,776,737 815,281	-761	1-124	105	134	26,692,423	1,146,759 Imports.....	23,731,351 1,043,712	7,603,548	49,836 Imports.....	7,553,712 241,109	278,357 37,729	-092	2-290	493,306	129,178	-037	-115	104	5,476,945	Imports.....	169,251 Raw Leaf.....	5,121,114 500,669	116,279	Imports	117,115 106,420	5,238,229 607,089	530,908 115,802	-193	1-755	49	2,772,224	Imports.....	758,060 1,680,613	104,079 38,395	-041	-575
1870.....	3,443,736	27	3,484,586	254,621 Imports.....	3,811,027 1,129,673	2,497,635 905,698	-962	1-434	112	143	32,761,858	5,873,119 Imports.....	22,636,249 698,940	7,290,540	51,913 Imports.....	7,235,627 215,628	262,142 31,224	-085	2-163	674,929	170,547	-019	-195	100	7,231,318	Imports.....	407,091 Raw Leaf.....	6,539,812 349,240	127,850	Imports	127,329 222,783	6,667,141 572,023	743,163 112,987	-259	2-190	55	10,736,636	Imports.....	6,941,521 3,617,820	200,709 24,180	-061	1-103
1871.....	3,485,752	23	5,303,171	271,332 Imports.....	4,2 9,245 1,283,894	2,664,024 1,027,903	1-059	1-578	108	149	32,976,247	6,524,850 Imports.....	27,671,497 45,360	8,457,096	53,444 Imports.....	8,403,652 277,961	304,142 29,452	-095	2-490	717,032	195,180	-056	-237	99	7,963,320	Imports.....	689,476 Raw Leaf.....	6,294,882 124,684	126,472	Imports	125,842 240,256	6,420,724 364,940	984,128 137,516	-336	2-052	52	11,689,761	Imports.....	5,531,780 5,381,007	247,359 21,597	-077	1-591
1872.....	3,528,320	20	4,870,326	432,047 Imports.....	4,569,949 1,510,117	2,884,067 1,209,315	1-160	1-723	116	149	42,308,851	8,705,786 Imports.....	29,981,617 58,392	9,557,328	108,046 Imports.....	9,449,282 338,336	344,964 36,447	-108	2-774	998,221	247,352	-070	-257	91	7,276,617	Imports.....	701,296 Raw Leaf.....	7,669,584 191,565	193,777	Imports	191,565 472,663	7,861,149 581,733	1,210,082 238,764	-422	2-481	50	12,323,991	Imports.....	8,085,794 4,398,313	233,996 26,256	-073	1-302
1873.....	3,571,468	19	5,547,517	327,531 Imports.....	4,476,404 1,533,574	2,825,140 1,228,469	1-135	1-682	111	151	44,010,495	10,193,631 Imports.....	33,955,694 94,716	11,060,521	85,300 Imports.....	10,975,221 412,004	384,929 45,349	-120	3-188	851,759	236,706	-066	-238	80	6,249,742	Imports.....	644,384 Raw Leaf.....	6,075,776 95,528	201,376	Imports	188,353 475,716	6,264,129 571,244	970,458 236,978	-350	1-999	43	14,602,087	Imports.....	9,635,998 4,493,185	237,777 62,787	-084	1-387
1874.....	3,615,105	17	5,438,467	206,054 Imports.....	5,466,820 1,746,223	3,494,359 1,436,222	1-363	1-994	113	150	39,496,163	6,281,055 Imports.....	32,458,140 901,584	10,513,539	78,171 Imports.....	10,435,368 456,654	368,725 60,446	-119	3-012	1,043,942	314,450	-086	-288	87	8,456,735	Imports.....	492,353 Raw Leaf.....	8,101,819 128,195	230,899	Imports	237,669 417,487	8,339,488 54,682	1,323,354 224,694	-442	2-566	43	6,752,282	Imports.....	1,065,787 5,197,178	274,190 88,482	-103	1-618
1875.....	3,659,603	15	5,616,426	203,896 Imports.....	3,949,082 1,163,679	2,958,815 1,166,637	1-127	1-394	108	148	40,940,025	4,701,152 Imports.....	32,155,198 478,764	11,325,438	69,913 Imports.....	11,255,525 423,778	370,352 49,992	-114	3-191	518,721	251,004	-069	-149	101	9,127,615	Imports.....	358,288 Raw Leaf.....	6,120,849 129,815	328,877	Imports	309,979 163,470	6,430,919 284,285	1,352,923 150,072	-428	1-915	31	4,811,596	Imports.....	1,368 5,121,519	267,859 94,186	-098	1-589
Imports Raw Leaf.....					33,137,643 10,923,555	21,326,419 8,931,478										72,095,438 2,605,113	2,621,747 369,166																									
Grand Total.....	28,066,918	173	38,112,572	1,968,339	44,071,138	30,257,897	1-078	1-570	881	1,177	265,553,961	44,024,690	222,230,667	73,241,695	546,257	75,300,551	2,930,853	-104	2-682	5,823,626	1,693,729	-069	-207	790	56,821,915	3,669,327	55,986,482	1,441,676	3,431	3,668,647	58,757,129	9,216,599	-328	2-693	349	63,926,312	32,027,536	33,172,591	1,970,145	-070	1-181	

Note.—The words "Imports" have no reference to anything in the columns in which they are inserted, but refer to the figures in the columns to the right of them. The same explanation applies to the words "Raw Leaf."

A. BRUNEL,  
Commissioner, Inland Revenue.

STATEMENT shewing the Quantity of Excisable Goods, and Imported Articles of a similar description, consumed, and the Revenue derived therefrom, in the Province of Ontario, during the undermentioned years.

Years.	Estimated Population.	Spirits.							Malt and Malt Liquor.								Wine—all imported.				Tobacco.										Petroleum.												
		Licenses.	Manufactured.	Exported.	Entered for Consumption.	Revenue Collected.	Consumption per head of population.		Maltsters' Licenses.	Brewers' Licenses.	Malt.			Malt Liquor.			Revenue collected from Malt and Malt Liquor.	Consumption per head of population.		Entered for Consumption.	Revenue Collected.	Consumption per head of population.		Manufactured Tobacco, Snuff and Raw Leaf.			Cigars.			Revenue collected from all descriptions of Tobacco.	Total Tobacco of all kinds entered for Consumption.	Consumption per head of population.		Licenses.	Manufactured.	Exported.	Entered for Consumption.	Revenue Collected.	Consumption per head of population.				
							Revenue per capita.	Consumption per capita.			Manufactured.	Exported.	Entered for Consumption.	Manufactured.	Exported.	Entered for Consumption.		Revenue per capita.	Consumption per capita.			Revenue per capita.	Consumption per capita.	Licenses.	Manufactured.	Exported.	Entered for Consumption.	Manufactured.	Exported.			Entered for Consumption.	Revenue per capita.						Consumption per capita.	Revenue per capita.	Consumption per capita.	Revenue per capita.	Consumption per capita.
No.	Galls.	Galls.	Galls.	\$	\$	Galls.	No.	No.	Lbs.	Lbs.	Lbs.	Galls.	Galls.	Galls.	\$	\$	Galls.	Galls.	\$	\$	Galls.	No.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	\$	Lbs.	\$	Lbs.	No.	Galls.	Galls.	Galls.	\$	\$	Galls.				
1861*	2,506,755																																										
*For Ontario & Quebec only..				Imports.	3,861,559 802,085								Imports...	4,898,995 47,763				247,702					Imports...	4,549,669				4,549,669															
1868.....	1,549,862	24	3,912,480	67,459	2,853,415	1,719,891	1.109	1.841	82	122	10,501,304	837,738	9,754,966	4,014,581	5,000	4,009,581	176,645	.114	2.587				86	2,233,105	35,748	2,387,514	86,756	86,756	253,233	2,474,270	.163	1.596	26	237,765	4,839	176,101	9,875	.006	.113				
1869.....	1,573,170	26	3,781,589	189,475	2,004,941	1,269,600	.841	1.311	84	107	17,060,022	1,146,759	14,600,143	4,063,908	4,436	4,059,472	169,228	.110	2.696	65,289	22,361	.014	.041	64	1,643,861	26,113	2,263,106	86,618	86,618	243,942	2,349,724	.169	1.569	47	2,769,136	754,978	1,558,146	95,211	.061	1.003			
1870.....	1,596,828	25	3,252,820	232,879	2,373,162	1,501,280	.997	1.557	88	112	22,778,579	5,573,119	13,742,656	3,947,251	2,759	3,944,492	157,654	.101	2.136	105,344	30,535	.019	.066	56	1,599,173	12,038	2,712,299	92,158	92,158	309,157	2,804,457	.209	1.831	54	10,735,120	6,837,828	2,918,324	165,388	.105	1.814			
1871.....	1,620,842	19	4,958,055	258,496	2,636,170	1,665,539	1.090	1.704	87	119	24,078,424	6,524,850	17,260,683	4,966,398	26,518	4,966,398	193,087	.122	3.094	111,290	34,613	.021	.068	50	1,912,936	22,190	2,441,833	94,905	93,995	396,699	2,535,828	.265	1.626	50	11,628,430	5,174,184	4,605,608	208,020	.130	2.866			
1872.....	1,645,212	16	4,491,163	420,596	2,826,362	1,784,610	1.182	1.846	92	118	32,240,006	8,537,178	19,471,233	5,873,300	49,166	5,870,930	216,532	.135	3.066	161,805	49,884	.030	.098	46	1,501,008	33,542	3,273,179	109,600	110,339	526,339	3,383,518	.368	2.179	45	12,209,182	8,052,872	3,300,772	178,445	.110	2.028			
1873.....	1,669,957	18	5,547,069	311,279	2,698,587	1,704,361	1.115	1.733	88	118	33,808,340	9,594,975	22,792,037	6,969,407	61,938	6,965,964	249,032	.155	4.216	189,124	55,614	.033	.113	46	1,371,590	88,966	2,545,310	179	150,109	80,061	202,908	.368	2.179	38	14,520,197	9,614,128	3,929,470	209,055	.135	2.438			
1874.....	1,695,070	15	5,423,071	200,454	3,652,475	2,341,498	1.507	2.311	87	118	22,647,945	6,018,855	22,841,367	6,780,441	91,113	6,780,441	10,125	.154	4.055	209,072	71,635	.042	.123	56	1,480,490	34,965	3,252,763	131,205	130,307	542,562	3,383,070	.351	2.079	40	6,741,920	1,065,693	4,458,348	236,627	.154	2.760			
1875.....	1,720,661	14	5,615,135	201,866	2,472,285	1,857,715	1.150	1.507	85	119	29,186,838	4,701,152	20,919,236	7,526,965	104,719	7,526,965	230,671	.140	4.435	112,446	57,666	.033	.065	67	1,692,494	2,699,561	198,854	198,854	190,436	619,196	2,889,997	.379	1.723	28	4,778,468	4,403,036	231,592	28,026	.150	2.602			
Imports.....					21,517,397 1,103,752	13,844,494 911,171										141,382,321 7,992																											
Grand Total.....	13,071,602	157	36,981,382	1,882,504	22,621,149	14,755,665	1.128	1.730	693	933	192,301,468	42,934,626	141,390,313	44,142,251	18,008	44,591,414	1,695,683	.129	3.111	954,370	322,308	.024	.073	471	13,434,657	253,562	22,011,156	897,146	886,624 487,421	3,304,028 313,457	22,462,189 923,012	.276	1.789	328	63,620,218	31,504,522	26,047,989	1,416,169	.108	1.992			

NOTE.—The words "Imports" have no reference to anything in the columns in which they are inserted, but refer to the figures in the columns to the right of them.

A. BRUNEL,  
Commissioner, Inland Revenue.

STATEMENT shewing the Quantity of Excisable Goods, and Imported Articles of a similar description, consumed, and the Revenue derived therefrom, in the Province of Quebec, during the undermentioned Years.

Years.	Estimated Population.	Spirits.					Malt and Malt Liquor.							Wine—all imported				Tobacco.									Petroleum.																		
		Licenses.	Manufactured.	Exported.	Entered for Consumption.	Revenue Collected.	Consumption per head of population		Maltsters' Licenses.	Brewers' Licenses.	Malt.			Malt Liquor.				Revenue Collected from Malt and Malt liquor.		Consumption per head of population.		Manufactured Tobacco, Snuff and Raw Leaf.			Cigars.			Total of all descriptions of Tobacco entered for Consumption.	Revenue collected from all descriptions of Tobacco.		Consumption per head of population.		Consumption per head of population.												
		No.	Galls.	Galls.	Galls.	\$	\$	Galls.	No.	No.	Lbs.	Lbs.	Lbs.	Galls.	Galls.	Galls.	\$	\$	Galls	Galls.	\$	\$	Galls.	No.	Lbs.	Lbs.	\$	Lbs.	Lbs.	Lbs.	Lbs.	\$	\$	Lbs.	No.	Galls.	Galls.	Galls.	\$	\$	Galls.				
1868.....	1,166,660	1	167,567	6,617	971,570	583,951	1,001	1,534	19	20	4,906,835		5,676,527	3,125,157		3,125,157	121,129	111	2,782	431,485	110,435	369	29	2,482,412	163,723	1,673,463	25,806	100	26,640	1,700,103	168,007	-218	1,804		2,389		84		84		.008	.087			
1869.....	1,174,987			Imports....	818,829	584,288			14	17	7,743,006	Imports....	7,373,459	2,924,350	Imports....	120,728	8,926	082	2,511	370,273	87,997	315	25	2,961,714	90,165	2,041,952	21,575	Imports....	22,411	2,064,363	202,655	-217	1,966	2	3,088	Imports....	2,416	28,142	2,935		2,935		.007	.064	
1870.....	1,183,171	1	223,426	Imports....	418,404	335,175	1,016	1,496	17	20	8,608,789	Imports....	8,254,647	2,815,656	Imports....	65,444	7,639	078	2,383	498,802	117,103	421	31	4,700,588	294,429	2,938,359	28,885	Imports....	28,364	2,966,723	329,083	-326	2,692	1	1,516	Imports....	58,390	350,309	17,574		17,574		.020	.335	
1871.....	1,191,516	3	328,694	Imports....	1,373,010	865,746	1,127	1,652	14	21	7,426,158	Imports....	8,515,425	2,892,490	Imports....	58,121	6,554	082	2,478	506,636	127,068	425	36	5,211,861	415,661	2,854,174	27,640	Imports....	110,258	2,881,998	431,349	-431	2,588	2	61,332	Imports....	347,591	215,056	11,149		11,149		.015	.226	
1872.....	1,199,917	2	343,359	Imports....	1,548,289	975,918	1,259	1,847	17	23	8,872,399	Imports....	9,862,889	3,101,618	Imports....	66,240	7,538	101	2,606	639,130	161,392	532	34	4,883,163	340,013	3,060,771	80,733	Imports....	162,931	3,138,553	477,640	-510	2,879	5	114,809	Imports....	26,841	653,327	33,283		33,283		.035	.601	
1873.....	1,208,376			Imports....	667,857	534,875	1,258	1,849	17	24	9,010,156	Imports....	9,986,656	3,491,564	Imports....	110,195	11,611	107	2,961	561,365	147,375	464	23	4,211,429	304,868	2,595,109	101,027	Imports....	280,275	3,166,466	134,952	-471	2,524	5	81,891	Imports....	20,537	173,055	9,099		9,099		.019	.232	
1874.....	1,216,810	1	1,211	Imports....	1,599,601	1,014,780	1,349	1,937	18	23	6,631,032	Imports....	8,021,873	3,165,716	Imports....	13,720	100,296	097	2,728	698,380	197,397	574	22	6,137,414	319,140	3,693,802	97,587	Imports....	105,345	3,799,147	596,662	-615	3,414	3	10,362	Imports....	107,794	14,704	14,704		14,704		.032	.433	
1875.....	1,225,480	1	1,291	Imports....	758,332	627,225	1,200	1,458	16	20	9,481,716	Imports....	9,559,342	3,286,299	Imports....	18,267	157,722	110	2,786	698,380	197,397	574	26	6,413,342	57,702	2,539,568	128,274	Imports....	297,307	3,657,362	549,648	-529	2,307	3	33,128	Imports....	143,339	19,298	19,298		19,298		.029	.381	
Imports.....				Imports....	1,270,166	952,876						Imports....	128,822																																
Grand Total..	9,566,917	9	1,065,548		10,313,747	6,631,226	1 112	1,594	132	167	62,680,091		64,615,939	24,802,850	120,723	25,500,200	924,144	.096	2,665	1,187,402	1,113,471	.116	427	226	37,001,923	2,190,831	22,163,610	511,527	3,078	2,008,379	24,171,989	3,988,856	-416	2,526	21	306,126	458,164	2,842,116	204,640		204,640		.021	.297	

NOTE.—The words "Imports" have no reference to anything in the columns in which they are inserted, but refer to the figures in the columns to the right of them.

A. BRUNEL,  
Commissioner, Inland Revenue.

STATEMENT shewing the quantity of Excisable Goods, and Imported Articles of a similar description, consumed, and the Revenue derived therefrom, in the Province of Nova Scotia, for the undermentioned years.

Years	Estimated Population.	Spirits.						Malt and Malt Liquor.						Wine—all imported.			Tobacco.								Petroleum.																
		Licenses.	Manufactured.	Exported.	Entered for Consumption.	Revenue Collected.	Consumption per head of population.		Maltsters' Licenses.	Brewers' Licenses.	Malt.		Malt Liquor.		Revenue collected from Malt and Malt Liquor.	Consumption per head of population.		Entered for Consumption.	Revenue Collected.	Consumption per head of population.		Manufactured Tobacco, Snuff, and Raw Leaf.			Cigars.			Total Tobacco of all kinds entered for Consumption.	Revenue Collected.	Consumption per head of population.		Licenses.	Manufactured.	Exported.	Entered for Consumption.	Revenue Collected.	Consumption per head of population.				
							Revenue per capita.	Consumption per capita.			Manufactured.	Exported.	Entered for Consumption.	Manufactured.		Exported.	Entered for Consumption.			Revenue per capita.	Consumption per capita.	Revenue per capita.	Consumption per capita.	Licenses.	Manufactured.	Exported.	Entered for Consumption.			Revenue per capita.	Consumption per capita.						Revenue per capita.	Consumption per capita.	Revenue per capita.	Consumption per capita.	
1868	368,978	No.	Galls.	Galls.	Galls.	\$	\$	Galls.	No.	No.	Lbs.	Lbs.	Lbs.	Galls.	Galls.	Galls.	\$	\$	Galls.	Galls.	\$	\$	Galls.	No.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	\$	\$	Lbs.	No.	Galls.	Galls.	Galls.	\$	\$	Galls.
1869	375,676	1	443	Imports...	401,638	329,295	.894	1-091	4	6	482,453	Imports...	518,054	163,572	39,504	124,068	6,098	.033	.539	85,270	16,957	.045	.231	6	303,789	7,807	117,672	250	100	117,772	11,800	.112	.143	Imports..	212,829	17,916	.048	.576			
1870	381,690	1	8,339	Imports...	316,570	253,721	.706	.890	4	5	1,107,527	Imports...	1,068,275	338,960	40,954	298,006	12,094	.057	.990	33,883	11,300	.030	.090	8	702,007	52,973	637,576	20	3,000	637,576	63,871	.200	1-895	Imports..	89,076	13,244	.045	.416			
1871	387,800	1	16,423	Imports...	269,991	216,972	.652	.830	5	6	996,095	Imports...	1,201,352	370,513	50,211	320,302	13,213	.055	1.031	37,093	13,021	.034	.097	7	808,915	95,771	734,892	20	6,050	734,892	84,076	.244	2-128	Imports..	158,727	8,087	.043	.565			
1872	394,007			Imports...	290,016	232,076	.706	.943	4	5	1,064,543	Imports...	1,466,223	445,788	47,384	398,404	15,712	.066	1-297	54,867	19,587	.050	.141	6	617,767	232,120	686,073	56	96	686,169	103,980	.290	1-830	Imports..	5,907	5,907	.045	.697			
1873	400,314			Imports...	325,471	260,439	.765	.992	4	5	770,704	Imports...	1,120,820	393,960	30,869	363,091	12,258	.057	1-183	62,678	21,469	.054	.159	5	803,857	293,634	951,142	9,986	13,889	951,142	142,883	.386	2-473	Imports..	7,350	7,350	.046	.676			
1874	406,722	1	4,185	Imports...	342,601	274,194	.780	1-006	3	5	747,300	Imports...	1,213,289	395,960	50,130	345,830	12,983	.060	1-144	48,104	17,017	.042	.120	5	577,114	231,459	630,545	6,431	16,889	630,545	94,813	.251	1-612	Imports..	9,699	16,326	.075	.755			
1875	413,232			Imports...	381,915	315,210	.887	1-113	5	5	894,175	Imports...	1,150,416	419,816	76,371	343,445	12,654	.059	1-099	64,809	22,894	.056	.159	5	722,706	134,235	845,827	10,189	10,189	845,827	130,400	.337	2-125	Imports..	7,634	7,634	.079	.783			
1875	413,232			Imports...	65,021	48,767	.788	.827	5	5	961,643	Imports...	1,259,549	379,744	69,913	309,831	13,795	.057	.973	30,930	18,274	.044	.074	4	958,476	90,832	669,805	3,341	3,341	669,805	134,270	.333	1-639	Imports..	10,451	10,451	.083	.906			
Imports					397,259	259,841									8,997,978																										
Grand Total..	3,128,429	4	29,390	35,184	3,002,305	2,418,841	.773	.959	34	42	7,024,440				9,554,034	2,908,313	405,336	3,242,019	175,825	.056	1-036	417,722	140,519	.044	.133	46	5,494,631	1,138,881	5,818,189	250	96	107,935	5,926,124	850,752	.271	1-894	59,222	2,117,501	180,177	.057	.677

NOTE.—The words "Imports" have no reference to anything in the columns in which they are inserted, but refer to the figures in the columns to the right of them.

A. BRUNEL,  
Commissioner, Inland Revenue.

STATEMENT shewing the quantity of Excisable Goods, and Imported Articles of a similar description, consumed, and the Revenue derived therefrom, in the Province of New Brunswick, for the undermentioned years.

Years.	Estimated Population.	Spirits.							Malt and Malt Liquor.							Wine—all imported.				Tobacco.							Petroleum.													
		Licenses.	Manufactured.	Exported.	Entered for Consumption.	Revenue Collected.	Consumption per head of population.		Maltsters' Licenses.	Brewers' Licenses.	Malt.			Malt Liquor.			Revenue collected on Malt and Malt Liquor.	Consumption per head of population.		Entered for Consumption.	Revenue Collected.	Consumption per head of population.		Manufactured Tobacco.			Cigars.			Total entered for Consumption.	Revenue Collected.	Consumption per head of population.		Licenses.	Manufactured.	Exported.	Entered for Consumption.	Revenue Collected.	Consumption per head of population.	
							Revenue per capita.	Consumption per capita.			Manufactured.	Exported.	Entered for Consumption.	Manufactured.	Exported.	Entered for Consumption.		Revenue per capita.	Consumption per capita.			Revenue per capita.	Consumption per capita.	Revenue per capita.	Consumption per capita.	Lbs.	Lbs.	Lbs.	Lbs.			Lbs.	Lbs.						Revenue per capita.	Consumption per capita.
1868.....	275,086	No.	Galls.	Galls.	Galls.	\$	\$	Galls.	No.	No.	Lbs.	Lbs.	Lbs.	Galls.	Galls.	Galls.	Galls.	\$	Galls.	Galls.	Galls.	\$	Galls.	No.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	\$	\$	Lbs.	No.	Galls.	Galls.	Galls.	\$	\$	Galls.
1869.....	278,545			Imports..	18,474	11,034	.870	1-260	3	5	377,307		349,512	130,375	2,130	128,245	4,264	.030	.622	68,961	18,920	.068	.250	7	20,287		3,424		3,424	3,424	353	.157	2-661			Imports..	158,635	10,632	.39	.576
1870.....	282,047			Imports..	328,313	228,366	.788	1-040	3	5	781,868	Imports..	689,474	276,330	60	276,270	7,544	.049	1-194	23,861	7,520	.027	.085	6	169,363	Imports..	726,222	8,086	8,086	314,844	31,505	.216	1-734			Imports..	121,091	16,832	.061	.532
1871.....	285,594			Imports..	214,145	171,550	.957	1-288	2	5	378,395	Imports..	437,594	157,120	56,463	6,302	4,975	.038	.760	33,690	9,888	.035	.119	7	122,642	Imports..	157,766	6,806	6,806	163,286	28,799	.287	2-425			Imports..	50,570	6,587	.057	.854
1872.....	289,184	2	35,804	Imports..	240,071	192,243	1-079	1-456	3	4	407,122	Imports..	429,166	152,420	57,450	4,892	5,954	.039	.736	44,239	13,912	.048	.154	6	88,589	Imports..	114,120	3,927	3,927	527,498	58,972	.405	2-536			Imports..	339,291	16,465	.071	1-259
1873.....	292,821	1	448	Imports..	271,631	217,344	1-128	1-504	3	4	425,742	Imports..	537,817	188,450	152,420	4,892	5,978	.047	.901	44,610	14,606	.050	.154	6	80,609	Imports..	681,573	3,444	3,444	700,453	105,900	.416	2-557			Imports..	227,208	11,361	.058	.928
1874.....	296,503			Imports..	305,014	244,123	1-233	1-630	3	4	444,699	Imports..	587,479	203,590	72,345	7,669	6,475	.055	1-004	53,166	16,700	.057	.181	4	116,125	Imports..	24,716	3,299	3,299	39,039	14,584	.317	2-181			Imports..	198,464	9,923	.084	1-032
1875.....	300,230			Imports..	141,386	89,322	1-255	1-634	3	4	323,011	Imports..	444,484	147,566	90,579	9,638	5,045	.053	.850	71,591	22,523	.075	.241	4	63,333	Imports..	13,649	2,017	2,017	702,875	107,024	.404	2-472			Imports..	103,744	14,770	.101	1-161
Imports.....				Imports..	143,654	92,417	1-158	1-268	2	4	409,828	Imports..	417,071	132,430	147,566	5,045	4,670	.047	.766	24,014	13,360	.044	.079	4	89,704	Imports..	700,838	1,749	1,749	807,852	157,180	.389	1-794			Imports..	159,241	22,162	.104	1-139
Grand Total.....	2,300,010	3	36,252	Imports..	909,241	590,850	1-061	1-388	22	35	3,547,972	Imports..	3,699,329	1,388,281	2,190	1,966,918	104,403	.045	.855	364,132	117,429	.051	.158	47	890,704	Imports..	4,023,340	32,752	32,752	4,056,092	602,327	.330	2-292			Imports..	1,537,133	68,832	.073	.941

NOTE.—The words "Imports" have no reference to anything in the columns in which they are inserted, but refer to the figures in the columns to the right of them.

A. BRUNEL,  
Commissioner, Inland Revenue.

STATEMENT shewing the quantity of Excisable Goods, and Imported Articles of a similar description, consumed, and the Revenue derived therefrom, in the Province of Prince Edward Island, for the undermentioned years.

Years.	Estimated Population.	Spirits.						Malt and Malt Liquor.						Wine—all Imported.				Tobacco.								Petroleum.																											
		Licenses.		Manufactured.		Exported.		Entered for Consumption.		Revenue Collected.		Consumption per head of population.		Malsters' Licenses.		Brewers' Licenses.		Malt.		Malt Liquor.		Revenue collected on Malt and Malt Liquor.		Consumption per head of population.		Entered for Consumption.		Revenue Collected.		Consumption per head of population.		Manufactured Tobacco, Snuff and Raw Leaf.		Cigars.		Total entered for Consumption.		Revenue Collected.		Consumption per head of population.		Licenses.		Manufactured.		Exported.		Entered for Consumption.		Revenue Collected.		Consumption per head of population.	
		No.	Galls.	Galls.	Galls.	\$	\$	Galls.	No.	No.	Lbs.	Lbs.	Lbs.	Galls.	Galls.	Galls.	\$	\$	Galls.	Galls.	\$	\$	Galls.	No.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	\$	\$	Lbs.	No.	Galls.	Galls.	Galls.	\$	\$	Galls.								
1874.....		261	154	6,514	4,245		3	3	356,200	10,797	332,097	111,817	.....	111,817	4,070			6	116,251	451	138,517	.....	.....	.....	138,517	23,316																											
			Imports.	51,855	43,133					Imports.	2,880		Imports.	10,486	1,214					Imports.	274	.....	Imports.	149	423	141																											
1875.....			265	12,980	9,735		3	3	268,586	.....	276,858	83,685	6,661	77,024	3,519			6	108,117	2,486	135,812	.....	.....	.....	135,812	27,462																											
			Imports.	58,538	58,547						Imports.	12,466	1,347		Imports.	12,466	1,347			Imports.	3,845	.....	Imports.	29	3,874	1,075																											
Imports.....				19,494	13,980						608,955			188,841	7,589											274,329	50,778																										
				110,393	101,680						2,880			22,952	2,561											4,119	1,216																										
Grand Total.....		261	419	129,797	115,660		6	6	624,786	10,797	611,835	195,502	6,661	211,793	10,150			12	224,368	2,937	278,448	.....	.....	.....	278,448	51,994																											

NOTE.—The words "Imports" have no reference to anything in the columns in which they are inserted, but refer to the figures in the columns to the right of them.

A. BRUNEL,  
Commissioner, Inland Revenue.



STATEMENT shewing the quantity of Excisable Goods, and Imported Articles of a similar description consumed, and the Revenue derived therefrom, in the Province of Manitoba, for the undermentioned years.

Years.	Spirits.								Malt and Malt Liquor.								Wine—all imported.				Tobacco.								Petroleum.																	
	Estimated Population.		Licenses.	Manufactured.	Exported.	Entered for Consumption.	Revenue Collected.	Consumption per head of population.	Maltsters' Licenses.	Brewers' Licenses.	Malt.			Malt Liquor.			Revenue Collected on Malt and Malt Liquor.	Consumption per head of population.		Entered for Consumption.	Revenue Collected.	Consumption per cap.	Consumption per capita.	Licenses.	Manufactured Tobacco, Snuff and Raw Leaf.			Cigars.			Total, Tobacco of all kinds entered for Consumption.	Revenue Collected.	Consumption per head of population.		Licenses.	Manufactured.	Exported.	Entered for Consumption.	Revenue Collected.	Consumption per cap.	Consumption per capita.					
	No.	Galls.									Manufactured.	Exported.	Entered for Consumption.	Revenue Collected.	Revenue per cap.	Consumption per capita.		Manufactured.	Exported.						Entered for Consumption.	Revenue Collected.	Revenue per cap.	Consumption per capita.	Entered for Consumption.	Revenue Collected.			Revenue per cap.	Consumption per capita.								Manufactured.	Exported.	Entered for Consumption.	Manufactured.	Exported.
1874.....	1	2891	Galls.	Galls.	Galls.	\$	\$	Galls.	No.	No.	Lbs.	Lbs.	Lbs.	Galls.	Galls.	Galls.	\$	\$	Galls.	Galls.	\$			No.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	\$	\$	Lbs.	No.				Galls.	\$	\$	Galls.			
			Manufactured.	Exports	Imports																																									
1875.....	1	1870	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
			Manufactured.	Exports	Imports																																									
Imports.....																																														
Grand Total.....	2	4761	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

NOTE.—The words "Imports" have no reference to anything in the columns in which they are inserted, but refer to the figures in the columns to the right of them.

STATEMENT shewing the quantity of Excisable Goods, and Imported Articles of a similar description, consumed, and the Revenue derived therefrom, in the Province of British Columbia, for the undermentioned years.

Years.	Estimated population.	Spirits.						Malt and Malt Liquor.						Wine—all imported.			Tobacco.						Petroleum.																	
		Licenses.	Manufactured.	Exported.	Entered for Consumption.	Revenue Collected.	Consumption per head of population.		Maltsters' Licenses.	Brewers' Licenses.	Malt.			Malt Liquor.			Revenue collected on Malt and Malt Liquor.	Consumption per head of population.		Entered for Consumption.	Revenue Collected.	Manufactured Tobacco.			Cigars.			Total entered for Consumption.	Revenue Collected.	Consumption per head of population.		Licenses.	Manufactured.	Exported.	Entered for Consumption.	Revenue Collected.	Consumption per head of population.			
							Revenue per cap.	Consumption per capita.			Manufactured.	Exported.	Entered for Consumption.	Manufactured.	Exported.	Entered for Consumption.		Revenue per cap.	Consumption per capita.			Revenue per cap.	Consumption per capita.	Licenses.	Manufactured.	Exported.	Entered for Consumption.			Revenue per cap.	Consumption per capita.						Revenue per cap.	Consumption per capita.	Revenue per cap.	Consumption per capita.
No.	Galls.	Galls.	Galls.	\$	\$	Galls.	No.	No.	Lbs.	Lbs.	Lbs.	Galls.	Galls.	Galls.	\$	\$	Galls.	Galls.	\$	\$	Galls.	No.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	\$	\$	Lbs.	No.	Galls.	Galls.	Galls.	\$	\$	Galls.	
1874.....	1	2122	.....	2,209	1,748	.....	5	7	608,958	.....	468,505	109,376	.....	109,376	5,810	.....	.....	.....	.....	.....	.....	2	.....	.....	4,396	1,481	.....	1481	5,787	1,309	.....	.....	.....	.....	.....	.....	.....	.....	.....	
1875.....	1	1211	Imports.....	83,040	55,327	.....	4	8	425,927	Imports.....	42,516	134,397	Imports.....	25,402	4,885	.....	.....	16,404	6,436	.....	.....	3	Imports.....	90,344	1,481	Imports.....	12095	102,439	29,480	.....	.....	.....	.....	Imports.....	28,806	4,321	.....	.....	.....	
			Imports.....	3,649	2,986	.....				Imports.....	459,179		Imports.....	131,307	5,666	.....	.....	21,382	12,484	.....	.....		Imports.....	4,138	2,499	Imports.....	2499	6,637	1,977	.....	.....	.....	.....	Imports.....	5,471	274	.....	.....	.....	
			Imports.....	64,690	65,215	.....				Imports.....	109,800		Imports.....	28,131	5,329	.....	.....	.....	.....	.....	.....		Imports.....	100,399	3,980	Imports.....	11973	112,372	37,759	.....	.....	.....	.....	Imports.....	31,321	4,673	.....	.....	.....	
Imports.....				5,858	4,734	.....					927,684			243,683	11,476	.....	.....	.....	.....	.....				8,444			3980	12,424	3,286	.....	.....	.....	.....	Imports.....	5,471	274	.....	.....	.....	
				148,530	120,542	.....					152,316			53,533	9,114	.....	.....	.....	.....	.....	.....				190,743			24068	214,811	67,239	.....	.....	.....	.....	Imports.....	69,127	8,991	.....	.....	.....
Grand Total.....	2	3333	.....	154,388	125,276	.....	9	15	1,032,885	.....	1,980,000	243,683	.....	297,216	20,899	.....	.....	37,786	18,920	.....	.....	5	.....	.....	199,187	3,980	.....	28048	227,235	70,525	.....	.....	.....	.....	Imports.....	65,598	9,268	.....	.....	.....

NOTE.—The words "Imports" have no reference to anything in the columns in which they are inserted, but refer to the figures in the columns to the right of them.

A. BRUNEL,  
Commissioner, Inland Revenue.

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(No. 53.)

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 21st February, 1876;—  
For copies of the instructions issued to Mr. Talbot, one of the employes  
or Sub-Inspectors of the Post Office Department, in relation to his visits  
to the Electoral District of Charlevoix, during the Dominion election,  
in the month of January last.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 13th March, 1876.

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(No. 54.)

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 9th March, 1876;—For  
copies of all correspondence relating to dismissal of Mr. McDougall,  
Postmaster at Christmas Island, Cape Breton.

By Command.

R. W. SCOTT,

*Secretary of State*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 13th March, 1876.

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

(No. 55.)

## R E T U R N

To an ORDER of the HOUSE OF COMMONS, dated 8th March, 1876;—For a Return of the names of occupiers or holders of land on the Islands of the St. Lawrence, between Brockville and Gananoque, called the “Thousand Islands”; the number in each holding; and the value and appraisement of each holding.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 13th March, 1876.

(No. 56.)

## R E T U R N

To an ORDER of the HOUSE OF COMMONS, dated 2nd March, 1876;—For all correspondence which has taken place between the Council of the Six Nation Indians and the Indian Department with reference to the payment of accrued interest moneys which belong to them, and which have been placed to their general fund; and also for an approximate statement showing the amount of said interest moneys.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 13th March, 1876.

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

(No. 57.)

**R E T U R N**

To an ADDRESS of the HOUSE OF COMMONS, dated 8th March, 1876 ;—For  
Return of the number of suits instituted before the Supreme Court,  
and of the number of judgments rendered by the said Court.

By Command.

R. W. SCOTT,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 15th March, 1876.

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

## COPIES

OF THE

## GENERAL RULES AND ORDERS,

Framed by the Judges of the Supreme and Exchequer Courts,  
for regulating the procedure of those Courts, and for  
carrying out the other objects, as contained in  
Section 79 of "The Supreme and  
Exchequer Court Act."

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*[In accordance with the recommendation of the Joint Committee on Printing, the  
above Document is not Printed.]*

## RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 21st February, 1876 :—  
For a statement setting forth the total number of Newspapers and other Periodicals in each County and City of the Dominion which have paid postage on papers “sent from the office of publication,” with the total revenue received therefrom during the three months ending the 31st December<sup>3</sup> last.

By command.

R. W SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 14th March, 1876.

A STATEMENT giving the number of Newspapers and Periodicals in each City and County of the Dominion which have paid postage on papers sent from the office of publication, with the total Revenue received therefrom for three months ended 31st December, 1875.

## ONTARIO AND QUEBEC.

City or County.	Papers and Periodicals.	Amount.	City or County.	Papers and Periodicals.	Amount.
		\$ cts.			\$ cts.
Addington .....	1	0 59	<i>Brought forward</i> .....		1,505 52
Algoma.....	2	4 29	Missisquoi.....	1	16 54
Argenteuil.....	2	4 35	Monck.....	2	9 46
Arthabaska.....	1	5 00	Montreal.....	31	1,967 60
Beauharnois.....	1	0 99	Muskoka.....	3	6 55
Bonaventure.....	1	0 44	Niagara (Nil).....		
Bothwell.....	3	5 91	Norfolk.....	6	22 20
Brant.....	9	57 22	Northumberland.....	6	18 84
Bruce.....	6	9 48	Ontario.....	9	48 51
Cardwell.....	1	3 40	Ottawa (City).....	7	145 18
Chateauguay.....	1	3 49	Ottawa (County).....	5	7 94
Dundas (County).....	2	22 33	Oxford.....	11	75 59
Durham.....	10	60 74	Peel.....	2	21 76
Elgin.....	4	95 17	Perth.....	6	53 88
Essex.....	6	16 55	Peterboro'.....	4	21 40
Glengarry.....	2	9 36	Pontiac.....	1	1 99
Grenville.....	3	7 72	Prescott.....	1	2 85
Grey.....	5	21 81	Prince Edward.....	3	17 67
Haldimand.....	2	6 37	Quebec.....	13	266 11
Halton.....	5	17 86	Renfrew.....	6	20 27
Hamilton.....	6	163 54	Richmond.....	1	4 91
Hastings.....	3	66 83	Richelieu.....		12 27
Huntingdon.....	1	7 47	St. Hyacinthe.....	5	24 48
Huron.....	6	48 77	St. Johns.....	5	86 18
Jacques Cartier (Nil).....			Shefford.....	3	13 91
Joliette.....	1	1 06	Sherbrooke.....	4	44 55
Kent.....	2	8 61	Simcoe.....	14	55 88
Kingston.....	3	37 50	Stanstead.....	1	7 28
Lambton.....	4	30 10	Three Rivers.....	2	16 68
Lanark.....	6	52 64	Toronto.....	35	2,280 01
Leeds (Brockville).....	4	27 33	Victoria.....	3	29 95
Lennox.....	4	47 00	Waterloo.....	12	56 63
Levis.....	1	10 10	Welland.....	3	11 89
Lincoln.....	6	39 66	Wellington.....	13	158 18
London.....	8	594 28	Wentworth (County).....	2	12 01
Middlesex.....	4	17 56	York.....	6	28 65
<i>Carried forward</i> .....		1,505 52	<b>Total</b> .....		<b>\$7,073 32</b>

## NOVA SCOTIA.

Antigonish.....	1	1 34	<i>Brought forward</i> .....		379 63
Annapolis.....	1	2 40	Kings.....	1	12 02
Cape Breton.....	2	14 17	Pictou.....	2	26 97
Cumberland.....	3	15 14	Queens.....	1	1 80
Digby.....	1	4 92	Yarmouth.....	2	17 03
Halifax.....	17	341 66			
<i>Carried forward</i> .....		379 63	<b>Total</b> .....		<b>\$ 437 45</b>



A STATEMENT giving the number of Newspapers and Periodicals, &c.—Continued.

NEW BRUNSWICK.

City or County.	Papers and Periodicals.	Amount.	City or County.	Papers and Periodicals.	Amount.
		\$ cts.			\$ cts.
Carleton.....	1	11 07	<i>Brought forward</i> .....		68 31
Charlotte.....	3	18 51	St. John.....	16	295 17
Fredericton.....	3	19 24	Westmoreland.....	2	24 72
Northumberland.....	3	19 49			
<i>Carried forward</i> .....		68 31	Total.....		\$388 20

PRINCE EDWARD ISLAND.

City or County.	Papers and Periodicals.	Amount.
		\$ cts.
Charlottetown.....	8	116 11
Georgetown (No return).....		
Summerside do.....		
Total.....		\$116 11

BRITISH COLUMBIA.

New Westminster.....	1	5 83
Victoria.....	2	22 20
Total.....		\$28 03

MANITOBA.

Fort Garry.....	2	16 81
Total.....		\$16 81

TOTALS.

Ontario and Quebec.....	7,073 32
Nova Scotia.....	437 45
New Brunswick.....	388 20
Prince Edward Island.....	116 11
British Columbia.....	28 03
Manitoba.....	16 81
Total.....	\$8,059 92

## RETURN

(No. 91 of last Session.)

TO AN ADDRESS of the HOUSE OF COMMONS, dated 15th March, 1875 :—For copies of all papers, documents, letters and correspondence, having reference to the selection of a site for the construction of a Graving Dock in the Port of Quebec.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 6th April, 1875.

OTTAWA, 15th May, 1874.

SIR,—I am directed by F. H. Grant, Esq., one of the Quebec Harbor Commissioners to communicate to you the following resolution passed to-day unanimously by the Board and transmitted to him by the wire.

That it is the opinion of the Commissioners that it is of vital necessity that no obligation is entered into as to the location of the proposed Graving Dock until the Commissioners have had the benefit of Engineers opinion, and estimate of cost in respect to locality.

I have the honor to be, Sir,

Your most obedient servant,

(Signed),

J. B. MARTEL,

*Secretary-Treasurer Q.H.C.*

The Hon. A. MACKENZIE, M.P.,  
Prime Minister, Ottawa.

HARBOUR COMMISSIONERS' OFFICE,  
QUEBEC, 5th November, 1874.

SIR,—I have the honor to transmit to you, in accordance with a resolution adopted by this Board on the 29th ultimo, the copy of the Report on cost of proposed Graving Dock at Quebec, by Messrs Kinniple and Morris.

I remain, Sir,

Your most obedient servant,

(Signed).

J. B. MARTEL,

*Secretary-Treasurer.*

F. BRAUN, Esq.,  
Secretary Public Works Department,  
Ottawa.

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REPORT ON COST OF CONSTRUCTING A GRAVING DOCK AND OTHER  
WORKS EITHER AT NORTH OR SOUTH QUEBEC.

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3 WESTMINSTER CHAMBERS,  
LONDON, S.W., AND GREENOCK, N.B.,  
15th October, 1874.

*To the President and Commissioners of the Harbour at Quebec:—*

GENTLEMEN,—In continuation of our report dated 8th September, 1874, on sites for a Graving Dock, we beg herewith to report on the cost of constructing a Graving Dock at Sampson's Cove at North Quebec, and also of a Graving Dock between the Government wharf and Mr. Patton's saw mills on the Point Levis side of the River St. Lawrence.

If at Sampson's Cove, as observed in the supplementary report of the 9th September, 1874, it would be necessary, before commencing any of the permanent work, to pull down the existing wharves and to enclose the entire area by a coffer-dam.

This would probably cost about £25,000, as the coffer-dam would have to be erected on rock and all the gauge piles let into special shoes sunk in the rock.

It would also be requisite to procure suitable filling of clayey materials to back up the enclosing walls and coffer-dam, which might be difficult to obtain except at considerable cost.

The waste rock from the excavations could be used for rubble concrete for backing the walls, &c., it being entirely useless for filling purposes except when broken and washed in with hydraulic lime and sand, which would be too costly to be practicable.

The bottom also is very irregular, and the intermediate piles would probably, after having been driven, require to be drawn and re-driven, in order to fit them to the surface of the rock.

As far down as low-water mark, neap tides, a considerable portion might, instead of a timber coffer-dam, be of hammer-dressed stone work set in Portland cement, and backed with water-tight brick work, also in Portland cement, and this again backed in with clay filling or such suitable material as could be procured.

The coffer dam across the entrance to the Graving Dock would have to be of great strength and every care would be required during its erection, for probably with such a foundation to work upon a very considerable portion of a season would be spent in jumping holes for the reception of the special shoes of the gauge piles, and unless the intermediate or filling piles are driven and the dam filled in with clay and well weighted before the season is over, there would be considerable risk of the whole work being carried away by ice during the ensuing winter.

It must be borne in mind that if the Sampson's Cove site is decided upon there is no possibility of any future extension of the dock, and that owing to the ground being solid at the shore end only the cost would be materially increased.

With these remarks we, as requested, beg herewith to lay before you a preliminary report upon the mode of constructing and the probable cost of a Graving Dock at Sampson's Cove as per sketch attached hereto.

We have not as yet made a detailed survey or plan of site, but from the information in our possession we are in a position to state, with some degree of accuracy, that the probable cost of constructing a Graving Dock of the following dimensions and materials would be £110,000.

*Length of Dock along Centre Line.*

	Ft.	In.
Length of jaw or entrance to face of outer invert.....	35	0
Length of outer invert .....	16	0
Width of caisson berth or chamber.....	16	0
Length of inner invert.....	20	0
Length of floor of dock .....	500	0
<hr/>		
Total length of works .....	587	0
<hr/>		
Depth water on sill at at high water neap tides .....	20	0
Depth of water on sill at high water spring tides .....	24	6
Width of entrance (sides plumb).....	60	0
Radius of invert .....	100	0
Depth of water on floor of dock next inner invert at high water spring tides.....	25	6
Inclination of bottom of dock (or 15 in. in total length of floor).....	1 in	400 0
Width of body of dock at coping level .....	99	9
Between side walls at bottom altar .....	90	0
Width of floor between low altars at bottom of dock .....	58	3

We recommend these dimensions, as at a port like Quebec, where there is no wet dock, and where at times there might not be sufficient work to keep the Graving Dock fully occupied, the latter being of these dimensions could be used as a wet dock.

It will be observed that the dock has a width of body of 90 feet at high water neap tides, and will be of sufficient width and length to accommodate four ordinary-sized timber-carrying vessels, which could enter the dock and be kept afloat, with the coping at a constant level, so that loading would be greatly facilitated. This would be especially advantageous if railway communication were carried down to the dock side.

Again, when two ships are docked together along the centre line of blocks, or where four are docked on the side blocks, there would be considerable difficulty during a rapidly falling tide in getting the vessels properly shored and ready for taking the blocks.

It would be under these circumstances that provision for retaining water in the graving dock would be of the utmost use, for the level of the water could be lowered through the sluices inch by inch, as directed by the ship carpenters, until it fell to the level of the water in the river, when pumping could be started and the dock cleared of water within a few hours.

The general section of the dock is exceedingly plain, and all superfluous and costly masonry has been avoided.

At the head of the dock there are two slides for timber, each six feet in width, with stone steps between them and the sides of the dock.

Two similar steps and timber slides are shown immediately inside the entrance works; these may probably be found sufficient, but it is advisable that there should be at least one slide and steps about midway, and these we have shown on the upper or west side of the dock running through the side wall, and so arranged by arching over, that the continuity of the dock cope and altars is not interfered with.

Foot holes in the faces of the altars, and ladders up the sides, are placed at distances of 50 feet apart, to give additional means of access to the bottom and to the altars.

The ladder spaces up the sides are formed in the timber fenders, which are secured to the dock side walls.

There will be on each side of the bottom three lines of flat altars, formed of ordinary street kerb-stone, and the spaces between filled in with granite pitchers or causeway stones, laid and grouted in with a strong compound of Portland cement and coarse sand.

The keel blocks will be laid in three lines on a gridiron of whole timber groundways placed in trenches cut in the rock, and after the spaces between have been run in solid with Portland cement concrete, the whole will be covered with rock elm planking six inches thick, well spiked to groundways.

Between these lines the surface of the rock will be paved with causeway stones, the same as the side bottom altars.

Arterial drains will be laid under the floors and up the backs of the walls, as may be directed.

The faces of the dock side-walls, entrance, inverts, caisson chamber and entrance or river wings are to be of hammer-dressed stonework throughout.

All the exposed work, such as steps, timber slides, arches, inverts, altars, copings and quoins, &c., to be dressed.

The invert and stop-quin faces of the entrance, against which the leak faces of the caisson will abut, are to be of granite, fine axed, rubbed and glossed, to ensure perfectly water-tight joints.

We propose to back the whole of the walls with Portland cement rubble concrete below high-water mark, and with hydraulic lime concrete above that level.

The area around the dock, for the full width of the walls and backing, will be paved with pitchers laid and set in Portland cement.

The caisson and folding bridge will be similar to that now in successful operation at Greenock, where the dock can be opened or closed at any time of tide, thus allowing vessels to be docked whenever there is sufficient depth of water on the top of the blocks for their reception.

When the tide is flowing and is aided by an easterly wind, there would, even at a site where there is eddy water, like that at the Government wharf, be considerable difficulty in keeping a vessel on the fair line of entry to the dock; but, by waiting a short time, until the tide had commenced to ebb, the vessel would gradually swing with the tide against the wind, or *vice versa*, and thus give every facility for docking operations during boisterous weather, and for this among many other reasons, we consider it a very great advantage to have a caisson so constructed that it will open or close at any time of tide, as at Greenock, where it is opened or closed in less than three minutes, and frequently, when, on account of tide, wind, &c., it would be next to impossible to work gates or ordinary caissons.

The caisson will be of wrought iron, which, with care in fresh water, and a coat of paint every season, would last at least fifty years without repairs.

The caisson chamber is so formed that when the caisson is in, timber bulkheads, as shown on plan, might be lowered into grooves provided at the mouth of the chamber. These would form a gate for shutting out the water from the chamber during repairs.

From the chamber to the dock pump well, the bottom of which would be several feet below the floor of the caisson chamber, a drain-pipe would be led for the purpose of pumping out the chamber during the time the caisson was under repair, and further, we consider it very desirable that the caisson should be kept dry in the chamber, out of all danger during the winter season.

The pumping machinery would be wholly underground, and either arched over or covered with a stout timber roofing covered with asphalt and sand. Under such an arrangement the whole of the machinery would be situated at so low a level, and so well sheltered from frost, that the whole of the boilers and machinery would be kept in perfect order during the winter months.

A draining pump capable of delivering from the lowest depth, say 1000 gallons per minute, would keep the caisson chamber and pump well of dock entirely clear of water, and answer the double purpose of warming the engine and boiler house during the winter months.

We propose that the pumps should be centrifugal, fixed at a low level, and so arranged that they will never have a greater head of water to contend against than the difference between the level of the water inside and that outside of the dock.

We have provided in our estimate sufficient power to clear the dock of water

within three hours after the time of low water, which we consider ample, but if the Commissioners require the dock to be emptied in less than that time, the pumping power must be considerably increased.

The forementioned sum of £110,000 for a dock of the dimensions and class of work described, is, we believe, ample, but we have not taken into consideration the probable extra time that would be required for the construction of a dock on such a site beyond what would be required for a dock of similar dimensions at the Government wharf, Point Lévis.

If the site at Point Lévis were adopted, the cost of tidal work would be almost entirely avoided, as the upper end of the dock could be proceeded with as soon as the contract was let, and the men employed on this portion of the works could be shifted down to the low lying portions at time of ebb tide, and *vice versa*.

Ordinary tide work is most costly, for men usually receive a whole day's pay for each tide, irrespective of the time they are employed, but by the above method a full day's work is obtained from each man.

In dealing with this site we propose to run rubble concrete walls, formed of stones from the excavations at the head of the dock, and backed with clayey or other suitable materials, as far down as low water mark, Neap tides. From the ends of these walls, which would be founded on rock, we propose to start the coffer-dam, and to enclose the area in front of the entrance as shown on the accompanying plan.

A coffer-dam to be safe and water tight on a rock bottom, would have to be well secured to the rock, of great width of foundation, and so constructed that when it is required to be removed, no unnecessary expense will be incurred.

This site as will be seen from the longitudinal section is eminently suitable for founding the dock, for the level of the rock is within a foot or two of what is required for the entrance works, and gradually falls towards the river.

In no place is there a less depth than four feet below the cill, which may be regarded as a fortunate coincidence, as it will entirely avoid the costly and tedious operation of blasting below low-water mark to form a channel way to the dock.

This site also admits of the erection of a less costly coffer-dam, for here the depth to the rock below low water, although sufficient for the passage of vessels, is some 5 or 6 feet less than at Sampson's Cove, and again a temporary coffer-dam at this site would be little more than one-third of the length of that at Sampson's Cove, and could be proceeded with simultaneously with the works at the shore end.

The rock rises gradually towards the head of the dock, where it is found at a foot or two below the proposed finished coping level of the works.

From the upper portion of the dock there will be a large surplus of material from the rock excavations even after completion, although a large quantity will have been used in the rubble walls, and for backing, &c.

We believe that not only would such surplus be saleable for various purposes in connection with river works, but would be of considerable value to the Harbour Commissioners for concrete rubble backing, or similar purposes in the event of any harbor improvements being proceeded with on the north side of the river.

We estimate that to construct a Graving Dock on this site, of similar materials and dimensions as hereinbefore described, would cost £88,900, or about £20,000 less than at Sampson's Cove, with the additional advantage that it could be lengthened by 350 feet for the accommodation of small sailing and other vessels, at a cost of about £16,200, or a dock of a total length of 850 feet, could be had at a cost of £4,000 less than a dock of 500 feet at Sampson's Cove, which difference is chiefly caused by the outlay necessary for preliminary and temporary works at the latter site.

At the Sampson's Cove site we consider that the temporary works would be subject to considerable risk from floating ice and other dangers, and from the configuration of the river line, the entrance would be so situated as probably to induce settling within its jaw.

The small sketch plan showing Sampson's Cove is not from actual survey, but is taken from tracing of plan procured by our Mr. Morris when in Quebec, and from a published plan of the Port and Harbor of Quebec, dated 1861.

The plan of the site at the Government wharf, on which we have laid down position of proposed Graving Dock, is from actual survey by our Mr. Morris, and can be used in the preparation of contracts, plans, &c.

We have endeavored in our preliminary design and estimate to embrace all modern improvements in Graving Dock engineering, and we will be glad to give any further details or information you may require.

We have the honor to remain, Gentlemen,

Your obedient servants,

(Signed), KINNIPLE & MORRIS.

OTTAWA, 11th November, 1874.

SIR,—With reference to your letter of the 5th instant, transmitting copy of the Report of Messrs. Kinnipple and Morris on the cost of the proposed Graving Dock at Quebec, with plans, &c., I am to request you will be pleased to furnish the Report of the Harbor Commissioners on the same.

I have the honor to be, Sir,

Your obedient servant,

(Signed), F. BRAUN,  
*Secretary.*

J. B. MARTEL, Esq.,  
Secy.-Treasurer Harbor Commissioners,  
Quebec.

OTTAWA, 21st November, 1874.

SIR,—Having to attend the Courts in Quebec, I could not possibly remain any longer in Ottawa to place before you the memorial of my constituents upon the Graving Dock question, which will be handed to you by Mr. E. W. Sewell, a delegate from the Board of Trade of Lévis.

I have the honor to be, Sir,

Your most obedient servant,

(Signed), LOUIS H. FRECHETTE.

To the Honorable  
A. MACKENZIE,  
Prime Minister, &c., &c.

*To the Honorable A. Mackenzie, Premier, Ottawa.*

The Petition of the Lévis Board of Trade,—HUMBLY SHEWETH,—

That you are likely very soon to be called upon to approve of a site for a Graving Dock in the Harbour of Quebec, and you are probably aware that the eminent English engineers, Messrs. Kinniple and Morris, after a careful inspection and survey of the harbour, have chosen a site on the Government property at Point Lévi as possessing many advantages that are nowhere else to be found in the vicinity of Quebec, of which the following are a few, viz.: the smallest amount of coffer damming, rock foundation, open water late in the fall and early in the spring, and no ice passing in winter to damage the works, as all the ice is carried by the current to the north. There is also a regular ferry, in summer, between Quebec and the wharf on the same property, distant about  $1\frac{1}{2}$  miles.

The above site has also the advantage that the dock could be lengthened in future to any extent necessary at a trifling cost, and may probably have the Grand Trunk Railway passing very near it soon, as it is now in contemplation to take a branch from St. Charles to the present depot by way of the beach at Point Lévi.

We also beg to state that, according to the estimates received from London a few days since, a dock, on the Quebec side, of 500 feet, would cost £110,000 sterling, and one the same at Lévis, £88,700 sterling, showing a difference of £21,100 in favor of Point Lévi. Also a dock at Lévis of 850 feet can be built for £106,000, or £4,000 less than one of only 500 feet on the Quebec side.

We would also respectfully represent that, every season, 400 or 500 vessels load at the Lévis side of the harbour, whose tonnage dues go to Quebec, and not one cent has ever been spent on the south side for improvements.

Therefore this Board respectfully asks that, whatever decision is come to, it shall be after justice shall have been done to Point Lévi; and with a full sense of the fair play of yourself and colleagues, we leave the matter in your hands, feeling that we have nothing to fear. And as in duty bound, your petitioners will ever pray.

(Signed), J. H. SIMMONS,  
*President.*  
“ L. G. DESJARDINS,  
*Secretary.*

POINT LEVI, 14th November, 1874.

(Translation.)

OFFICE OF THE BOARD OF TRADE,  
LÉVIS, 18th November, 1874.

SIR,—I have the honor to transmit to you the following Resolution unanimously adopted at a meeting of the members of the Council of the Board of Trade, held this day at noon.

It was proposed by Mr. C. Dagneau, seconded by Mr. P. C. Dumontier, and resolved :—“That this Council approves of the Petition—which has been read to it—addressed to the Honorable Alexander Mackenzie, Ottawa, respecting the selection of St. Joseph de Lévis as the site for the Graving Dock, and request L. H. Fréchette, Esq., M.P., to present it to the Prime Minister and to support it with his influence before the Federal Government.”

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

(Signed), L. G. DESJARDINS,  
*Secretary.*

L. H. FRÉCHETTE, Esq.,  
Quebec.

BOARD OF TRADE OFFICE,  
LÉVIS, 18th November, 1874.

SIR,—I have the honor to address you the following motion, unanimously adopted at a meeting of the Council of the Board of Trade, held at noon to-day.

It was moved by J. M. Belleau, Esq., seconded by J. B. Michaud, Esq., and resolved :—“That E. W. Sewell, Esq., be requested to act as our delegate to the Ministry at Ottawa, in conjunction with L. H. Fréchette, Esq., M.P., to support the claims of Point Lévis to the proposed Graving Dock.”

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

(Signed), L. G. DESJARDINS,  
*Secretary.*

E. W. SEWELL, Esq.,  
Lévis.



BOARD OF TRADE OFFICE,  
LÉVIS, 20th October, 1874.

SIR,—The President of the Board of Trade of this town has been pleased to direct me to address you a copy of the following motion, unanimously adopted at the last meeting of the Council.

It was moved by C. W. Carrier, Esq., seconded by Jacques Jobin, Esq., and resolved :—“That this Council, after hearing the very interesting explanations of E. W. Sewell, Esq., on the possibility of navigating the Gulf and River St. Lawrence up to Quebec during winter season, is convinced that the said navigation is practicable. Therefore, this Council is confident that the Federal Government will seriously take into consideration that very important question to the Dominion at large.”

I have the honor to be, Sir,

Your obedient servant,

(Signed), L. G. DESJARDINS,  
*Secretary-Treasurer.*

E. W. SEWELL, Esq.,  
Lévis.

OFFICE OF THE QUEBEC BOARD OF TRADE,  
QUEBEC, 11th November, 1874.

DEAR SIR,—I have much pleasure in enclosing you the following copy of a resolution passed unanimously by the Council of the Quebec Board of Trade, on the subject of the winter navigation of the St. Lawrence, so ably and satisfactorily submitted by you to the Council.

I am, dear Sir,

Yours very truly,

(Signed), J. W. GRANT,  
*Secretary.*

E. W. SEWELL, Esq.,  
Quebec.

(Translation.)

*To His Excellency the Governor General of the Dominion of Canada, and to the Honorable Ministers forming Her Majesty's Council for the said Dominion.*

The petition of the undersigned, residing in the Parish of St. Joseph de Lévis, and in the Village of Lauzon. Respectfully sheweth :—

That it is important for the country in general and for our district in particular, that a Graving Dock should be constructed in the Harbour of Quebec for sea-going vessels.

That, according to the report of Messieurs Kinniple and Morris, eminent English Engineers, commissioned to visit the harbor of Quebec and select the most advantageous position for the construction of the said docks, that position was found to be on the south shore, within the limits of the Parish of St. Joseph de Lévis.

That in the opinion of all competent and disinterested persons that report is perfectly correct, and that the site chosen, at the Government wharf at St. Joseph, offers in reality, for the construction of the said dock, advantages far superior to those of all other localities.

That within the limits of the Parish of St. Joseph is to be found an immense working population, industrious and more than sufficient for the construction of the said dock and the repairing of vessels.

That the projected branch lines to this place of the Intercolonial Railway and those of the Kennebec Railway, will carry to the dock itself, at all seasons of the year, the materials necessary for the repairing of vessels.

That for these reasons and for a great number of others which would be too long to enumerate, and which are mentioned in the report of Messieurs Kinniple and Morris, it is advisable that the site at St. Joseph de Lévis should be selected to the exclusion of any other for the construction of the Graving Dock in the Harbor of Quebec.

Wherefore, the undersigned humbly pray that you will decide in favor of the most favorable site mentioned in the report of Messieurs Kinniple and Morris, feeling certain that by so doing you will greatly contribute to the general benefit of the trade of a very large portion of the Dominion.

And your petitioners will ever pray, &c.

(Signed),

E. FOFARD, *Ptre. Curé*,  
and 1,011 others.

POINT LÉVIS, 16th November, 1876.

*To the Honorable Alexander Mackenzie, Premier and Minister of Public Works, Ottawa.*

SIR,—The petition of the undersigned, citizens of the Town of Lévis, Village of Bienville and Parish of Notre Dame de Lévis, both humbly represent:—

That whereas the report of the Engineers, Messrs. Kinniple and Morris, directed by the Commissioners of the Harbour of Montreal and Quebec, to select the site best adapted for the construction of a graving dock; shows that the Government property situated in the Parish of St. Joseph is superior for that purpose in every respect to any other locality in the harbour of Quebec; it would be an injustice to the public in general, and to your petitioners in particular, if said report was to be put aside and its conclusions disregarded.

Therefore your petitioners do humbly pray that the said report be taken into your most favourable consideration, and the question decided fairly and on its merits only, that is according to the opinion of competent and disinterested parties as Messrs. Kinniple & Morris.

(Signed),

P. G. ROY, *Maire*,  
and 189 others.

LÉVIS, 12th November, 1874.

OTTAWA, 1st December, 1874.

SIR,—I beg to acknowledge receipt of your letter of the 21st inst., transmitting several petitions from the inhabitants of the town and county of Lévis, praying that the proposed Graving Dock, be constructed at Point Lévis.

I have, &c.,

(Signed),

F. BRAUN,  
*Secretary.*

L. H. FRÉCHETTE, Esq., M.P.,  
Point Lévis.

QUEBEC, 11th December, 1874.

DEAR SIR,—I have the honor to transmit you the enclosed petitions on the part of the citizens of Lévis, regarding the Graving Dock question.

Yours very truly,

(Signed),

LOUIS H. FRÉCHETTE.

To Honorable  
A. MACKENZIE, Premier.

LÉVIS, 11th December, 1874.

*(Translation.)*

HONORABLE SIR:—We have the honor to forward you the following Resolution, which was unanimously adopted, on the 23rd November last, by the Council of the town of Lévis:—

“ Moved by Councillor Louis Bégin, seconded by Councillor E. Dussault, and resolved:—That the honorable members of the Dominion Government, and in particular the Honorable the Prime Minister and Commissioner of Public Works, be humbly requested to take into their most favourable consideration the report of Messieurs Kinniple & Morris, respecting the choice of a site for the construction of a Graving Dock in the Harbour of Quebec, and to adopt its conclusions by selecting *Indian Cove* at St. Joseph de Lévis for the construction of the said dock, and that the present resolution be placed in the hands of J. H. Fréchette, Esq., M.P., to be presented to the proper person.

“ We have the honor to be, honorable Sir,

“ Your obedient servants,

“(Signed), GEORGE COUTURE,  
“ *Mayor.*

“(Signed), FLAVIEN ROY,  
“ *Secretary.*

To the Hon. A. MACKENZIE,  
Prime Minister and Commissioner of  
Public Works, Ottawa.

LÉVIS, November 12th, 1874.

SIR,—The petition of the undersigned citizens of the Town of Lévis, Village of Bienville and Parish of Notre Dame de Lévis, both humbly represent:—

That, whereas the report of the Engineers—Messrs. Kinniple and Morris, directed by the Commissioners of the Harbour of Montreal and Quebec, to select the site best adapted for the construction of a Graving Dock, shows that the Government property situated in the Parish of St. Joseph is superior for that purpose in every respect to any other locality in the harbour of Quebec, it would be an injustice to the public in general, and to your petitioners in particular, if said report was to be put aside, and its conclusions disregarded.

Therefore, your petitioners do humbly pray that the said report be taken into your most favorable consideration, and the question decided fairly and on its merits only, that is according to the opinion of competent and disinterested parties as Messrs. Kinniple and Morris.

(Signed), JULES LEPAGE,  
and 110 others.

To the Hon. ALEX. MACKENZIE,  
Premier and Minister of Public Works, Ottawa.

*(Translation.)*

BIENVILLE, 10th November, 1874.

SIR,—We have the honor to forward you the following Resolution, unanimously adopted on the 9th of the present month by the Municipal Council of the Village of Bienville:—

“ Moved by Paschal Morin, seconded by Pierre Duclos, Jun., and resolved:—That the Honorable Members of the Dominion Government, and particularly the Prime Minister and Commissioner of Public Works, be humbly requested to take into their most honorable consideration the report of Messieurs Kinniple and Morris, respecting the choice of a site for the construction of a Graving Dock in the Harbour of

"Quebec, and to adopt its conclusions by selecting Indian Cove at St. Joseph de Lévis  
 "for the construction of the said dock, and that this resolution be placed in the hands  
 "of L. H. Fréchette, Esq., M.P., to be delivered to the proper person."

We have the honor to be, Honorable Sir,

Your obedient servants,

(Signed),

JEAN SAMSON, *Mayor*.

BERNARD BOUCHARD,

*Secretary-Treasurer.*

LÉVIS, November 12th, 1874.

SIR,—The petition of the undersigned citizens of the Town of Lévis, Village of Bienville and Parish of Notre Dame de Lévis, both humbly represent :

That, whereas the report of the Engineers, Messrs. Kinniple and Morris, directed by the Commissioners of the Harbour of Montreal and Quebec to select the site best adapted for the construction of a Graving Dock, shows that the Government property, situated in the Parish of St. Joseph, is superior for that purpose in every respect to any other locality in the Harbour of Quebec, it would be an injustice to the public in general, and to your petitioners in particular, if said report was to be put aside and its conclusions disregarded.

Therefore, your petitioners do humbly pray that the said report be taken into your most favorable consideration, and the question decided fairly and on its merits only, that is, according to the opinion of competent and disinterested parties as Messrs. Kinniple and Morris.

(Signed),

ISIDORE BÉGIN, *Maire*,

and 275 others.

To the Hon. ALEX. MACKENZIE,

Premier and Minister of Public Works, Ottawa.

OTTAWA, 23rd Dec., 1874.

SIR,—I beg to acknowledge the receipt of your letter of the 11th inst., transmitting two petitions from some of the inhabitants of the Town of Lévis, Village of Bienville, and Parish of Notre Dame de Lévis, praying that St. Joseph de Lévis be selected as the site for the proposed Graving Dock.

I have the honor to be, Sir,

Your obedient servant,

(Signed),

F. BRAUN,

*Secretary.*

L. H. FRÉCHETTE, Esq., M.P.,  
 Lévis, P.Q.

To the Honorable Alexander Mackenzie, Premier and Minister of Public Works, Ottawa.

SIR,—The petition of the undersigned citizens of the Town of Lévis, Village of Bienville, and Parish of Notre Dame de Lévis, both humbly represent :

That, whereas the report of the Engineers, Messrs. Kinniple and Morris, directed by the Commissioners of the Harbors of Montreal and Quebec to select the site best adapted for the construction of a Graving Dock, shows that the Government property situated in the Parish of St. Joseph is superior for that purpose in every respect to any other locality in the Harbour of Quebec, it would be an injustice to the public in general, and to your petitioners in particular, if said report was to be put aside and its conclusions disregarded.

Therefore, your petitioners do humbly pray that the said report be taken into your most favorable consideration, and the question decided fairly and on its merits only—that is, according to the opinion of competent and disinterested parties as Messrs. Kinniple and Morris.

(Signed), E. DUSSAULT,  
and 101 others.

LÉVIS, Nov. 12th, 1874.

HARBOR COMMISSIONERS' OFFICE,  
QUEBEC, 30th December, 1874.

SIR,—I have the honor to call your particular attention on the 4th Report from Messrs. Kinniple and Morris upon a site for a Graving Dock, which I put under this cover.

Yours respectfully,  
(Signed), J. B. MARTEL,  
*Secretary-Treasurer.*

F. BRAUN, Esq.,  
Secretary Public Works Department,  
Ottawa.

3 WESTMINSTER CHAMBERS, LONDON, S.W.,  
AND GREENOCK,  
12th December, 1874.

*To the President and Commissioners of the Harbor of Quebec.*

GENTLEMEN,—We have, at your further request, examined Wolf's Cove and the property upon, or in front of, St. Paul Street, as proposed sites for the Graving Dock.

It has been necessary, with the view of making an approximate estimate of the cost of constructing a Graving Dock at each site, to undertake a series of borings and soundings at both places.

#### WOLF'S COVE SITE

We are of opinion that the most favorable position for the construction of a Graving Dock at this Cove is that shown on the accompanying plan lettered A.

On referring to the plan it will be seen that the distance from the turnpike road to low-water line, measured on the centre line of dock, is about 900 feet, and about 550 feet from low-water line to the general line of wharves or head of dock; the difference of 350 feet between the above figures represents the extent to which the Graving Dock can be lengthened at any future time.

In boring, the rock was found at a depth of 10 feet 6 inches below low-water level at low-water mark. It will be noticed that the entrance works are shown inside the low-water line, at which point the rock would be found at the required level of about 8 feet below low-water level. The rock at head of Graving Dock next wharves is at a level of 6 feet 9 inches below high water.

A certain amount of dredging would be required to form a channel-way or approach to the Graving Dock; some portion of the Fly Sand Bank would also have to be dredged to give room for the docking of large steamers.

From data which we have obtained we are in a position to state with some degree of accuracy, that the probable cost of constructing a Graving Dock at this site, of the dimensions and materials specified in our report of the 15th October, 1874, would be £105,000 sterling.

As in similar low-lying fore shores there will be a considerable amount of earth filling requisite adjoining the Graving Dock, to form ground for the erection of workshops and other buildings.

As mentioned in our first report, the Graving Dock, if constructed at this Cove, will be closed all the winter by solid ice.

If the Graving Dock is constructed at this Cove, a considerable area of land and property would have to be purchased.

ST. PAUL STREET SITE.

On the accompanying plan lettered B, represents, all things considered, probably the best position for the construction of a Graving Dock at this site.

Boring was commenced at a point 150 feet out from high water mark, measured along the centre line of Graving Dock. No rock was found at a depth of 12 feet below low-water level, the strata passed through being sand, hard gravel, blue clay and finally into hard gravel.

At about the level of low-water mark and entrance works of dock, two bore holes were sunk, and passed through similar strata as that just mentioned.

A bore hole was sunk at a point 100 feet from the end of Mr. Laroche's wharf, measured along the north side towards the shore, and 40 feet out, the strata passed through being the same as before, viz. :—sand, hard gravel, blue clay and gravel. Eleven feet was the depth reached below low water.

At a point 200 feet from the end of the last mentioned wharf measured along the north side, and then seventy feet out to the north, the boring tool was sunk through about eighteen inches of sand, and then into a fine solid stratum of stiff blue clay, 10 feet thick, the total depth bored being below the body of the dock works; it was not thought necessary to go any lower.

Again measuring along the north side of this wharf, for a distance of 325 feet from the end, towards the shore, and about 90 feet out to the north, another bore hole was sunk, the tool passing through 18 inches of sand, and into 9ft. 6in. of stiff blue clay.

Passing to the south side of the wharf, and measuring a distance of 266 feet from the end towards the shore, and about midway between the wharves, a bore hole was sunk through 18 inches of sand, and through ten feet of stiff blue clay.

At the point R where the centre line of the dock crosses the southern side of Mr. Laroche's wharf, we were informed, and there is also we believe a prevalent opinion, that the solid rock is to be seen at about the level of low water; and further, we were apprised of the fact that the rock at that spot was levelled by blasting for the purpose of berthing small vessels. From borings made near the shore, and already described, and from a close examination of the exposed rock, we felt convinced that this could hardly be the solid rock. To test it, advantage was taken at low water to excavate a large hole a few feet off, and before the rise of the next tide a depth of four feet was obtained. The excavated material consisted of gravel and large boulder stones, some so heavy that one man could not lift them. Many attempts were made to drive a pointed iron bar, but failed to get it down more than a few inches by reason of the boulders.

An opportunity presented itself of sinking a bore hole at the point H. on plan lettered B (attached to this report) which is at a distance of 175 feet from the Commissioners' wharf and in line thereof, and on the line of low water mark; the side being low a hole was excavated some distance below low water through sand and a stiff stratum of blue clay about two feet thick. A total depth of ten feet below low water was reached, the stratum at this depth being a compact gravel; these results agree pretty closely with those obtained at the proposed entrance to the Graving Dock.

We have been somewhat particular in describing the results of these borings in order that the Commissioners may form an idea of the nature of the bottom in this locality.

From these borings we are led to doubt whether any of the wharves have been built as stated on the solid rock.

Speaking generally we may consider if the Graving Dock is constructed at this

site (and at the point shown on plan) that one half of it would be on a good clay foundation and the other on a hard compact gravel.

A considerable amount of dredging would be necessary to form an approach or channel way from about the middle of the Commissioners wharf to the entrance of Dock.

From details mentioned herein and other data acquired, we are able to state, with some degree of certainty, that the probable cost of constructing a Graving Dock at this site, of the dimensions and materials specified in our report of 15th October, 1874, would be, inclusive of dredging, £100,000 sterling.

A Graving Dock constructed at this site would be closed all the winter by solid ice.

A large amount of earth filling would be requisite adjoining the Graving Dock to make ground for the erection of workshops and other buildings.

Should it be determined to build the Graving Dock at this site, a considerable area of land and property would have to be purchased.

By purchasing property right up to St. Paul street the Graving Dock could be extended at any future time about 200 feet.

In the event of either of these sites reported on being selected for the construction of the Graving Dock, we should require to be supplied with detailed surveys, levels and borings for the preparation of the contract drawings and specifications.

We have the honor to be, gentlemen,

Your obedient servants,

(Signed), KINNIPLE & MORRIS.

OTTAWA, January 18th, 1875.

SIR,—I am desired to acknowledge receipt of your communication of the 30th ult., transmitting for the information of this Department, Report No. 4, on the site of the proposed Graving Dock at Quebec, together with plans prepared by Messrs. Kinniple & Morris, Civil Engineers.

I have the honor to be, Sir,

Your obedient servant,

(Signed), F. BRAUN,  
*Secretary.*

J. B. MARTEL, Esq.,  
Sec.-Treasurer, Quebec Harbor Commissioners,  
Quebec.

*To His Excellency the Right Honorable Earl of Dufferin, Governor General of the Dominion of Canada and Vice Admiral of the same.*

CITY HALL,  
QUEBEC, 31st December, 1874.

The Petition of the Corporation of the City of Quebec:—HUMBLY SHEWETH,—

That it is in contemplation to construct graving docks and other improvements in the harbour of the City of Quebec for the accommodation of the extensive shipping coming to this port, and which the manifold means of communication now existing, and every day opening up, with the western country are likely materially to increase;

That the mouth of the River St. Charles offers great natural facilities and advantages for the placing of these improvements in this locality;

That the large extent of ground available at this point would enable the Harbor Commissioners to place the graving and all other docks and improvements there, thus bringing together all these improvements for the easy and prompt despatch of grain and other articles;

Wherefore, your petitioners humbly pray that Your Excellency will be pleased to direct that the Graving Dock be constructed at the mouth of the River St. Charles, as the most suitable and advantages site for such a work.

And, as in duty bound, your Council will ever pray.

(Signed),

J. MURPHY.

*Mayor.*

(Translation.)

LAUZON VILLAGE COUNCIL.

Special meeting, held 19th January, 1875. Present:—The Mayor, Mr. Charles Bourget, and Councillors F. X. Couillard, P. Bourget, G. Bégin, V. Montminy, A. Théberge and Edward Bergeron.

Moved by F. X. Couillard, seconded by Mr. G. Bégin, and resolved unanimously,—

That in view of a motion passed at a meeting of the Quebec City Council, promising to pay the interest on £20,000 if the Government decide to build the Graving Dock in the River St. Charles, this Council considers it their duty to represent to the Federal Government:—

That as it is proposed to construct the Graving Dock in the Port of Quebec to meet the requirements of the general trade of the Dominion, the site recommended by Messrs. Kinniple & Morris, the able and disinterested engineers of the Quebec Harbor Commission, as the best adapted for its construction, should be selected without reference to the offers of the Quebec City Council;

That all disinterested persons in the District of Quebec are unanimous in their recognition of the absurdity of constructing the Graving Dock in River St. Charles, and have every reliance that the Federal Government will not allow, at the expense of the trade of the Dominion in general, and of the Port of Quebec in particular, of the waste of one hundred thousand pounds, which it is desired to effect in order to attract a little trade to Quebec, and to benefit its mechanics for a time.

That the very offer of the payment of interest by the Quebec City Council as a compensation for the greater cost of the work is a conclusive proof of the small advantages afforded by the River St. Charles site for the construction of the Graving Dock as compared with that recommended at St. Joseph de Lévis;

That the amount of interest offered by the City of Quebec, if it should compensate for the increased cost of construction, would not meet the increased cost of repairs to the dock rendered necessary especially by its bad situation, constructed as it will be in a place which is difficult of access in consequence of the sand bars which collect there, and of the ice which remains in that place much longer than anywhere else in the Port of Quebec;

And that a copy of this resolution be transmitted immediately by the Secretary to the Federal Government at Ottawa.

(Signed),

M. BOURGET,

*Secretary-Treasurer of the Council.*

(Translation.)

OTTAWA, 2nd February, 1875.

SIR,—I am directed to acknowledge receipt of copy of a resolution of the Council of the Village of Lauzon, recommending St. Joseph de Lévis as the most advantageous site for a Graving Dock in the Port of Quebec.

I have the honor to be, Sir,

Your obedient servant,

(Signed),

F. BRAUN.

M. BOURGET, Esq.,

Secretary-Treasurer of the Council,

Village of Lauzon,

County of Lévis, Quebec.



*To His Excellency the Right Honorable Earl of Dufferin, Governor General of the Dominion of Canada, and Vice-Admiral of the same.*

The Petition of the Corporation of the City of Quebec, HUMBLY SHEWETH:—

That an Engineer employed on behalf of the Quebec Harbor Commission, has reported to the following effect, namely,—that while it may be desirable for many reasons to build the proposed Graving Dock at the mouth of the River St. Charles, and that it is quite feasible to do so, yet the cost of construction at this place will be some twenty thousand pounds more than at a locality pointed out by him in the said Report.

That, convinced of the great importance of placing this dock in a situation accessible to the laboring population, convenient to the shipping instead of at a distance of three miles from the city, and believing that it should form an important part of a comprehensive plan of harbor improvement, and as such would best serve the interests which it is desired to promote, the Council of the City of Quebec, on behalf of the City, have

*Resolved*, That should the Government grant the prayer of this Council recently forwarded, and locates the Graving Dock at or near the mouth of the River St. Charles, the City Council will pay annually to the order of the Dominion Government the interest on the twenty thousand pounds, should such extra expenditure be necessitated by such action.

Wherefore, your petitioners humbly pray that Your Excellency will be pleased graciously to grant the prayer of the petition already submitted by your petitioners, on the condition acquiesced in by this petition, if judged necessary by Your Excellency.

And your petitioners, as in duty bound, will ever pray.

(Signed),

J. MURPHY,

*Mayor.*

CITY HALL,  
QUEBEC, 26th January 1875.

HOUSE OF COMMONS,  
8th February, 1875.

DEAR SIR,—I take the liberty of sending you herewith a petition on the part of the Municipal Council of Lauzon, in reference to the Quebec Harbor Graving Dock.

Most respectfully yours.

(Signed),

L. H. FRÉCHETTE.

Hon. A. MACKENZIE,  
&c., &c., &c.

(Translation.)

PROVINCE OF QUEBEC.

*Municipality of the Parish of St. Joseph de Lévis.*

At a general meeting of the Municipal Council of the Parish of St. Joseph de Lévis, held in the usual place of meeting of the said Council, in the public hall of the said Parish, on Monday, 1st February, A.D., 1875, under the provisions of the Municipal Code of the Province of Quebec; at which meeting were present:—

The Mayor, Theodore Samson; and Councillors Théodore Guay, Francois Louis Guay, Joseph Ruel, Elie Guay and Michel Guay, forming a *quorum* under the presidency of the Mayor.

Moved by Michel Guay, and seconded by Théodore Guay, and resolved unanimously:—

That this Council having learned, through the public papers, that the Council of the City of Quebec has, at a meeting thereof, adopted a resolution in which it offers

to pay to the Government the interest of eighty thousand dollars, if the latter decide to build the Graving Dock in the River St. Charles, on the Quebec side, this Council consider it their duty to represent to the Federal Government;

That inasmuch as the Graving Dock is to be constructed in the Port of Quebec in order to promote the trade of the Dominion, the locality admitted to be suitable in the report of Kinniple & Morris, Engineers of the Quebec Harbour Commission, as being the best adapted for the construction of the dock, should be chosen without any reference to the offer of the Quebec City Council;

That all disinterested persons in the District of Quebec are unanimous in admitting the disadvantages which would result from building the Graving Dock in the River St. Charles, and they feel certain that the Federal Government will not tolerate, at the expense of the trade of the Dominion in general and of the Port of Quebec in particular, the waste of a sum of eighty thousand dollars, which it is desired to commit, in order to attract a little trade to Quebec, and to benefit its working classes for a time;

That the very offer of this interest, to compensate for the increased cost of the work, is a strong proof of the small advantage afforded by the River St. Charles, as the site for the building of the Graving Dock as compared with that recommended at St. Joseph de Lévis;

That the interest offered by the City of Quebec, if it should cover the increased expense of building would not meet the increased repairs which must be made yearly, necessitated especially by its bad situation, constructed as it will be in a place difficult of access, owing to the sand bars which accumulate there, and also to the ice which remains longer in that place than in any other part of the Port of Quebec;

That we deem it our duty to mention that there will be found in the Parish of St. Joseph a sufficient number of workmen to work at the building of the Graving Dock; this may be seen from the large number of vessels built every year on the south shore, and more especially at St. Joseph.

We agree with the report of the said Engineers in the opinion that St. Joseph is the best site in the whole port of Quebec for the building of the Graving Dock;

That a copy of this resolution be transmitted by the Secretary to the Federal Government at Ottawa.

(Signed), THEODORE SAMSON,  
*Mayor.*

Certified,  
(Signed), CYRILLE SAMSON,  
*Secretary-Treasurer.*

(True Copy.)  
(Signed), C. SAMSON,  
*Secretary-Treasurer.*

(Translation.)

OTTAWA, 12th February, 1875.

SIR,—I am instructed to acknowledge the receipt of the letter addressed by you to the Honorable the Minister of Public Works, under date of the 8th instant, enclosing the petition of the Municipality of St. Joseph de Lévis wherein the petitioners pray that the Graving Dock to be built in the Port of Quebec may be placed on the Lévis side.

I have the honor to be, Sir,

Your obedient servant,

(Signed), F. BRAUN,  
*Secretary.*

L. H. FRÉCHETTE, Esq., M.P.,  
House of Commons, Ottawa.

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CITY HALL, QUEBEC,  
25th February, 1875.

At a special meeting of the Council of the City of Quebec, held on the 15th January last, it was resolved,

That a memorial from this Council be addressed to the Dominion Government, setting forth :

That an engineer employed on behalf of the Quebec Harbor Commission has reported in effect that while it may be desirable for many reasons to build the proposed Graving Dock at the mouth of the River St. Charles, and that while so doing is quite feasible, yet the cost of construction at this place will be some £20,000 more than at a locality pointed out by them in said report.

Therefore, seeing the great importance of placing this dock in a situation accessible to the laboring population, convenient to the shipping, instead of three miles from the city, and believing that it should form one important part of a comprehensive plan of Harbor improvement, and as such will best serve the interests which it is desired to promote, this Council, on behalf of the City, hereby resolves that should the Government grant the prayer of this Council recently forwarded, and locate the Graving Dock at or near the mouth of the St. Charles, this City will pay annually to the order of the Dominion Government the interest of the £20,000. should such extra expenditure be necessitated by such action.

Certified,

(Signed), S. A. CANNON,  
*City Clerk.*

## RETURN

To an ADDRESS of THE HOUSE OF COMMONS, dated 6th March, 1876 ;—For copies of all Reports by Engineers, Reports from the Quebec Harbor Commission, documents, correspondence and Orders in Council relating to the selection of the site for the construction of a Graving Dock at the Port of Quebec.

By Command.

R. W. SCOTT,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 16th March 1876.

HARBOUR COMMISSIONERS' OFFICE,  
QUEBEC, 20th April, 1875.

SIR,—I have the honor to inform you that at the last meeting of the Board of the Quebec Harbour Commissioners, held at their office, Dalhousie Street, on Saturday, the 17th instant, true copies of the Acts 58th Vic., Cap. 55 and 56, were laid before them and taken into consideration, when it was resolved :—

“That the Commissioners learn for the first time, and with much surprise, that not only have the Montreal Harbour Commissioners been exempted from their promised contribution of \$5,000 per annum towards the interest on the cost of the proposed Graving Dock, but the sum agreed upon as the contribution of the Quebec Harbour Commissioners has been increased by that amount ;

Ordered that a copy of the foregoing resolution be forwarded to the Honorable the Minister of Public Works, and to the Honorable the Minister of Marine and Fisheries, together with copies of the correspondence with the Montreal Harbour Commissioners, showing their consent to the contribution on the abandonment of the proposed tax on ships.”

Enclosed are copies of said correspondence (Nos. 1,549, 1,552.)

I have the honor to be, Sir,

Your most obedient servant,

(Signed),

J. B. MARTEL,

*Secretary-Treasurer.*

To the Hon. ALEX. MACKENZIE, M.P.,  
Premier and Minister of Public Works, Ottawa.

HARBOUR COMMISSIONERS' OFFICE,  
MONTREAL, 4th July, 1874.

SIR,—I have the honor, by desire of the Harbour Commissioners of Montreal, to transmit herewith for the information of the Quebec Harbour Commissioners, extract from the minutes of proceedings of this Board, at a meeting held on the 2nd instant.

MINUTES.

“ The Committee appointed to meet the deputation from Quebec, respecting the construction of a Graving Dock, beg to report: That the deputation from Quebec fully concurred with your Committee in the necessity for the proposed work, and it being understood that the Government will furnish the necessary means for its cost, on condition that a guarantee of \$10,000 per annum be given towards defraying the annual interest, your Committee agree to recommend that this Board shall guarantee the payment of \$6,000 per annum, on the condition that the Quebec Harbour Commission shall undertake the guarantee of the remaining sum, \$4,000, it being a condition that the selection of site and superintendence of the work shall be placed in the hands of a competent engineer or engineers, approved of by both trusts, and that no special tax shall either now or hereafter be levied to defray the charge, and that the Montreal Harbour Board shall be allowed such representation in the management of the Graving Dock as their proportion of the guarantee entitles them to claim.

“ Mr. Cramp moved the adoption of the report, which was carried, and that the same be communicated to the deputation from Quebec.”

I have the honor to be, Sir,

Your obedient servant,

(Signed), H. H. WHITNEY,  
*Secretary.*

J. B. MARTEL, Esq.,  
Secretary Quebec Harbour Commission.

QUEBEC, 3rd July, 1874.

The Special Committee appointed to meet the deputation from the Montreal Harbor Commission, on the subject of the Graving Dock, beg to report that they met these gentlemen in Montreal, on Thursday last.

Your Committee proposed a tax of one cent per ton on ocean steamers, and that the two Trusts should each pay the balance over the amount the tonnage tax would yield in equal proportions—the total amount not to exceed \$10,000.

The Montreal Committee objected altogether to any tax on shipping, and proposed that the two Commissions should contribute out of their common funds the sum of \$10,000 per annum, and the dock to be built in the Harbor of Quebec.

After considerable discussion it was agreed to recommend that the two Boards should guarantee to the Government the payment of \$10,000 per annum, the Montreal Harbour Trust to pay \$6,000 and the Quebec Harbour Trust, \$4,000; the selection of the site and the superintendence of the work to be regulated on the advice of competent engineers. It was also suggested that a special committee of members of both Commissions be named for the management of the Graving Dock.

All of which is respectfully submitted.

(Signed), JAMES G. ROSS,  
*Chairman of Committee.*

To the Quebec Harbor Commissioners.

OTTAWA, 4th May, 1875.

SIR,—I am directed by the Minister of Public Works to acknowledge receipt of your letter of the 20th ult., transmitting copy of a Resolution passed at a meeting of  
20.

the Harbour Commissioners of Quebec, relative to the contribution to be paid by the Harbour Commissioners of Quebec and Montreal respectively, towards the construction of the proposed Graving Dock in the Port of Quebec.

I have, &c.,  
(Signed), F. BRAUN,  
*Secretary.*

J. B. MARTEL, Esq.,  
Secretary Quebec Harbor Commissioners,  
Quebec.

MONTREAL TELEGRAPH COMPANY.  
OTTAWA, May, 10th, 1875.

(No. 143.—Time 1:45.)

*By Telegraph from Quebec to F. Braun.*

How is it can get no answer from Department? Wrote and telegraphed to Mr. Mackenzie. Telegraphed to yourself on Saturday. Please answer immediately; most important.

(Signed), L. H. FRÉCHETTE.

MONTREAL TELEGRAPH COMPANY.  
OTTAWA, May 8th, 1875.

(No. 142.—Time 2:55.)

*By Telegraph from Quebec to F. Braun.*

P. W. R.'s

Last fall wrote to Department about Graving Docks; letter not being published among other documents. Lévis newspaper contests its existence. Public meeting Monday evening. Exceedingly important to have proof that letter was only lodged. Mr. Mackenzie being absent please enquire and send official answer by telegraph to Albion Hotel, Quebec.

(Signed), L. H. FRECHETTE.

*(Telegram.)*

OTTAWA, 10th May, 1875.

Several letters received from you transmitting petitions relative to proposed Graving Dock. The one to which you refer must have been mislaid.

(Signed), F. BRAUN,  
*Secretary.*

L. H. FRÉCHETTE, M. P.,  
Albion Hotel, Quebec.

*(Translation.)*

*To the Honorable the Minister of Public Works, and Prime Minister of the Dominion of Canada, &c., &c.*

The petition of the undersigned resident proprietors and shareholders of Bellechasse, HUMBLY SHEWETH:—

That the Government of the Dominion of Canada having at heart and desiring to promote the general interest of the Dominion, have admitted the necessity of building a Graving Dock in the splendid Harbor of Quebec;

That the Engineers appointed by the Government of the Dominion, to visit and examine the locality, and report on the spot best adapted for the construction of the said Graving Dock, carefully and attentively visited the localities both at Quebec and Lévis, and after a strict examination, and having maturely deliberated on the reasons for and against the places shown and indicated by the parties interested, reported in favor of Indian Cove as being the most suitable and advantageous site for the construction of the said Graving Dock. That the decision formulated by the said Engineers—who are men highly competent to deal with the matter in question, and in no way interested in the location of the Graving Dock in one place rather than in another, but having solely in view the general advantage of the whole Dominion—should be favorably entertained, and their report adopted, notwithstanding the objections raised by parties interested in the City of Quebec, who desire to have it located in the River St. Charles, north of Quebec, which the ice does not leave until very late in the spring, and for the other reasons fully enumerated in the aforesaid Report of the said Engineers.

(Signed), ELZEAR LACOMBE,  
*Mayor.*  
“ E. S. BELLEAU, M.D.  
“ URSINE MERCIER.  
“ F. TALBOT, N. P., and 217 others.

St. Michel de Bellechasse,  
27th April, 1875.

(Translation.)

OTTAWA, 16th May 1875.

SIR,—I am instructed by the Honorable the Minister of Public Works to acknowledge receipt of the letter addressed by you to him on the 10th inst., transmitting the petition of certain proprietors and freeholders of the County of Bellechasse, by which they request that the Graving Dock which it is proposed to construct at the Port of Quebec, may be located on the south side of the St. Lawrence, at St. Joseph de Lévis.

I have the honor, &c.,

(Signed), F. BRAUN,  
*Secretary.*

The Hon. T. FOURNIER,  
Minister of Justice, Ottawa.

HAMILTON, Ont., 10th Sept., 1875.

SIR,—I was a competitor for the \$5,000 prize offered by the Quebec Harbor Commissioners last year for the best plan of harbor improvement.

One of the essential conditions of the competition was, the approval of the Dominion Government should be given to the best plan. This condition was stated in the public prints when plans were called for, and it was one upon which I, as well as many others, relied.

The plans were sent in last December to the Commissioners, and they have since passed a resolution awarding the first prize to Messrs. Kinniple and Morris.

I would now respectfully ask to be informed if the Dominion Government have approved of Messrs. Kinniple & Morris's plans.

I have the honor to be, Sir,

Your obedient servant,

(Signed), E. W. PLUNKETT,  
*Engineer.*

The Hon. ALEX. MACKENZIE,  
Minister of Public Works, Ottawa.

OTTAWA, 21st September, 1875.

SIR,—In reply to your enquiry of the 10th inst. relative to the proposed Dry Dock at Quebec, I am directed to inform you that the Department has not pronounced itself on any of the plans submitted for said works.

I have, &c.,

(Signed), F. BRAUN,  
*Secretary.*

E. W. PLUNKETT, Esq., C.E.,  
Hamilton, Ont.

HARBOUR COMMISSIONERS' OFFICE,  
QUEBEC, 20th October, 1875.

SIR,—The deputation from the Quebec Harbour Board which waited upon you a few days ago in Ottawa, having informed the Commissioners that you verbally approved of the plans of harbour improvements prepared by Messrs. Kinniple and Morris, desire me respectfully to request that you will be good enough to transmit to the Commissioners, with as little delay as possible, the official approval of the plans, so that the award of the first prize may be paid, and arrangements made for the further prosecution of the preliminary work previous to the close of the navigation, and thus prevent serious delay.

I have the honor to be, Sir,

Your most obedient servant,

(Signed), J. B. MARTEL,  
*Secy.-Treasurer.*

Hon. A. MACKENZIE, M.P.,  
Minister of Public Works, Ottawa.

CITY HALL, QUEBEC, 18th October, 1875.

At a special meeting of the Council of the City of Quebec, held on the 15th inst., it was resolved :—That Messrs. Kinniple and Morris, the Engineers of the Harbour Commission, having declared in a first report that the Graving Dock would cost eighty thousand dollars (\$80,000) more in the River St. Charles than if built at Lévis, this Council pledged themselves to make good the interest on the difference of cost to that amount, if required, and that they persist in this their determination;

That it appears that the same Engineers have, in a second report, come to the conclusion that locating the Graving Dock in the River St. Charles is unadvisable; and that the Harbour Commissioners have, by the casting vote of their Chairman, decided to build said dock at Lévis;

That this Council entertains confidence that the Federal Government will not give a decision on so vital a question to this maritime city upon an altogether *ex parte* report, and shall, before acting, cause another survey to be made under their own control;

That, under these circumstances, this Council humbly request the Government to order an immediate survey of the River St. Charles, the City Engineer being permitted, if practicable, to take part in such survey, this Council paying one-half the expenses thereof; and that his Worship the Mayor be requested to proceed to Ottawa in furtherance of the above resolutions and the interest involved therein, and that the representatives of the city in the Federal Parliament be invited to accompany his Worship to Ottawa.

Certified.

(Signed), L. A. CANNON,  
*City Clerk.*



(No. 112.—Time, 5:25.)

MONTREAL TELEGRAPH COMPANY.  
OTTAWA, 21st Oct., 1875.

*By Telegraph from Quebec to Owen Murphy, R.H.*

Board Trade decide by forty (40) majority to recommend Government to build Graving Dock in River St. Charles. Tell Thibaudeau and Cauchon.

(Signed), T. H. GRANT.

(No. 26.—Time, 10:35.)

MONTREAL TELEGRAPH COMPANY.  
OTTAWA, 22nd Oct., 1875.

*By Telegraph from Quebec to Owen Murphy, R.H.*

Board Trade telegraphed Mr. Thibaudeau last evening full particulars of result of the meeting, requesting him to communicate with you (Mr. Cauchon) and the Government; there is a strong feeling in favour of an immediate decision so as to complete surveys before close of navigation; further examination of the St Charles not asked for, as Kinniple & Morris satisfied the trade at the meeting that the dock could be built in the St. Charles. Do your best to get an immediate decision.

(Signed), T. H. GRANT.

(No. 186.—Time, 6 p.m.)

MONTREAL TELEGRAPH COMPANY.  
OTTAWA, 21st Oct., 1875.

*By Telegraph from Quebec to Hon. I. Thibaudeau.*

QUEBEC DELEGATION.—Will your delegation present to the Government the following resolution passed by the Board to-day on a division of forty-nine to nine. That at a meeting of this Board of Trade, held in their rooms, on the 4th of November, 1874, after a lengthy discussion on the most suitable and advantageous site for a Graving Dock, it was voted that the River St. Charles was the most desirable site when taken in connection with the other improvements contemplated to be made by the Harbour Commission in said river. From surveys made by Mr. Morris during the season it is now established beyond a doubt that a Graving Dock of sufficient capacity to accommodate the largest vessels trading to this continent can be constructed in the River St. Charles, and this meeting would urge upon the Government and Harbor Commission that they at once take the necessary steps to have this great public work carried out in connection with the other Harbor improvements.

(Signed), HENRY GLASS,  
*Secretary.*

OTTAWA, 22nd October, 1875.

DEAR SIR,—I arrived here yesterday with the Mayor of Quebec, Hon. Messrs Thibaudeau and Cauchon, who are to wait upon you this morning with regard to the Graving Dock question. As these gentlemen seem not to be desirous of my being present at their interview with you, I take the liberty of calling your attention to a few facts which, I have no doubt, you will consider as strong as any of these gentlemen's *ex parte* arguments. These facts are but few instances of what happens almost every day during the most difficult months of our navigation, viz. :—

19th February, 1872.

The steamer "Arctic" left Indian Cove and towed the "Pride of England" to

Tadousac, and the captain reported that he could have towed the ship up to the Government Wharf at Lévis.

9th March, 1872.

The steamer "Arctic" and "Prince Edward" towed the "Lake Huron" from Cape St. Ignace to Indian Cove.

10th April, 1872.

The bark "Strathardall," which had run ashore at St. Valliers, sailed up and waited at Indian Cove until the 8th of May till she could be docked.

12th April, 1872.

The ship "Pomona" was towed up to Indian Cove by steamers "Arctic" and "Prince Edward," minus her rudder, and if a Graving Dock had existed there, she could have replaced her rudder and proceeded to sea at once.

20th April, 1872.

The bark "Viola" wrecked in the Traverse, was towed up to Indian Cove.

All the ships above mentioned could have been repaired immediately if the Graving Dock had been built on the site selected by Messrs. Kinniple and Morris, at St. Joseph of Lévis.

Moreover, you must recollect that in the month of April, 1874, the bark "Marchioness of Queensbury," sailed up to Indian Cove, and together with four steamers of the Allan Line, two of the Dominion Line, and several other sailing vessels, waited there until the 9th of May, as the ice bridge and lake ice did not pass down until the previous evening.

Had we not before us the opinion of competent and disinterested Engineers, and the opinion of the Harbor Commissioners, these facts would be sufficient, I think, to bring us to the conclusion that the spot in question (St. Joseph of Lévis) is the only place where the Graving Dock could be of any efficiency in the Port of Quebec, it being a well known and undeniable fact that Wolfe's Cove, as well as River St. Charles, on the other side of the river, is covered with ice about six months in the year. If a Graving Dock is needed at all, it must be during the season when shipwrecks are most frequent, and if this important work is built on the north side of the river, no matter where, more than the half of its utility would be lost to the public. In a word, as the facts stand now, I do not see how the Government could promise in favor of Quebec and against Lévis, without being accused of yielding to some other influence than that of fairness and justice.

Dear Sir, in the eloquent and most patriotic speech you pronounced in Quebec last year, you said that the Government was strong enough to do justice to every body. Well, Sir, I very respectfully suggest that this is a good circumstance to put this into practice, and I feel sure, knowing your spirit of impartiality and your unquestioned zeal for public welfare, that the people of Lévis, Bellechasse, and other places interested in the matter, will have once more an opportunity of appreciating the good will of the Government towards them. This does not regard Quebec only, it regards the whole country, and as the plans are already being made for the Wet Dock and other harbor improvements which are going to be built in River St. Charles, the people of that city have no reason to complain of being neglected.

Hoping, Sir, that your most earnest attention will be given to the above,

I remain, Dear Sir,

Your most respectful servant,

(Signed), L. H. FRÉCHETTE.

Hon. ALEX. MACKENZIE,  
Prime Minister, &c.

(In haste.)

P.S.—I just received a dispatch which says that at a meeting of the Quebec Board of Trade, the majority of course decided in favor of Quebec, but that a strong minority

composed chiefly of the largest shipping merchants of Quebec who have really interest in harbor improvements sided for Lévis. If the Government are not yet satisfied as to our right to the site of that important improvement, let the Harbor Commission of Montreal be consulted, and we have no objection to a thorough investigation of the matter. Our wish is not to embarrass the Government, but on the contrary to facilitate their action by alleviating their responsibility as much as possible. To that effect, it would perhaps be advisable to leave the whole question to the decision of a Committee of Dominion Engineers who would be directed to visit the harbor of Quebec now and some other time later in the fall, when the action of the ice could be well judged of.

(Signed), L. H. F.

OFFICE OF THE QUEBEC BOARD OF TRADE,  
QUEBEC, 22nd October, 1875.

SIR,—I have the honor, by desire of the President, to transmit herewith copy a telegram forwarded to the Quebec Delegation in Ottawa, on the 21st instant, containing copy of resolution relating to a site for the construction of a Graving Dock in the harbor of Quebec.

“(Copy.)”

“QUEBEC, 21st October, 1875.

“Your Delegation is requested to communicate to the Government the following resolution passed by the Board to-day on a division of 49 to 9.

“That at a meeting of the Board of Trade held in their rooms on the 4th November, 1874, after a lengthy discussion on the most suitable and advantageous site for a Graving Dock, it was voted that the River St. Charles was the most desirable site, when taken into connection with the other improvements contemplated to be made by the Harbor Commission in the said river.

“From surveys made by Mr. Morris during this season, it is now established beyond a doubt that a Graving Dock of sufficient capacity to accommodate the largest vessels trading to this continent, can be constructed in the River St. Charles, and this meeting would urge upon the Government and Harbor Commission, that they at once take the necessary steps to have this great Public Work carried out in connection with the other harbor improvements.”

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

(Signed), HENRY GLASS,  
Secretary,

To the Honorable  
ALEXANDER MACKENZIE,  
Minister of Public Works,  
Ottawa.

HARBOUR COMMISSIONERS' OFFICE,  
QUEBEC, 30th October, 1875.

SIR,—Our Engineer Mr. Morris, wishing to leave for England by the 6th November next, the Harbor Commissioners would like to have an early answer to their letter dated 20th instant, to the Honorable Minister of Public Works, asking for his approval of the plans of harbor improvements by Messrs. Kinniple & Morris, and of the award to them of the prize of five thousand dollars.

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

(Signed), J. B. MARTEL,  
Secretary-Treasurer.

F. BRAUN, Esq.,  
Secretary, Department Public Works,  
Ottawa.

DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, 2nd November, 1875.

SIR,—I am directed to acknowledge the receipt of your communication of the 22nd ult., urging that St. Joseph de Lévis be selected as the site for the proposed Graving Dock.

I have the honor to be, Sir,  
Your obedient servant,  
(Signed), F. BRAUN,  
*Secretary.*

L. H. FRÉCHETTE, Esq.,  
Quebec.

OTTAWA, 2nd November, 1875.

SIR,—I beg to acknowledge the receipt of a Resolution of the Council of the City of Quebec, passed at a special meeting on the 18th ult., in reference to the selection of a site for the proposed Graving Dock, &c.

I have, &c.,  
(Signed), F. H. ENNIS,  
*For Secretary.*

L. A. CANNON, Esq.,  
City Clerk, Quebec.

OTTAWA, 2nd November, 1875.

SIR,—I beg to acknowledge the receipt of your communication of the 22nd ult., on behalf of the Quebec Board of Trade, in reference to the selection of a site for the proposed Graving Dock at that place.

I have the honor, &c.,  
(Signed), F. H. ENNIS,  
*For Secretary.*

HENRY GLASS, Esq.,  
Secretary Quebec Board of Trade,  
Quebec.

OTTAWA, 8th November, 1875.

SIR,—As requested by the Hon. the Minister, I have carefully examined the various plans and reports for the improvement of the Harbor of Quebec, sent to this office by the Harbor Commissioners, and now beg respectfully to submit, in reference thereto, the following remarks.

It appears that competition plans were invited by public advertisement, which resulted in eight different designs being submitted in the autumn or winter of 1874.

In the early part of last month (October) the Harbor Commissioners, or a deputation of them, and other gentlemen, waited on the Minister and then stated that they were favorable to the scheme for tidal and wet docks at the mouth of the River St. Charles, as indicated on the plans prepared by Messrs. Kinniple & Morris, but that there existed some difference of opinion relative to the site for a dry dock.

The matters were discussed at considerable length by the Minister and the deputation, after which I was requested to look into the matter and state my opinion on the different points.

When doing this it may first be stated that the value of plans for the class of work referred to depends no less on their adaptation to the locality and circumstances than to their apparent suitability for the objects contemplated.

To persons practically acquainted with such matters, it will be evident that provision for these conditions could scarcely be expected, unless competitors had the

fullest information as to the nature of the bottom, set of the tides and currents, and difficulties likely to be encountered in carrying out the undertaking.

This data was of course necessary not only for the proper maturing of the plans, but also to enable a fair estimate to be made of the probable cost of carrying them out.

It may, however, be observed that neither the plans nor the reports handed to me indicate that any of the competitors were, at the time the documents were prepared, in possession of the class of information necessary for that purpose. There is therefore reason to fear that the cost and feasibility of carrying out the proposed works at the mouth of the River St. Charles have been assumed without that degree of consideration which the difficulties, certain to be met with, and the important item of expenditure demands.

The plans of Messrs. Kinniple and Morris, it is true, present a fair outline on paper, but neither they, nor the report connected with them, supply such details as warrants an opinion being formed of the character of the works intended.

This is the more surprising, when it is borne in mind that the place where they are proposed to be situated is a sand shoal, which, one of the competitors casually remarks, has been bored in more than one place to a depth of from 40 to 45 feet without finding anything like a hard bottom.

The intended result of the proposed improvements is stated, on the 9th page of the report under consideration, to consist generally of two tidal harbors or basins and two wet docks, in front of the present wharves at the foot of the city.

They are referred to as so situated and designed that the works connected with them can be advantageously carried out in four different sections, which would cost in the aggregate £556,000 sterling.

On the 13th page of the Report it is stated, under what is called the "*First Section of Construction*," that a quay 3,500 feet in length and 100 feet in width will be formed. "And the entire area between the present wharves would be dredged at the upper half, or over the site of the proposed south Wet Dock, to a depth of 15 feet below low-water mark, and filled in again with 5 feet of clayey material; and the lower half, or over the site of the Tidal Basin, to a depth of 22 feet at low water. The dredged material from these portions of the works would be used for breasting up the quay, &c.

"These works, when completed, would form the first section of the scheme, and enclose an area of water space of 43 acres—would give 3,500 feet of new quay, &c., alongside of which, in the tidal harbor, the dredging is proposed to be made 150 feet in width; all of which works are estimated to cost £76,000 sterling, or say \$380,000."

In this country, where timber is abundant, it is a well-known fact that crib work forms the cheapest siding or retaining wall that can be adopted for pier work constructed in deep water, such as described for the tidal basin (22 feet at low water), where the piers would be at least 46 feet in height, and, together with settlement, probably more than 50 feet high.

A pier of this height, placed on a bottom of the nature of which there is reason to believe will be found in the locality, must be made of considerable width to remain in anything like a vertical position, especially if a bank the full height be carried up in rear of it. To make the inner half, or that part of the quay which is to form one side of the Wet Dock, water-tight as intimated, whether by a wall of concrete or otherwise, there is good reason to believe would cost at least fully as much as ordinary crib work.

It therefore appears to me that the facing for the quay or pier under the *First Section of Construction*, whether of timber or concrete, together with the rear protection to the bank, and the dredging, &c., mentioned, would, under the most favorable circumstances, cost \$850,000, or what is quite as probable, one million of dollars.

This is wholly apart from the question of practicability, which, as well as the matter of cost, appears to me, as already stated, not to have received that mature consideration which their respective degrees of importance in the public interest demand.

It has been deemed proper to present the matter in this shape, so that, on its being communicated to the Harbor Commissioners, they might have an opportunity of considering whether, under the circumstances referred to, they are prepared to incur the responsibility, financially or otherwise, of entertaining any of the schemes submitted.

I have the honor to be, Sir,

Your obedient servant,

(Signed), JOHN PAGE,  
C. E., Public Works.

The SECRETARY of Public Works.

Telegram to J. B. Martel, Quebec.

OTTAWA, 11th Nov., 1875.

Minister of Public Works received Mr. Page's report only last night. Commissioners must consider that, before Government can say anything about approval of plans. Report mailed you to-day.

(Signed), F. H. ENNIS,  
for Secretary.

OTTAWA, 11th Nov., 1875.

SIR,—I have the honor, by direction of the Minister of Public Works, to acknowledge the receipt of your letter of the 30th ultimo, in reference to the plans submitted by Messrs Kinniple and Morris, for the improvement of the Quebec Harbor, and in connection therewith, to forward to you herewith, for the information of the Quebec Harbor Commissioners, copy of a report that has been addressed to him on the subject, by the Chief Engineer of the Department, with whom the matter had been placed for consideration.

I have, &c.,

(Signed), F. H. ENNIS,  
for Secretary.

J. B. MARTEL, Esq.,  
Secretary, Quebec Harbor Commissioners,  
Quebec.

OTTAWA, 11th Nov. 1875.

SIR,—With reference to the application made by the Quebec Harbor Commissioners for the approval by Government of the plans submitted by Messrs. Kinniple and Morris for harbour improvement at Quebec, I am directed to state that the Chief Engineer of the Department, having in his report of the 8th inst—copy of which was transmitted to you this morning—intimated that in view of the probable nature of the bottom at the locality at which it is intended to construct the quay mentioned at page 13 of the Report, the cost of the said quay (even if built of the cheapest material and under the most favorable circumstances), including the dredging, &c., proposed in connection with it, would amount to from \$850,000 to \$1,000,000, instead of as estimated by Messrs. Kinniple & Morris, to \$380,000. The Minister deems it advisable, before giving further consideration to the subject, to await any communication the Commissioners may now desire to make to the Department in the matter.

(Signed), F. H. ENNIS,  
for Secretary.

J. B. MARTEL, Esq.,  
Harbour Commissioners' Office,  
Quebec.

OTTAWA, 15th November, 1875.

SIR,—I have the honor to transmit herewith plans and estimates of the probable cost of the proposed Graving Dock and Harbor improvement in the mouth of the River St. Charles.

Among the papers, please find "answers to questions put to the Quebec Delegates,—Messrs. M. Murphy, Mayor of Quebec; Cauchon and Thibaudeau, by "Honorable Mr. Mackenzie, Minister of Public Works."

The 1st question as to the tenure of the land will be more fully answered after my return to Quebec, when I shall have the honor to submit the legal opinion of our City Solicitor in the premises.

The answer to the last of the six questions as to the necessity of a guide pier at Lévis, will I think, convince the Honorable Premier that such a pier would be a matter of indispensable necessity, and that if it were but a mere block as proposed by Messrs. Kinniple & Morris, and of whatever size it be, it is sure to cause a *batture* or shore of ice to form outside the dock entrance and thereby destroy and nullify any advantage which is claimed for the Lévis side, but which in my opinion in no way exists.

It will suffice, I think, to call the attention of the Honorable Mr. Mackenzie to the fact that Messrs. Kinniple & Morris at page 2 of this report on the Quebec Harbor Improvements, of November, 1874, make the following statement: "There is, however, a site which appears to be pre-eminently suitable for the future harbor and docks of Quebec, and that is over the flats to the north of the city at the mouth of the River St. Charles."

Whatever advantages therefore may be claimed for the Lévis and Fly bank sites for the proposed works, they (Kinniple & Morris) consider the St. Charles pre-eminently superior.

As to the precise location of the graving docks in the mouth of the River St. Charles, it must be a matter for determination during the ensuing winter when the frozen surface will allow of the necessary soundness, and borings being made and easily reduced to a low-water datum level; for if on the one hand I am not in a position to state positively that the docks can be founded at some point westward of the present ballast wharf, neither are Kinniple & Morris to uphold the contrary.

The borings so far made favor the idea that the dock can be built where and in the way proposed by me, but if such be not the case, it can at any rate, and this is admitted by Kinniple & Morris themselves, be built in the proposed site between Laroche's wharf and the Rubber Factory on Renaud's Pound or elsewhere, and provided it be built some where in the St. Charles in connection with the proposed harbor improvements the arrangements will be satisfactory.

I would then beg to impress on the Honorable Premier the absolute necessity of a survey of the locality being made during the commencement of the present winter as soon as the ice bridge is formed, which will be by the middle of December, so that plans and sections may be so far advanced during the remainder of the winter as to allow of commencing the works early in the spring of 1876.

I have the honor to be, Sir,

Your obedient servant,

(Signed), C. M. BAILLARGÉ,  
City Engineer, Quebec.

F. BRAUN, Esq.,  
Secretary of Public Works.

MEMORANDUM FOR QUEBEC DELEGATES.

*Information Wanted.*

1st. As to tenure of land in the neighborhood of Renaud's Wharf and Gas Works?

- 2nd. Value of wharf property required if bought for a dock ?  
 3rd. Estimated cost of dredging to reach a dock at Renaud's Wharf and the neighborhood of Gas Works, respectively ?  
 4th. To what extent will city pay difference of cost (\$80,000) ?  
 5th. Evidence of time at which ice has usually disappeared in the spring from the inside of the Ballast Wharf as contrasted with proposed site at Point Lévis ? Also as to time at which ice forms so as to prevent vessels entering in the fall ?  
 6th. Does Mr. Morris' estimate of Point Lévis site include a guide pier—or, if not, what will be the cost of one if it is necessary ?

*Graving Dock in St. Paul Street Site, West of Laroche's Wharf.*

	£	s.	d.
Cost of dredging channel from entrances of breakwater to Graving Dock.....	105,000	0	0
This item to be charged to harbor improvements when Tidal and Wet Dock Basins are formed....	8,500	0	0
Extra dredging, next breakwater by reason of its being advanced northwards to make room for vessels to enter Graving Dock.....	7,500	0	0
Cost of extra claying material over bottom of Wet Dock Basin, increased by advancing breakwater.	3,150	0	.0
Cost of 100 feet in lengths of extra walling, caused by advanced breakwater.....	2,000	0	0
	124,150	0	0
Cost of property.....	11,000	0	0
	135,150	0	0
	\$685,750		

Extra dredging to reach Gas Works, if dock is built there £4,000.

*Information Wanted by the Hon. A. Mackenzie.*

- 1st. As to tenure of land in the neighbourhood of Renaud's Wharf and Gas Works ?  
 2nd. Value of wharf property required if bought for a dock ?  
 3rd. Estimated cost of dredging to reach a dock in basin next to Laroche's Wharf and the neighborhood of Gas Works respectively ?  
 4th. To what extent will city pay difference of cost ?  
 5th. Evidence of time at which ice has usually disappeared in the spring from the inside of the Ballast Wharf as contrasted with proposed site at Point Lévis ; also as to time at which ice forms so as to prevent vessels entering in the fall ?  
 6th. Does Mr. Morris' estimate at Point Lévis site include a guide pier, or if not what will be the cost of one if it is necessary ?

*Answers by Mr. Morris.*

Mr. Baillairgé has estimated cost of land at 50 cents per square foot.  
 Mr. Baillairgé has estimated wharf property at an additional cost of \$1.00 per sup. foot.  
 £8,500 and £4,000 sterling—at Gas Works no favorable foundation for a Graving Dock.  
 Mr. Baillairgé learns that ice on an average breaks at the Ballast Wharf on the 25th of April.



Mr. Baillargé learns that the ice forms inside the breakwater about the 25th November.

Mr. Morris has stated repeatedly that if any of them is required to assist vessels entering the proposed dock in roughest weather a block 100 feet long would be quite sufficient and would cost £2,000 sterling. This item is not included in the estimated cost of the dock.

*Estimated cost of Improvements in the mouth of the River St. Charles.*

The detailed estimate of one lineal yard of section of proposed breakwater wharf from the Gas Works at Palace Harbor to the prolongation from Dalhousie Street as per "Section through breakwater near Gas Wharf:—"

Inner wharf of Wet Dock, $46\frac{3}{4}$ yards cube, at \$1.50 .....	\$70 00
Outer crib work, 20 yards cube, at \$1.....	20 00
Dredging for inner wharf, 39 yards, at 20 cents.....	7 80

\$97 80

Add dredging to fill in balance of space between inner and outer wharves, 217 yards at 20 cents.....	43 40
--	-------

\$141 20

Cost of this section per lineal yard  $\times 33\frac{1}{2} = \$4,706.66$  per 100 feet lineal.

The detailed estimate of second section of breakwater, that is from Dalhousie Street Wharf to east or outer end opposite north end of present breakwater or Ballast Wharf, is per lineal yard..... \$275 10  
or per 100 feet lineal \$9,166.66.

The detailed estimate of third section to wit: the wharf from Dalhousie street to join breakwater is as follows:

Outer wharf 153 cube yards per lineal yard of section at \$1.50.....	\$229 50
Inner wharf $65\frac{1}{2}$ yards cube at \$1.50.....	98 00
Dredging for outer and inner wharves together 354 yards cube at 20 cents.....	\$70 80

\$398 30

Filling between two wharves, $246\frac{1}{2}$ yards cube, at 20 cents.....	49 30
--	-------

Cost of one lineal yard.....	\$447 60
or per 100 feet,	\$149 20

GENERAL ESTIMATE.

*Cost of Plans A. or B.*

1st. Section from Gas Wharf to Dalhousie Street wharf, 2,900 feet, at \$4,706.66.....	\$136,493 14
2nd. Section from Dalhousie Street Wharf to outer or east end of breakwater, near north end of present Ballast Wharf, 1,300 feet lineal, at \$9,166.66.....	119,166 58
3rd. Section, or wharf from Dalhousie street to breakwater, 1,150 feet lineal, at \$149.20.....	164,866 60
Dredging tidal basin 1,000,000 feet sup. to an average of 9 feet, 333,333 yards cube, at 20 cents.....	66,666 00

\$487,191 72

## FUTURE WORKS.

*Remarks.*

The cost of hereafter dredging out the wet dock 10 feet or so as to secure 25 feet at high water, would be 3,000 feet in length, by average 500 feet in breadth=15,000,000 feet cube÷27=555,555 cube yards, which at 20 cents a yard equals.....	\$111,111 10
Add 2,900 feet puddle wall in first section of break water from Palace street to Dalhousie Street Wharf, at \$20.....	58,000 00
1,150 feet lin. puddle wall in third section Dalhousie Street Wharf at \$25	28,750 00
	<hr/>
	\$197,861 10
Add costs of lock or gates between tidal and wet docks.....	10,000 00
	<hr/>
	\$207,861 10

## MEMORANDA FOR QUEBEC DELEGATES.

*Information wanted by the Hon. Mr. Mackenzie.*

1. As to tenure of land in neighborhood of Renaud's Wharf and Gas Works ?
2. Value of wharf property required if bought for a dock ?
3. Estimated cost of dredging to reach a dock at Renaud's Wharf, and the neighborhood of the Gas Works respectively ?
4. To what extent will city pay difference of cost (\$80,000) ?
5. Evidence of time at which ice has usually disappeared in the spring from the inside of the Ballast Wharf, as contrasted with proposed site at Point Lévis ? Also, as to time at which ice forms so as to prevent vessels entering in the fall ?
6. Does Mr. Morris' estimate of Point Lévis include a guide pier, or if not what will be the cost of one if it is necessary ?

*Answers by Mr. Baillairgé, City Engineer, Quebec.*

1. Land estimated at 50 cents per foot ; ground at Gas Works lately sold to Gas Company by Corporation of Quebec at 40 cents. Area required for dock west of Laroche's Wharf, 99,345 feet at 50 cents, \$49,922.50.
2. Wharf property, \$1 per foot in addition to the above, or at \$1.50 per cube yard. Extent required for site of dock work of Laroche's Wharf, 9,000 feet at \$1, \$9,000. Cost of site between Laroche's and Rubber Company, \$58,922.50.
3. Mr. Morris estimates cost of dredging to rock dock at Laroche's Wharf, £8,500 stg., and at Gas Works, £4,000 stg., in addition to the above, and says there is no favourable foundation for a Graving Dock at Gas Works.
4. The City has already pledged itself, through the City Council, to pay interest on this additional cost if any.
5. In the opinion of persons well informed, ice clears from 20th to 25th April, but according to annexed statement by Mr. Simons, Engineer Q. M. Col., the average date of ice clearing is the 19th April. Per same data ice forms 16th December.
6. All are of opinion that a block or guide pier will be necessary at Lévis, estimated at from \$10,000 to \$50,000, and will cause shore ice to form, which will more than counterbalance any advantage claimed for Lévis side.

QUEBEC, 2nd November, 1875.

Memorandum of the dates at which the River St. Charles froze over in the fall, and the date at which the ice left in spring :—

Frozen over.	Ice left.
1861.....	December 18th.....
1862.....	December 20th.....
1863.....	May 1st
1864.....	December 10th.....
1865.....	November 10th.....
1866.....	December 20th.....
1867.....	December 5th.....
1868.....	November 18th.....
1869.....	December 3rd.....
1870.....	December 17th.....
1871.....	November 29th.....
1872.....	April 22nd
1873.....	November 19th.....
	April 27th (Clear down to gas house.)

Though the ice in the harbor only left on the 8th of May, 1874, the Cap Rouge ice came down on the 12th of May. The ice in the River St. Charles was clear from the Gas House upwards to Scott's Bridge on the 27th of April, 1873; the ice in the mouth of the River St. Charles was prevented from going out by the ice bridge on the River St. Lawrence.

(Signed), W. SIMONS.

To C. BAILLAIRGÉ, Esq.,  
City Surveyor.

*Estimated cost of building Graving Dock in the mouth of River St. Charles, west of Bal-last Wharf, as per Plans A, B or C, and according to detailed plans, D and E :—*

Extent at level of platform over piles, 130 x 585 ft., 15 ft. deep ; slopes, 1½ to 1; 50,000 cube yards at 30 cents.....	\$ 15,000 00
Piles driven, 63,720 feet lineal.....	22,302 00
Sills over heads of piles, 15,812 feet lineal, hemlock, 15 x 15 feet, at 30 cents.....	4,743 60
Flooring double of 3 hemlock deals, 14,254 deals at \$30 .....	4,276 20
Laying 780 squares of flooring at \$2.....	1,560 00
Spikes for flooring, 28,918 lbs. at 5 cents.....	1,425 00
Iron bolts to sills and piles, 31,860 lbs. at 5 cents.....	1,593 00
Concrete over piles, platform and under dock floor, 8,074 cube yards at \$4.....	32,296 00
Oak beams 12 x 12 feet to dock floor, 15,400 feet lineal and cube, at 50 cents.....	7,700 00
Oak flooring to bottom of dock, 3,850 feet superficial, at 30 cts.	11,550 00
Spikes for flooring, 28,925 lbs. at 5 cents.....	1,446 25
Iron screwed bolts from under side of pile sills to over dock floor beams, 22,550 lbs. at 10 cents.....	2,255 00
9,437 yards cube excavation between pile heads for stratum of clay, 7 feet deep, at 30 cents.....	2,831 10
Clay puddle over space under dock, 9,437 yards cube at \$1.....	9,437 00
5,217 yards cube stone, delivered in square blocks for inside face of dock, at \$8 (Malbaie, &c.).....	41,736 00
Laying and cement to same.....	14,085 90

69,915 feet superficial, face cut, at 20 cents.....	13,983 00
Cutting beds and builds, 183,090 feet superficial, at 10 cents...	18,309 00
27,573 cube yards of masonry laid in cement, at \$5.....	137,865 00
	344,394 95
Coffer-dam around 1,560 feet lineal, at \$20.04½ per foot lineal (by detailed estimate).....	33,271 90
	377,666 85
Add for basin, gate and pumping engines, &c.....	20,000 00

Total probable cost of dock ..... \$397,666 85

Displacement of water over portion of dock not loaded with masonry of side walls 50in. x 550 x 45.—1,317,500ft. cube x 62½ lbs. or +32 cube ft. water to the ton, = 40,547 tons. Counteracting weight of concrete clay, &c., &c., 28,368 tons or 12,179 tons less than weight of water displaced.

This, if the bottom be stiff, will be equalized by resistance of piles to draw, and by strength of sills over piles, &c. If the bottom be sandy or loose, an additional thickness of 7ft. of clay puddle, equal to 12,240 tons, will make up total resisting weight 40,547 tons as above set forth.

The extra clay, if found necessary, will cost with the excavations of the same, at \$1.30 per cube yard, \$15,912.00, and increase cost of dock to \$413,578, which is still \$86,422 short of the \$500,000 appropriated, and enough to provide for all eventualities, such as possible increased cost of coffer-dam to an extra depth, pumping, &c., &c.

Table of borings taken in the River St. Charles and Victoria Wharves on St. Paul Street, in the months of August, September and October, 1875:—

No. of boring.	Material passed through.		Total depth below L.W.	Remarks.
	ft.	in.	ft. in.	
1	4	0 sand	.....	Very soft One foot of gravel passed through.  Gravel varying from one foot to two feet in thickness passed through.
	0	2 clay	.....	
	12	10 sand	17 0	
2	16	0 do	16 0	
3	18	0 do	18 0	
4	18	0 do	18 0	
5	21	0 do	21 0	
6	18	0 do	18 0	
7	23	0 do	23 0	
8	18	0 do	18 0	
9	23	0 do	23 0	
10	21	0 do	21 0	
11	17	0 do	17 0	
12	21	0 do	21 0	
13	1	6 gravel	.....	
	14	6 sand	16 0	
13	1	0 do	.....	
	1	0 gravel	.....	
	15	0 sand	17 0	
14	20	0 do	20 0	
15	19	0 do	.....	
	1	0 gravel	20 0	
16	12	0 sand	.....	
	5	0 do	17 0	
17	9	0 do	.....	
	12	0 do	21 0	
18	19	0 do	19 0	
19	19	0 do	19 0	

No. of boring.	Material passed through.		Total depth below L. W. ft. in.	Remarks.
	ft.	in.		
20	18	0 do	18 0	Very soft.
21	10	0 do	.....	Somewhat stiff.
	12	0 do	22 0	Soft.
22	21	0 do	21 0	Somewhat stiff.
23	13	0 do		
	1	0 gravel		
	5	0 sand	19 0	Somewhat stiff.
24	21	0 do	21 0	Coarse and stiff.
25	28	0 do	28 0	Somewhat stiff.
26	3	0 gravel		
	10	0 sand	.....	do
	12	0 do	25 0	Soft.
27	25	0 do	25 0	Moderately stiff.
28	3	0 do		
	2	0 gravel		
	20	0 sand	25 0	do
29	3	0 do		
	4	0 gravel		
	15	0 sand	22 0	do
30	2	0 do		
	3	0 gravel		
	21	0 sand	26 0	do
31	22	0 do	22 0	Coarse and stiff sand.
32	5	0 do		
	2	0 gravel		
	17	0 sand	24 0	
33	1	0 do		
	12	0 gravel	13 0	Compact gravel and trace of clay.
34	17	0 do	17 0	Sand intermixed with gravel.
35	19	0 sand	19 0	Soft.
36	17	0 sand	17 0	Stiff.
37	19	0 do	19 0	Stiff.
38	17	6 sand	17 6	Soft.
39	17	0 do	17 0	18 inches of gravel passed through sand.
40	16	0 do	16 0	
41	23	0 do	23 0	Little gravel passed through.
42	17	0 do	17 0	Three layers of gravel passed through about 6 inches thick.
43	18	0 do	18 0	
44	18	0 do	18 0	Very soft.
45	18	0 do	18 0	do
46	16	0 do	16 0	do
47	18	0 do	18 0	do
48	18	0 do	18 0	do
49	18	0 do	18 0	
50	16	0 do	16 0	Very soft.
51	17	0 do	17 0	
52	15	0 gravel	15 0	Gravel and sand with trace of clay on site of proposed dock as shown on tracing.
53	10	0 blue clay		
	5	0 gravel	15 0	Gravel and sand with trace of clay.
54	15	0 clay	15 0	Stiff blue clay.

NOTE.—Borings taken last year on the site proposed for the Graving Dock on St. Paul Street, and as shown on the accompanying tracing, gave blue clay at the head of dock near the proposed street.

(Translation.)

DESCRIPTIVE MEMORANDUM OF PLAN No. 1.

Humbly submitted.

1ST PORTION OF THE WORKS.

They consist of a *crib-work* to be built from the Gas Works as far as deep water, or a length of 4,300 feet.

Its use is to serve as a breakwater, and in this way to prevent the wasting away of the earth dug out to lay the foundation of the inner sustaining wharf of the proposed Wet Dock, and the earth from the excavation of the Tidal Harbor.

The mode of construction of this work is set out in Plan No. 2. The estimate of the cost is—\$20,700.

2ND PORTION.

The digging of a trench from the Gas Works to the intersection of the prolongation of Dalhousie Street, and thence at right angles as far as the beginning of this prolongation. It will be 10 feet in depth from low-water level, 30 feet wide at bottom, 52 feet at top, and 3,450 in length; this trench being thus found to have a mean width of 40 feet, with the depth and length indicated, will produce 2,000 cubic yards of excavation, per 100 feet, which will form the first layers of the platform between the crib-work and the sustaining wharf. The object of this trench is to furnish the site for this wharf. The estimate of the cost is \$13,500.

3RD PORTION.

The building in this trench of the sustaining wharf which forms the proposed Wet Dock.

The construction of this wharf will be executed in the manner indicated by the plans and report submitted to the Harbor Commissioners at the competition opened by them. Plan No. 2, which accompanies this memorandum, shows it equally well. It will be 28 feet wide at its base, 15 feet at the top, 32 feet in height, and a length of 3,450. The estimate for this wharf is \$155,700.

4TH PORTION.

The digging to a depth of 20 feet below water mark of the necessary trenches in which to place the sustaining walls of 42 feet in height. These wharves are traced on Plans Nos. 1 and 2, which extend as far as the extremity of the platform, which protects the entrance of the proposed Graving Dock.

This trench will be 2,500 feet in length, with the height and width indicated by plan No. 2.

The 88,000 cubic yards of earth dug out represent an embankment of 40 feet in width, 22 in height, and 2,500 in length. The estimate of the cost of this trench is \$19,800.

5TH PORTION.

The building in the trenches above described, of a wharf 2,500 feet in length, and whose base will be 20 feet below low water level; this line of wharf forms with the existing breakwater, and the Commissioners' Wharf, the tidal harbor of the proposed wet dock, and at the same time will protect the entrance of the Graving Dock located on the site indicated on the plan.

The estimate of these wharves is \$168,750.

## 6TH PORTION.

In order to effect a communication from Dalhousie Street prolonged to the platform which reaches to deep water, will be built a movable bridge, the cost of which is estimated at \$6,000.

## 7TH PORTION.

The embankments shown in red are built up with the products from the excavation of the tidal harbour, and represent 350,000 cubic yards of earth. This excavation is made along the whole extent of the new wharves to be built of a length of 2,500 feet, with a depth of 20 feet at low water.

The estimate of the excavation of the tidal harbour thus indicated, is \$87,500.

1st. ....	\$ 20,700
2nd. ....	13,500
3rd. ....	155,700
4th. ....	19,800
5th. ....	168,750
6th. ....	6,000
7th. ....	87,500
	\$471,950

DOMINION TELEGRAPH COMPANY,

(No. 54—Time 2:32.)

OTTAWA, November 16th 1875.

*By Telegraph from Quebec to Hon. A. Mackenzie.*

Mr. Morris in Ottawa and anxious to sail for England on Saturday; he telegraphs us Mr. Page has not time to look into his estimate. We sent him up specially for this object; please arrange that Mr. Page looks into matter soon as possible.

(Signed), JOHN SHARPLES,  
*Chairman.*

HARBOR COMMISSIONERS' OFFICE,

QUEBEC, 13th November, 1875.

SIR,—I am desired by the Quebec Harbor Commissioners to acknowledge the receipt of your two communications of the 11th inst., enclosing the Report of the Chief Engineer of the Department upon the competition plans for the Quebec Harbor improvements. This report was handed to Messrs. Kinniple and Morris for their consideration. Herewith I enclose you their reply, and I am desired to request your special and careful attention to it.

There is so large a difference between the estimate of Messrs. Kinniple and Morris and that of Mr. Page, that the Commissioners have requested Mr. Morris to proceed to Ottawa this evening, in order to confer with Mr. Page and endeavour to reconcile the serious differences in the two estimates, on the hope that a satisfactory understanding may be arrived at so as to enable the Commission to proceed with a work that has received so much thought and attention.

I have the honor to be, Sir,

Your most obedient servant,

(Signed), J. B. MARTEL,  
*Secretary-Treasurer.*

The Honorable A. MACKENZIE, M.P.,  
Minister of Public Works, Ottawa.

QUEBEC, 13th November, 1875.

*In re Government Engineer's Report on Competition Plans for Harbor Improvements.*

DEAR SIR,—We beg to inform the Commissioners that we have carefully perused the Government Engineer's report on the various competition plans which were sent in for harbor improvements, in answer to the advertisements of the Harbor Commissioners asking for plans, and offering \$5,000 and \$1,000 prizes for the two best plans submitted.

The first point to be noticed in the said report occurs in paragraphs 1, 2, 3 and 4 on page 2, wherein it states the kind of information that it is thought desirable for competitors to be in possession of, viz., the nature of the bottom, set of the tides and currents, and the difficulties likely to be encountered in carrying out the works. The report goes on to say that neither the plans or "report submitted indicate that any of the competitors were, at the time the documents were prepared, in possession of the class of information necessary for that purpose."

In reply to the above, we think it desirable to mention that in 1872 we heard, through friends in Greenock having business relations with parties in Quebec, that the construction of harbor works was under consideration. In the summer of 1873, on our way to the States, we stopped here for some time, making careful studies and examination of the River St. Lawrence. On this occasion we had introductions to several influential gentlemen in Quebec, who were kind enough, in conjunction with some of the Harbor Commissioners, to take us round the Harbor and draw our attention to the different spots which were thought suitable for such improvements. During our stay we obtained from the best and most competent authorities the fullest information with regard to the set of the tide, currents, direction of prevailing winds, the nature of the shoal bank (taken from borings which were verified by us in the summer of 1874), the cost of labor and material of all kinds, and other matters necessary to enable a comprehensive scheme to be prepared.

We examined the construction of crib work, which appears to be the class of work, with some few exceptions, usually adopted in Canada, and also ascertained its cost.

Immediately on our return to England in the month of August, 1873, and while the subject was fresh in our memory, we prepared a draft report and rough plans; from that time until the competitive plans were sent in (or over a period of 12 months), they were the subject of great attention and thought, being altered several times, until we finally arrived at the complete scheme sent in. In the summer of 1874 we again visited Quebec, and made further examination and enquiries as to tides, currents, winds, cost of labor, material, &c., all of which confirmed that obtained in the previous summer.

We therefore respectfully submit, and we believe our report will indicate that this matter of harbor improvements has received at our hands most careful thought and attention; and further that we were possessed of the necessary data, and had considered and made ourselves fully acquainted with all the facts relating to winds, tides, currents, cost of labor and material, &c., for the maturing of a complete scheme of improvements.

Paragraph No. 1, on page 3 of said Report states "that the plans of Messrs. Kinnipie & Morris present a fair outline on paper, but neither they nor the reports connected with them supply such details as warrant an opinion being formed of the character of the works intended." The report goes on to say in the following clause, "that this is the more surprising when it is borne in mind that the place where the works are proposed to be situated, in a sand shoal, which one of the competitors casually remarks has been bored in more than one place to a depth of from 40 to 45 feet, without finding anything like a hard bottom." In reply to the first paragraph on page 3 of the said Report, we would again submit that we have gone very carefully, as our Report will show, into details as to the character of the works intended. On pages 13 to 16 inclusive of our Report, and under the head of



"Description of Works at the River St. Charles," is described the scheme of harbour improvements at this site, and how each section of the work can be constructed and added to, as the nature of the trade may warrant.

We wish to draw attention particularly to the clauses on pages 19 to 22 inclusive, and under the heading of "Description of Structural Works" is very fully and minutely described, how and of what materials the work is to be constructed.

By a perusal of the different paragraphs referred to, we believe the conclusion will be arrived at that such details have been supplied to enable an opinion to be formed of the character of the works intended. We would remark, in regard to the second paragraph, on page 3 of the said Report, that it is perfectly true as there stated, that the place where the principal works are proposed to be constructed is a sand bank, and has been bored in one or two places to 40 feet. We ourselves in connection with the proposed Graving Dock, have bored to 30 feet. We were aware in 1873 that the bank was composed of sand to a great depth, and the class of work proposed by us was designed especially to meet the requirements of such a foundation.

Having considerable experience in founding works on sand, we can speak with confidence that the class of work proposed for the wet dock basin can be carried out successfully and answer in every respect the purposes intended.

A wall 1,000 feet long has lately been constructed by our Mr. Kinniple at Greenock, in the same manner as proposed for the wall of the wet dock basin; a trench was dredged to 24 feet below low water, 27 feet wide, and fitted in with 8 feet of stone and clay, upon which the wall was built. Other walls are now about being built in the same manner.

Before closing this part of the subject, we would like to mention a matter which bears on the question as to our being acquainted and possessed of the necessary information as to the tides, currents, &c., of the River St. Lawrence before sending in our competitive plans, which is that the report submitted only last week to the Commissioners, on the question of the proposed Fly bank improvements confirms our report accompanying the competition plans.

Further, the suggested improvements at Indian Cove in our competitive plans, we believe, have not been considered as showing any want of knowledge as to the tides, current, &c., of the River St. Lawrence.

The next point for consideration is that of the estimated cost of the proposed dock.

The last paragraph on page 3 of the said report, and continued on page 4, gives an extract of our report, detailing the work proposed under the 1st section, but it is not to be assumed, which perhaps it might be, that the cost include, the dredging of the whole area of the west dock to 15 feet of clayey material, and also of dredging the proposed tidal basin to 22 feet below low water. This is only a statement of what will be necessary to be done to form the wet dock and tidal basins.

The joint paragraph, page 4 of the said report, states correctly that it is intended to construct, in the 1st section, a wall 3,500 feet long by 100 feet wide, and to dredge a channel 150 feet wide parallel to it at a cost of £76,000 sterling.

The Government Engineer takes exception to this estimate as being too low; an opinion coming from such a quarter, requires, of course, careful consideration, looking to the large experience this gentleman has in carrying out works in Canada.

Last Monday we forwarded to the Minister of Public Works for the consideration of the Government Engineer the basis on which our estimate was framed of the cost of forming the proposed wharf from the Gas Works to the Ballast Wharf on the line advanced 400 feet out, to enable vessels to enter the Graving Dock; we think we cannot do better than make extracts from this document for the consideration of the Commission.

The class of work proposed for forming one side of the wet dock basin, is, as far as we can learn, not much practised in Canada, and therefore it may be expected to cost more than it would do. This part of the 1st section is very simple, for beyond the purchase of timber, cement and iron, the whole of the materials for these works,

it would appear could be secured at a mere nominal outlay; and further, the class of work is recommended because nearly the whole of it can be executed by steam power with great rapidity and expedition, and requiring very little manual labor, consequently we believe the work can be carried out at a cost not greatly in excess of what it could be done in England. We have drawn the attention of the Government Engineer in the document referred to, to the fact that the whole of the sand and ballast for the concrete is assumed to be had free of cost, for the sand will be taken from the dredging and the ballast from the ships.

With reference to the cost of dredging we find that it cost the Montreal Harbour Board 10d. sterling per cubic yard to remove stiff blue clay, and we have allowed 7d. sterling for removing such easily dredged material as sand, we fully believe this price to be ample, and by the adoption of suitable apparatus, this price can be considerably reduced.

#### PORTLAND CEMENT—CONCRETE.

Portland cement concrete, which we propose for the wet dock basin, is most extensively employed in the construction of docks, harbour and railway works in England and elsewhere, and is found very durable, and in the end most economical. The particular strength of Portland cement concrete described for this work in the 6th clause, page 19 of our report is the same as that we have used successfully, and is the same strength as that described for the walls of Her Majesty's Graving Dock at Chatham.

#### TIMBER PILING TO FACE OF CONCRETE WALL.

Timber merchants in Quebec are willing to supply suitable timber for from 10d. to 11d. per cubic foot. We have allowed 2s. including driving, which we consider ample.

#### CRIB WORK.

Responsible contractors inform us that crib work is occasionally done for \$1.25 per cubic yard, but they would gladly undertake contracts at the rate of \$1.50 per cubic yard: at the rate we have estimated the cost of the crib work for the wharf forming the Tidal Basin of the first section.

We are of opinion, on the basis assumed as to the obtaining of the ballast and by the use of the various labor-saving machines mentioned in our report, that the work described can be executed for about the sum stated, viz., £76,000 sterling, but that in an estimate of this kind a reasonable allowance is always made pending the obtaining of accurate surveys and levels.

The Government Engineer having estimated the cost of the first section of harbor improvement at something like double what we do, it would appear to us that the only way to decide the question is to obtain tenders for the work either in detail or in a lump sum.

We beg to hand in herewith for the private information of the Commissioners, a copy of the document referred to as sent to the Minister of Public Works for the consideration of the Government Engineer.

We are, dear Sir,  
Your obedient servants,

(Signed), KINNIPLE & MORRIS.

J. B. MARTEL, Esq.,  
Secretary to the Harbor Commissioners,  
Quebec.

OTTAWA, 17th November, 1875.

SIR,—I have to acknowledge receipt of your communication of the 15th instant, transmitting plans and estimates of the probable cost of the proposed Graving Dock and harbor improvements at the mouth of the River St. Charles, P.Q., &c.

(Signed), F. BRAUN,  
*Secretary.*

C. BAILLAIRGÉ, Esq.,  
Engineer, Quebec.

HARBOUR COMMISSIONERS' OFFICE,  
QUEBEC, 16th November, 1875.

SIR,—On the 30th ultimo, the Commissioners wrote you asking for permission to pay the first prize amounting to five thousand dollars awarded by this Commission to Messrs. Kinniple and Morris.

Mr. Morris leaves on Saturday for England, and this Commission have pledged themselves to the payment of this money; they would like the immediate attention of the Government.

I have the honor to be, Sir,  
Your most obedient servant,  
(Signed), J. B. MARTEL,  
*Secretary-Treasurer.*

The Honorable  
A. MACKENZIE, M.P., and Premier, &c.,  
Ottawa.

(Telegram.)

DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, 19th November, 1875.

Minister approves of payment of first prize to Morris & Kinniple, without approving their estimate. I write.

(Signed), F. BRAUN,  
*Secretary.*

To J. B. MARTEL, Quebec.

DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, 19th November, 1875.

SIR,—Referring to your letter of the 16th instant on the subject of the plans of Messrs MORRIS & Kinniple for the improvement of Quebec Harbor, I am directed to inform you that the Minister of Public Works approves of the plans submitted by Messrs. Kinniple & Morris, in so far as to sanction the payment to these gentlemen of the premium offered for the best competitive plans for the Quebec Harbor improvement.

Whilst, however, approving of the designs, the Minister cannot at present commit himself to the sanction of the estimates based thereon respecting the cost of the works.

I have the honor to be, Sir,  
Your obedient servant,  
(Signed), F. BRAUN,  
*Secretary.*

J. B. MARTEL, Esq.,  
Secretary-Treasurer, Quebec Harbour Commissioners,  
Quebec.

(Telegram.)

OTTAWA, 27th December, 1875.

Mr. Cauchon telegraphs Minister that Engineer is at Quebec waiting instructions to commence the survey of the St. Charles. Please send instructions. The Engineer is probably Baillairgé or Steckel.

(Signed),

T. TRUDEAU,  
*Deputy Minister.*

To JOHN PAGE,  
Brockville.

No. 96—Time, 3.35.

MONTREAL TELEGRAPH COMPANY.

(By Tele graph from Brockville to T. Trudeau, Deputy Minister.)

OTTAWA, December 28th, 1875.

Received your message. Steckel is at Quebec, as agreed upon, watching motion of ice. I will be at Ottawa next week, where it can be determined whether the survey of the St. Charles shoal shall be made jointly with the city or independently.

(Signed),

JOHN PAGE.

(No. 61.)

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 2nd March, 1876;—For a Return of copies of the circulars sent to ship-building firms for the construction of a Steam Tender to transport Mails from Father Point to the Ocean Steamers; all correspondence with any parties in relation to the same, and a statement of the names of all parties or firms to whom such circulars were sent, with the tenders received and the date of the acceptance of Messrs. Cantin's tender, and a copy of the contract entered into with them.

By Command.

R. W. SCOTT,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 16th March, 1876.

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

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## RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 6th March, 1876 :—For a copy of all Reports and Communications between the Government or any of its officers or other persons since June, 1875, relating to the state and condition of the Dawson Route from Thunder Bay to Fort Garry; together with a statement of the number of passengers and quantity of freight transported on said route during the season of 1875.

By command.

R. W. SCOTT,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 16th Marc , 1876.

*[In accordance with the recommendation of the Joint Committee on Printing, the Tables only of this Return are printed.]*

## TABLE OF DISTANCES AND RATES

W. H. Carpenter &amp; Co.

From Thunder Bay.	Distance.		Rate from Thunder Bay to each Station, per 100 lbs.		Rate between Stations, per 100 lbs.		Fare from Thunder Bay to each Station.		Fares between Stations.	
	Miles.	Miles.	\$	cts.	\$	cts.	\$	cts.	\$	cts.
Clandeboye .....	16	16	0	32	0	32	0	80	0	80
Matawvin.....	24	8	0	48	0	16	1	20	0	40
Brown's Lane.....	32	8	0	64	0	16	1	60	0	40
Shebandowan.....	45	13	0	90	0	26	2	25	0	65
Kashabowie.....	64	19	1	00	0	10	2	75	0	50
Height of Land.....	74	10	1	05	0	05	3	00	0	25
Baril.....	93	19	1	14	0	10	3	45	0	50
Brule.....	101	8	1	18	0	04	3	65	0	20
French.....	115	14	1	25	0	07	4	00	0	35
Pine and Deux Rivières.....	132	17	1	34	0	09	4	45	0	45
Maligne.....	152	20	1	44	0	10	4	95	0	50
Island.....	162	10	1	50	0	05	5	20	0	25
Neguagnon.....	186	24	1	60	0	12	5	80	0	60
Kettle Falls.....	207	21	1	72	0	11	6	30	0	55
Fort Francis.....	252	45	2	00	0	23	7	00	1	12½
North West Angle.....	377	125	2	62½	0	62½	10	00	3	12½
Fort Garry.....	477	100	3	00	2	00	10	00	5	00

All passengers must provide themselves with their own blankets and bedding, and be prepared to Meals will be furnished at the various night and noon Stations at 30 cents each. Passengers are Smoking strictly prohibited about the Company's stables, sheds or storehouses, spiritous or make themselves liable to fine and imprisonment.

## OF PASSAGE AND FREIGHT.

## Red River Route.

From Fort Garry.	Distance.	Distance between Stations.	Rates from Fort Garry.	Fare from Fort Garry.	Fares between Stations.
	Miles.	Miles.	\$ cts.	\$ cts.	\$ cts.
Oak Point.....	30	15	0 60	1 50	1 50
Broken Head.....	15	15	0 90	2 25	0 75
White Mouth.....	15	15	1 20	3 00	0 75
Birch River.....	15	15	1 50	3 75	0 75
North-West Angle.....	100	28	2 00	5 00	1 40
Fort Francis.....	225	125	2 62½	8 12½	3 12½
Kettle Falls.....	270	45	.....	9 25	.....
Neguagnon.....	294	24	.....	9 85	.....
Island.....	315	21	.....	10 38	.....
Maligne.....	325	10	.....	10 63	.....
Pine and Deux Rivières.....	347	22	.....	11 18	.....
French.....	364	17	.....	11 60	.....
Brule.....	376	12	.....	11 90	.....
Baril.....	384	8	.....	12 10	.....
Height of Land.....	403	19	.....	12 58	.....
Kashabowie.....	414	11	.....	12 85	.....
Shebandowan.....	432	18	.....	13 30	.....
Prince Arthur's Landing.....	477	45	3 00	15 00	.....

leave the different Stations on time, as the boats must not be kept waiting.  
 requested to provide themselves with necessary meal tickets before leaving Thunder Bay.  
 fermented liquors are not allowed on the road, and any person having the same in their possession



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**W. H. CARPENTER & Co.**


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DR.		\$ cts.
1875—February 15.....	To on account.....	2,000 00
March 11.....	do Bonus.....	6,000 00
April 27.....	do Work performed.....	5,000 00
June 4.....	First instalment, bonus, 1875.....	12,500 00
		23,500 00
CR.		
By bonus due 1st June, 1875 .....		12,500 00
At their debit.....		13,000 00

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**STATEMENT showing amount of Freight carried over the Red River Route  
from 7th June, 1875, to 17th October, 1875.**


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	Lbs.	Lbs.
From Thunder Bay to Clandeboye Station.....	107,217	
do Kaministiquia .....	195,048	
do Matawin .....	38,695	
do Brown's Lane.....	134,425	
do Shebandowan .....	602,918	
do Kashabowie .....	2,210	
do Height of Land.....	1,710	
do Negnagon.....	7,915	
do Kettle Falls .....	1,350	
do Fort Francis .....	528,794	
		1,620,282
From North-West Angle to Fort Francis .....	133,731	
do Rat Portage.....	66,722	
do Long Sault.....	1,600	
do White Fish.....	26,000	
do Shoal Lake.....	12,184	
do North Angle Road Stations.....	6,472	
do Winnipeg.....	7,488	
From Winnipeg to North-West Angle.....		254,197
		62,559
		1,937,038

Say one million, nine hundred and thirty-seven thousand and thirty-eight pounds passengers' luggage; four horses, nine cows, two calves, four oxen and a considerable quantity of freight from the North-West Angle for surveying parties and others.

DONALD M. GRANT,  
*Superintendent, Red River Route.*

OTTAWA, 6th December, 1875.

STATEMENT showing number of passengers carried by the Red River Route  
Transportation Company for the Season ending 30th Oct., 1875.

EASTERN DIVISION.		No.	No.
From Thunder Bay to Kaministiquia Station.....		248	
do Shebandowan .....		67	
do Kashabowie .....		8	
do Height of Land.....		25	
do Maligne .....		1	
do Kettle Falls .....		2	
do Fort Francis.....		427	
do North-West Angle.....		11	
do Winnipeg.....		193	
			982
From Shebandowan to Kaministiquia Station.....		100	
do Kashabowie .....		9	
do Height of Land.....		79	
do Maligne.....		2	
do Kettle Falls.....		32	
do Fort Francis .....		48	
do North-West Angle.....		4	
do Winnipeg.....		4	
			278
From Fort Francis to North-West Angle Station .....		17	
do Winnipeg.....		47	
do Kettle Falls.....		7	
do Height of Land.....		2	
do Shebandowan .....		8	
do Thunder Bay.....		151	
			232
WESTERN DIVISION.			
From Winnipeg to Oak Point Station.....		39	
do White Mouth .....		10	
do North-West Angle .....		32	
do Long Sault.....		1	
do Fort Francis .....		69	
do Shebandowan .....		2	
do Thunder Bay.....		50	
			203
From North-West Angle to Rat Portage, per tug.....		66	
do Shoal Lake, do .....		37	
do Hungry Hall .....		4	
do Long Sault Station.....		16	
do Fort Francis .....		32	
do Oak Point.....		2	
do Winnipeg .....		19	
do Thunder Bay.....		6	
			182
RE-CAPITULATION.			
Number of through passengers, West.....			193
do do do East.....			50
do way do West .....			1,152
do do do East .....			379
do passengers, Rat Portage.....			66
do do Shoal Lake.....			37
Total passengers.....			1,877

DONALD M. GRANT,

*Superintendent Red River, Route.*

OTTAWA, 6th December, 1875.

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## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 2nd March, 1876:— For copies of all Correspondence which may have been had between private individuals or corporations and the Government of Canada, in relation to the offices, workshops and works of the Intercolonial Railway at Rimouski.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 16th March, 1876.

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ST. GERMAIN DE RIMOUSKI,  
13th February, 1876.

SIR,—I have the honor to send to you, as Commissioner of Public Works and in the name of the inhabitants of our town, a Memorial signed by them, relating to the engineer's headquarters and general workshops of the Intercolonial Railway.

The interested parties in this matter are fully confident that you will be pleased to do justice in the premises.

Partaking myself in that hope as a signer of the said memorial, I respectfully pray for an answer at your earliest convenience.

I am, Sir,

Your most humble servant,

F. M. DEROME.

The Honorable Alexander Mackenzie,  
Commissioner of Public Works,  
Ottawa.

PROVINCE OF QUEBEC, }  
DISTRICT OF RIMOUSKI. }

### INTERCOLONIAL RAILWAY.

*MEMORIAL of the Citizens of the Town of St. Germain, of Rimouski, and Inhabitants of the whole District.*

#### ABOUT THE ENGINEER'S HEADQUARTERS AND GENERAL WORKSHOPS.

Whereas, there is good ground for knowing that agreements were arrived at between the Federal Government and the Grand Trunk Company, according to which the entire line from Point Levis to River-du-Loup shall be united to the Intercolonial Railway, and consequently it is understood the whole distance from Levis to Moncton is to be placed under the same administration, the undersigned's attention has been called to the new order of things as liable to cause important changes.

Thus, as relates to the principal office of the Northern Division settled in Rimouski, a rumour has been going the rounds setting that the said office would be transferred in some other place, and that general workshops for cars and locomotives would be set up neither in the town of St. Germain, of Rimouski, nor in the neighbourhood. The undersigned hope that this rumour is without any foundation, but as it regards very great interests, and as the questions raised should be treated with care and knowledge of cause, the signers of this memorial wish to examine each of them, and they are intimately convinced that their conclusions shall be adopted by all those who read it attentively and without any prejudices.

#### THE PRINCIPAL OFFICE SHOULD REMAIN IN RIMOUSKI.

The principal office of the engineers of the Intercolonial should remain in Rimouski.

- 1st. In the interest of the whole Confederation.
- 2nd. In the special interest of the Intercolonial.
- 3rd. Because of the necessity of preserving the connection of the road with ocean navigation.

Sec. 1. It is the interest of the Confederation. In fact the general interest will be consulted if the offices are placed in the most important locality, and in the meantime about the most central of the entire line. A single glance at a map is sufficient to see that Rimouski occupies almost the central point between Quebec and Moncton. To convince oneself that Rimouski is also the most important place on the line, and the most inhabited, nothing else is needed but to consult statistics. Thus the population of Campbelltown which was mentioned, is only composed of 600 souls, whilst that of the town of St. Germain, of Rimouski, is of 1,500. This last town presents all the conditions which ought to make of it a centre of business. There are found a Court of Justice, a resident judge, the Bishop's residence, and it is on the border of the St. Lawrence.

Sec. 2. It is the special interest of Intercolonial. What is principally required by the engineer's office of a railroad is to be placed so as to allow the employes to travel with greater facility and in the least time possible in the various directions. Now these are the advantages presented by Rimouski, and which were well understood and felt, when the General Superintendent was placed there. The reasons which first brought to settle the Superintendent's headquarters in this town are the same that strongly suggest to maintain it thither. By this arrangement the string of railroads in the Province are divided into sections of 60 leagues, from Montreal to Quebec, from Quebec to Rimouski, from Rimouski to Moncton.

Sec. 3. It is the interest of the connection established between road and ocean navigation. A branch has just been constructed, in order to establish a connection between the road and the river St. Lawrence, and presently Government is calling tenders for completing works at the wharf of Rimouski, and locating in the harbour

a steamer or small tender; surely thus a great want shall be met and the central administration of the railroad placed in easy communication with the exterior as well as with the interior of the country by water.

It can be asserted without fear of contradiction that no other locality offers equal advantages on that score to those of Rimouski.

## II.

The wood and metal workshops for cars and locomotives ought also to be in Rimouski.

The undersigned do foresee the objections that shall be opposed at the outset to this proposition.—Some will say Rimouski ought to bound its pretensions, and there is no necessity why the Intercolonial should concentrate in a single locality all things connected with it. But these workshops are only a portion of those required, and it an easy task for the signers of this memorial to show that the prompt execution of orders and efficacy of public service demand that the place where are the principal members of the administration, should also be the place where manufactories and workshops, necessary for providing the whole line, be found together. Now this concentration is not only possible at Rimouski, but it becomes easier there than in any other central place of the Intercolonial, owing to the magnificent water-powers which exist on the Rimouski River and on other smaller streams. A more proper moment cannot be selected for deciding upon the question, since no preparations of any importance has been made elsewhere, and all heavy materials necessary for these works could, be brought by water and deposited, so to say, at the door of the manufactories and workshops. It seems, moreover, that Federal Administrations which succeed to one another do agree in considering Rimouski as the pivot on which must whirl the entire mechanism, and from which must originate the direction and movement, inasmuch as the Intercolonial is concerned. Perhaps to set the last hand upon this intelligent organization, nothing more is wanted but the co-operation and expression of a strong opinion amongst the population? The undersigned, who feel so keenly the advantage of the new railroad, are unwilling that their silence should in any manner be interpreted as a proof of indifference as regards the details. They are far from feeling no solicitude about the benefits accruing to their town out of the final inauguration of a grand work that shall form part of the iron high-way which will bind Ocean to Ocean through Canadian territory. They only fear not to have elucidated with sufficient energy the title which Rimouski possess, to the preservation in its midst (as a central point, and the most advantageous in respect to the direction of the Intercolonial business) not only of the administrative body, but also of the manufactories and workshops that are naturally inseparable from the head-quarters.

In conclusion, the undersigned wish to impress strongly on the mind of the Hon. the Ministers of Public Works and of the Commissioners of the Intercolonial the importance of determining First, That the Superintendent and his staff shall remain permanently in Rimouski; and Second, that the necessary workshops and stores for cars and locomotives shall be set up in the same town.

J. P. COUILLARD,

*Mayor of the town of Rimouski, and others.*

St. Germain of Rimouski, February 8th, 1876.

OTTAWA, Feb. 19th, 1876.

SIR,—I beg to acknowledge the receipt of your communication of the 13th inst., transmitting a memorial of some of the inhabitants of the district of Rimouski, P. Q.,

praying that the office of the Superintendent and workshops of the Western Division of the Intercolonial Railway be established at St. Germain de Rimouski, and to inform you that the matter will receive the attention of the Department.

I have, &c.,  
(Signed),

F. BRAUN,  
*Secretary.*

F. M. Dérome, Esq.,  
St. Germain de Rimouski,  
P. Q.

RAILWAY DEPARTMENT,  
MONTREAL, 25th February, 1876.

SIR,—I beg to acknowledge the receipt of your letter of the 19th inst., enclosing a memorial from the inhabitants of the District of Rimouski in regard to the establishment of workshops &c., at that place.

In reply, I beg to say that all the workshops that are required for the present working of the Intercolonial Railway are provided. Engine houses have been established at River-du-Loup, St. Flavie, Campbelltown, Miramichi and Moncton. These are the proper divisions for locomotive establishments. The main workshops for the railway are concentrated at Moncton; but in order to provide for the reasonable running repairs of engines, a small shop has been established at River-du-Loup, and at Campbelltown a small shop for the repair of cars—that being the centre of the district between River-du-Loup and Moncton. This is now nearly completed.

At present I do not consider it necessary to increase these establishments; and certainly there will be no necessity for doing so, unless there is a very much larger accession of traffic to the line than at present appears probable. It might possibly become desirable to place a small engine house, capable of holding two engines, with a turntable, at Rimouski for the mail service in connection with the Ocean Steamers; but upon this point it is not possible to speak definitely until we have had some experience.

Rimouski has had considerable expenditure made there. A branch line to the wharf has been built at a considerable cost, and a steamer is now being built which will be stationed at Rimouski for the landing and shipment of mails, in connection with the Ocean Steamers. I need hardly say that all these arrangements, both of workshops and other things, are based upon considerations affecting the proper working of the railway, and whilst I should be very glad to recommend any expenditure that is necessary at Rimouski, I cannot, of course, propose outlays which, in my judgment, are not either necessary or desirable. Campbelltown is the centre of the line between River-du-loup and Moncton, and is the proper place from which the trains will have to be worked. The necessary offices for this purpose will, therefore, be established at Campbelltown; but the staff required will only consist of three or four persons.

I beg to return the petition enclosed in your letter.

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

C. J. BRYDGES,  
*General Superintendent of Government Railways.*

To F. Braun, Esq.,  
Secretary of Public Works,  
Ottawa.

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OTTAWA, March 4th, 1876.

GENTLEMEN,—Referring to your petition of the 25th ult., recommending that the the Superintendent's office and workshops of the Western Division of the Inter-colonial Railway be established at Rimouski, I beg to inform you that General Superintendent of the road reports that the arrangements, as now made with reference to work shops, engine houses, &c., are considered sufficient, at present, for the operation of the road.

I have, &c., &c.,

(Signed), F. BRAUN,

To J. P. Couillard, Esq., and others,  
Rimouski, P.Q.

(No. 64.)

## RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 14th February, 1876;—  
For copies of the Report or Reports of Frederic Baillaigé, Esquire,  
Assistant Engineer to the head of the Public Works Department, on  
his surveys in the Parish of St. Fidèle and St. Siméon in 1875; the  
instructions furnished him in relation thereto, and of all petitions and  
correspondence presented or exchanged on the subject.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 16th March, 1876.

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(No. 65.)

## RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 2nd March, 1876;—For  
copies of all correspondence and advertisements inviting tenders for  
the supply of steel rails for the Canadian Pacific Railway, &c.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 6th April, 1876.

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



## RETURN

To an ADDRESS of the SENATE, dated 17th February, 1876:—For a statement showing the use which has been made of any portions of the Steel Rails purchased by the Government, and of the quantity remaining unused to the end of 1875, and where these rails are at present.

By command.

R. W. SCOTT,

*Secretary of State*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 16th March, 1876.

## STATEMENT showing quantities of Steel Rails, &amp;c., received

Total quantity received in—	No. of Rails.	Weights.			
		Tons.	Cwt.	Qts.	Lbs.
Montreal.....	119,427	27,523	17	1	15
British Columbia.....	22,186	5,004	18	3	6
	141,613	32,528	16	0	21
British Columbia weights, approximate.	No. of Rails.	Weights.			
How disposed of:—		Tons.	Cwt.	Qts.	Lbs.
Via Duluth to Red River.....	22,178	5,118	9	0	22
About one-half stored on East Band of Red River, eight miles from Winnipeg, Kaministiquia Wharf.....	22,832	5,265	5	1	9
Intercolonial Railway.....	4,659	1,045	19	1	19
Lachine Canal.....	47,406	10,977	13	0	4
Montreal.....	1,305	310	12	0	17
Penitentiary Wharf, Kingston.....	21,046	4,805	13	2	12
Lost.....	1		4	2	10
Nanaimo Wharf } Esquimalt Wharf }	22,186	5,004	18	3	6
	141,613	32,528	16	0	21

in Montreal and British Columbia, and how disposed of.

Boxes of Bolts.	Weights.				Bales of Fish-plates.	Weights.			
	Tons.	Cwt.	Qts.	Lbs.		Tons.	Cwt.	Qts.	Lbs.
700	151	7	2	13	27,283 $\frac{1}{10}$	1,134	8	3	3
325	61	15	0	27	5,618	193	8	2	17
1,025	213	2	3	12	32,901 $\frac{1}{10}$	1,327	17	1	20

Boxes of Bolts.	Weights.				Bales of Fish-plates.	Weights.			
	Tons.	Cwt.	Qts.	Lbs.		Tons.	Cwt.	Qts.	Lbs.
92	21	3	0	5	3,962	165	19	2	22
140	33	2	2	25	5,042 $\frac{1}{10}$	214	6	3	7
					1,110	38	4	1	13
332	63	1	3	11	15,429	648	19	0	24
136	34				1,740	66	18	2	21
325	61	15	0	27	5,618	193	8	2	17
1,025	213	2	3	12	32,901 $\frac{1}{10}$	1,327	17	1	20

(Signed),

CHARLES O. PALMER,  
Accountant.

## RETURN

To an ADDRESS of the SENATE dated 22nd March, 1876:— For copies of any Official Reports made by the Chief Engineer of the Pacific Railway with reference to the quantity of Steel Rails actually required during the present year. And also copies of all Official Correspondence that passed between the Minister of Public Works and Mr. Carvell with reference to his removal from office.

By Command

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 4th April, 1876.

## STEEL RAILS.

[OTTAWA, January 21st, 1876.

SIR,—I would wish to draw the attention of the Department to the necessity of making arrangements for the transport of rails as soon as navigation opens.

The rails are required at places so far inland, that it becomes necessary to forward them in advance of the time when they can actually be used, in order to prevent delays.

To illustrate what I mean—at the close of last season, we had graded and ready for track-laying about 80 miles in the Province of Manitoba, requiring, with provision for sidings, about 7,500 tons of rails; but the total number of rails we succeeded in getting to Red River, up to the end of last year, was only 2,188 tons.

In the event of the Government deciding to contract for extending the construction of the line to Rat Portage and to Lake Manitoba, a great extent of the grading is so light, especially between Selkirk and Lake Manitoba, that it is quite possible to have 280 miles in all, ready for rail-laying in the Manitoba District before the end of the present year, so that if a total of 26,000 tons of rails could be delivered there this year, they could at once be used. I do not think, however, it would be practicable at any reasonable cost, to deliver so large a quantity by the existing means of communication, but I desire to direct the attention of the Department to the importance of entering into arrangements, without any loss of time, for the transportation of as much of the quantity of rails referred to as possible during the coming season.

Immediately north-west of Lake Superior, we have already graded about 18 miles, requiring (including sidings) about 1,700 tons. By the end of the present year we may possibly have 50 to 60 miles in all graded, requiring 5,000 tons of rails in that District.

These two estimates would give a total of 31,000 tons, which if forwarded before the end of the present year, might be laid as they arrived, or soon afterwards. The total quantity of rails sent forward to Duluth and Thunder Bay (of which 2,188 tons have reached Red River) for the work above referred to, in Manitoba and north-west of Thunder Bay, is 10,383 tons, so that the forwarding of an additional quantity of 20,000 tons may soon be required.

The following rails have up to the end of last season's navigation been received:

	Tons.
Piled at Lachine Canal .....	10,978
“ Kingston.....	4,806
“ Montreal.....	311
Total .....	16,095

If from these be deducted 8,000 tons, which the Government has undertaken to furnish for the Georgian Bay Branch, there would remain only about 8,000 tons to go west, and I would advise that steps be immediately taken to secure the transportation of at least that quantity on the best terms.

I am, &amp;c., &amp;c-

(Signed),

SANDFORD FLEMING.

To F. Braun, Esq.

Secretary, Public Works Department.

6th January, 1875.

SIR.—I am directed by the Minister of Public Works to inform you that he has given the most careful consideration to your explanations of the matters brought under the attention of the Government by Mr. Brydges, the Commissioner appointed to investigate the working of the railways under your direction. These explanations are not considered satisfactory in several respects. You stated that responsibility “for the irregularities and deficient supervision found to exist did not attach to you except as a matter of theory,” because you were “obliged to accept persons who were nominated or appointed only for political considerations with whom you were expected to do the best you could, however incompetent,” and because you were given to understand that if you wished to get along peaceably, you would have to let political considerations have their way. You account for the gross irregularities at certain stations by the statement that an official had a high position in a society supposed to have great political influence, and that this influence was deemed sufficiently great to justify him in disregarding the instructions of his superior. You further state on this point that you understood sufficiently well the source of all the trouble, but that you were restrained by the political phase of the matter from taking extreme measures.

The great difficulty of conducting the business of the railway under such circumstances is fully admitted, but the Minister is at a loss to understand why you never brought the matter under his notice, during the six months previous to Mr. Brydges' visit, although you were pressed by him to suggest some means of working the railway more efficiently and economically. It is difficult to see any reason for your diffidence in this matter, as the present Administration could not have been interested in forcing the retention of the incompetent officers, appointed by their predecessors for political considerations. You might fairly have assumed that a willingness would exist to relieve you from a burden from which, as superintendent, you had suffered so much as appears from your report. The fact that you did not immediately on the accession of the new Government, relieve yourself from further responsibility by such a representation as you make in your report to Mr. Brydges, must be held to indicate that you did not then consider it an evil of such moment as to require immediate attention, although in personal conference with the Department of Public Works on the subject of working the railway.

I am also desired to state that your explanations concerning the quantity and price paid for stores are unsatisfactory. You properly state, with reference to certain items in Fraser, Reynolds & Co.'s accounts, that the price was extravagant, but add that as the firm held your order and were not limited as to price, you did not see any other course to pursue but to pay them. It is inconceivable how you could come to the conclusion that, because an order had been given for goods, you could be bound to pay anything that might be asked. Under such an understanding, the price of goods bought would be regulated only by the avarice of the sellers. In the case of the springs, you appear to have been content with an assumed copy of an English invoice. Although the extravagance of the price should have alarmed you, it does not appear that you took any steps to verify its correctness by requiring to have the original invoices, or by making enquiries such as afterwards enabled the Government to detect the fraud perpetrated by this firm.

If, as you say, you were instructed to purchase from this firm, it was clearly your duty to have acquainted the Government with the fact that extravagant prices were being charged. Instead of doing this, you appear to have countenanced extravagant purchases of goods not required, at extravagant prices, when the market value could easily have been ascertained. It also appears that the greater portion of the goods so paid for to Fraser, Reynolds & Co. were, with connivance of the railway officials, entered free at the Custom House, whereby the Government was further defrauded of its dues.

The Minister considers your conduct in ordering 3,750 tons steel rails in December and January last, without any reference to the Government, to have been

a most unwarrantable act, even if the transaction had not resulted as it has in a heavy pecuniary loss. It is very remarkable that you never mentioned this order when here specially on railway business last winter. No single member of the Government would have assumed such a responsibility, and it is quite impossible that such a transaction can be countenanced on the part of one of its servants.

After making every allowance for the difficulties you mention, and passing over the minor irregularities brought to light, the Minister has felt himself reluctantly obliged to come to the conclusion that the public interests will be benefitted by accepting your resignation. Mr. Brydges will receive instructions to-day as to the management for the future.

I have the honor to be, Sir,

Your obedient servant,

(Signed),

F. BRAUN.

L. Carvell, Esq.,  
Moncton, N.B.

INTERCOLONIAL RAILWAY,  
GENERAL SUPERINTENDENT'S OFFICE,  
MONCTON, NEW BRUNSWICK, 11th Jan., 1875.

SIR,—I beg to acknowledge the receipt of your letter, under date of the 6th instant, in which I am informed that after a careful consideration of the explanations which I have given in relation to the matters brought under the attention of the Government by Mr. Brydges, the Commissioner appointed to investigate the working of the Intercolonial Railway, the Minister has reluctantly come to the conclusion that the public interests will be benefitted by accepting my resignation.

I have accordingly, without of course waiving my claims for Civil Service allowance, to place my resignation in the hands of the Minister.

In doing so I would state that during my long connection with the Railway it has been my constant aim to promote its best interests, and that now as I look back over the whole history of the transactions and irregularities for which I am held to be responsible and to blame, I might say that *viewed from the stand point from which I acted* from time to time, I should not act very differently were it possible to live the whole period over again.

In that view, therefore, I have nothing to regret, but reviewing the *past by the light of the subsequent events*, I must say that a different course in some matters would have been desirable.

The political influences which have surrounded the management of the railway, (and I venture the assertion that such considerations will continue to influence who ever may manage the Government Railways) has made my position a most difficult and trying one, and the admission of the fact by the Minister is satisfactory.

The Minister will remember that when in February last I was at Ottawa, and there met him for the first time after his accession to office, we had a conversation in relation to the Staff and other matters in connection with the railway, and that it was then distinctly understood that he should cause an official letter to be written to me, which would illicit all the information he required.

Some time after my return to New Brunswick, not having received any such letter, I wrote to him privately on the 17th March, stating that I had not received the official letter in regard to the force which was to have been addressed to me. I have not yet received any reply to this letter, nor have I received the promised official letter in regard to the force.

I could, therefore, only conclude that the Minister had changed his policy and did not desire the information. This is the reason why these matters were not officially brought under the notice of the Minister during the six months previous to Mr. Brydges' visit.

The payment for the springs ordered in March, 1873, from Messrs. Fraser, Reynolds & Co., was no doubt a mistake, but I naturally relied upon their statement without asking to see the original invoice. I mentioned to them the rate usually paid elsewhere for cast steel springs, and only agreed to pay their account after they had assured me that they paid the high price named in consequence of the patent attached to them.

In regard to goods being entered "free" at the Custom House for the benefit of Messrs. Fraser, Reynolds & Co., with the connivance of the railway officials, I beg to disclaim all knowledge of any such transactions.

It has always been customary, both in Nova Scotia and New Brunswick, under instructions from the Government when goods were imported specially for the railway and delivered without being put in store, to have them passed free of duty. I am not aware that this privilege has been abused in any way by any person. In the matter of ordering rails in 1873, without reference to the Government, I have only to say that I acted in this matter then as in previous years without a thought of its being wrong to do so, and keeping in view the fact that they were required for early delivery; but as the winter of 1873 and 1874 proved to be an easy one, and sufficient funds for that year were not available to pay for them, I directed a delay to be made of one month in the shipments.

If I had been able to look into the future, I would of course have postponed giving the order.

It was always deemed my duty to provide these goods, and I acted accordingly.

If all the facts in connection with this subject were not related to the Minister, it was certainly not from any desire that he should not be made fully acquainted with everything appertaining to so important a public work as the Intercolonial Railway, but to the impossibility of remembering and stating every detail during the necessarily short time allowed for conferences with the Minister.

In conclusion, I would simply add that in severing a long association with the Railway it is a source of no little satisfaction to be able to say that it is now in an efficient condition, and that after a great deal of personal anxiety and trouble, the accounting and general routine work of the line, which could not sooner be completed has been brought into such a state of efficiency as to reflect credit I think upon any Railway system and to lessen materially the labors of my successor.

I have the honor to be, Sir,

Your obedient servant

(Signed),

S. CARVELL,

*General Superintendent.*

F. Braun, Secretary,  
Public Works Department, Ottawa.



## RETURN

To an ADDRESS of the SENATE, dated 3rd March, 1876 :—For a Copy of the Report made during the past summer by Mr. F. Shanly, upon the Prince Edward Island Railway.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 16th March, 1876.

### REPORT ON THE PRINCE EDWARD ISLAND RAILWAY.

TORONTO, 10th August, 1875.

SIR—In obedience to the instructions received from you through the Secretary of the Department of Public Works, dated 8th of June last, having reference to the inspection of the Prince Edward Island Railway, I arrived at Charlottetown on the 16th of the same month, and immediately called upon the Provincial Secretary, who placed at my disposal all documents and other information bearing upon the matter in question; and he also instructed Mr. J. E. Boyd, the former engineer of the railway, to accompany me in my inspection, so that I might be made fully acquainted with all the facts connected with the works, and their construction. Having, together with your instructions, been furnished with Mr. Swinyard's report on the railway, and with Mr. Boyd's reply thereto; and also, by the Provincial Secretary of the Island, with a report of Messrs. Newton and Meehan, Civil Engineers, of New York, on the same subject, and with the Act of the Legislature authorizing the construction of the railway, I was enabled to enter upon my duties fully informed as to the position of matters as they stood between the contractors and the Government of the Island.

Your instructions confining me to an opinion as to whether or not the works had been executed and completed, in accordance with the contract in force at the time when Prince Edward Island became a Province of the Dominion; and having been furnished by you with copies of such contracts, and also by the Government of the Island with sundry Orders in Council passed previous to Confederation, amending and adding to these contracts, I am now in a position, after having thoroughly examined all the documents referred to, as well as the works, buildings and equipments themselves, to report upon them as follows, first premising that the contracts covered everything necessary for the construction and equipment, except the lands for right of way and station grounds, as well as the cost of all permanent damages that might be sustained by the owners through the lines being located across and over such lands. As, however, these lands and the accompanying damages form an important item in the cost of the railway, though not part of the contract, I took it upon myself to ask the Provincial Secretary to furnish me with information as to the position of those items, and my letter and his reply, "Appendix A," will speak for themselves.

#### THE CONTRACTS.

The contracts proper, of which there are two, namely, No. 1 for the main line from Cascumpec to Georgetown, and branch to Charlottetown, dated 11th September,

1871, and No. 2 for the extensions from Mont Stewart to Souris, in the east, and from Alberton to Tigumish in the west, dated 31st December, 1872, the whole embracing a distance of  $198\frac{5}{16}$  miles, cover the following works and requirements :—

- 1st. Location and survey.
- 2nd. Clearing and grubbing.
- 3rd. Fencing.
- 4th. Grading, formation, drainage, &c.
- 5th. Masonry of all kinds, including culverts.
- 6th. Bridging and trestles.
- 7th. Public road crossings.
- 9th. Permanent way.
- 10th. Station and other buildings.
- 11th. Rolling stock.
- 12th. Wharves.

#### LOCATION.

The line has been surveyed and located substantially according to the instructions and points set forth in the contracts, and the several Orders in Council ("Appendix B" with accompanying map) passed, from time to time during the progress of the work, and although we doubt there are several places where curvature could have been dispensed with without materially increasing the works and without deviating from the points laid down, still no important saving in distance could have been effected thereby.

The constructor being, as I have stated, confined to those certain objective points, which, as I learn, were fixed upon the better to serve the interest of the public, and as the Act under which the railway was constructed limits the expenditure to a certain sum per mile without stating or limiting the gross amount to be expended, it was necessary to select such ground as would present the least engineering difficulties and a minimum cost.

Messrs. Newton & Meehan, whose report I have already referred to, gave their attention specially to this question, and having tested the most salient points by actual survey and estimates, have given as their opinion that the location could be little, if at all, amended consistently with the prescribed expenditure.

The curves which were fixed by contract No. 1, as regards the main line, at a minimum radius of 600 feet, have not fallen within that limit, except in one important case, but the grades which had a maximum of sixty feet per mile, have exceeded that limit, so that now there are on the main line under contract No. 1 thirty-six miles of sixty to sixty-six feet per mile, but as this was, as far as I can ascertain, rendered necessary by unforeseen local circumstances, the Government engineer agreed to the increase, which is of less consequence, since the ruling grades on the extension lines, which had no limit fixed in the contract, were laid down by the engineer before named, on a similar maximum, and in one instance exceeded from a similar cause. On the whole, therefore, I can come to no other conclusion than that the location has been as carefully made as was called for by the contract, and as circumstances would admit of, and will compare favorably with other cheap railways of the same gauge in the Dominion, and I may here observe that the formation of the country is by no means favorable to cheap construction, without having resort to steep gradients and sharp and frequent curves.

#### CLEARING AND GRUBBING.

The clearing has, as a rule, been faithfully performed, though in some places, especially on the western division, the logs and brush-wood have been left partially unburnt, over a distance of about twenty-five miles in all, but a sum of money to the extent of \$300 has been reserved for completing this, and for cutting down such standing timber as might fall upon the track. Mr. Swinyard estimates this work at \$800, but I am inclined to think \$500 will be ample for the purpose.

## FENCING.

The fencing has, in Mr. Swinyard's report, claimed a large share of attention, and justly so, though I cannot say that the fences have not been built according to contract.

Contract No. 1 calls for a fence of "posts with boards or battens," and this to a certain extent has been carried out, but after the work had been commenced a change in the character of the fence was proposed, "wire" to be substituted for "boards or battens" (for the description and authorization, see "Appendix C," Mr. Boyd's letter and Order in Council) under which the greater part of the main line has been fenced, but its inefficiency having been soon discovered, a post and board fence, and an improved description of the wire fence were adopted for the extension under Contract No. 2.

Upon some suggestions made by Mr. Swinyard the main line wire fence was much improved and strengthened by the contracts without additional cost to the Government; but it is still entirely insufficient for the purpose of protection from cattle, sheep, hogs or horses, and in my opinion nothing short of an entire change in its character will be effective, a change which will entail an expenditure of not less than from \$300 to \$400 per mile of railway.

Of course there are portions of the line through swamp and bush lands, especially on the western division where fencing may be dispensed with altogether for some years to come, reducing the length to be rebuilt to about 125 miles over the whole line, whilst the remaining portion of all classes in the cleared lands, say forty miles, will also require attention as to repairs immediately made, in order to render it complete and effective.

I have not made any close estimate of the cost of the above renewals and repairs, which I presume must be undertaken by the Government. As according to the specification contract and Orders in Council referred to, it would seem that the contracts have been complied with, though I cannot withhold my opinion that all of these, as regards this item at least, were very loosely framed and gave to the contractors every opportunity for turning out a very indifferent job, which this most certainly is.

For completing the fences, so as to comply with the specifications, I estimate the sum of about \$1,500 will be required, and this should be deducted from the contractors final estimates.

## GRADING, ETC.

The foundation of the road bed has, as a general thing, been faithfully executed and little fault can be found with it further than that in some places, through the swamp lands, there are short lengths of embankments which would be better had they been raised one foot higher, the material throughout, both in cuttings and embankments is excellent for the purpose, and I only observed one or two slight failures from slips, the drainage too has been very well attended to, only in a very few places did I see signs of water standing for want of an outlet, and as a rule all these can be remedied at a small cost.

## MASONRY:

The masonry both in bridge abutments and culverts is well constructed of large flat, bedded stone, and is in every respect equal to the contract requirements, and the culverts, as regards size and number, seem to afford ample outlet for water.

## BRIDGING AND TRESTLES.

These structures are well built and meet the specification requirements, they have been so accurately described and detailed in Mr. Swinyard's report that it is unnecessary for me to say more than that, having tested them. I think some of the smaller trestles of twenty by thirty feet span would be better for additional traces and support, all of which can be effected at a small cost, say \$250.

## PUBLIC ROAD CROSSINGS.

The road crossings, of which there are about 120 all on the level, are furnished with cattle guards, generally masonry, though in a few cases timber has been used as provided by contract. They are all well built, provided with wooden "grillages," fences and notice boards, and altogether they are well up to the specification.

## PRIVATE CROSSINGS.

Farm crossings, of which there are in all some 800, are furnished with gates and are planked at the rail crossing. The gates are indifferently hung as a rule, and are not coated with coal tar as provided by specification, I do not think that this last is a necessity; but an expenditure of about \$1 each gate, or say \$1,600, will be required to put them in good and effective order.

## PERMANENT WAY.

The item of permanent way I leave divided under the following headings, viz.: ties, ballasting, iron and sidings.

The specification calls for 2,500 ties per mile, only some 2,200 being put in in the main track. Mr. Boyd contending that the 2,500 covered the possible requirements for sidings as well—knowing the practice in these matters I am obliged to agree with this statement of Mr. Boyd's. In my experience 2,200 ties per mile being the usual compliment used in a single line. I counted the ties in the main track at a great many points and found that the average was fully up to 2,200 per mile, or say ten ties to the twenty-four foot rail, in some cases where the size of the ties was under the specification, I observed that eleven instead of ten were put into the twenty-four foot rail, and I perceive by Mr. Boyd's report that he has deducted some \$400 or say 2,000 ties to provide for any possible deficiency, which I have no doubt is ample.

The material used for ballast is the best to be found in the respective localities, being generally of a coarse red sandstone gravel of a very porous nature, well calculated to carry off the water and to resist the action of the frost. As to quantity, I am satisfied that it is quite sufficient and well up to specification. To ascertain this accurately an instrumental examination would be necessary, but I have no hesitation in saying that practically the ballasting is sufficient and according to contract.

The contract calls for rails of the "T pattern"—Sandberg section, forty pounds per lineal yard—with fish-plate joints, fastened by bolts and nuts and spiked to the ties in the usual manner; all of which has been carried out according to contract and specification.

The contract calls for a proportion of about ten per cent. of sidings to the main track, whereas only some four per cent. has been laid in. In "Appendix D" will be found a statement of the position of these sidings, and, although I have no doubt that they afford ample accommodation for any business which may be looked for for some time to come, still a great deal more convenience might be obtained by concentrating the sidings room at certain central points, instead of having it scattered in short lengths at obscure way-side stations, where little or no business can be expected.

In respect to the deficiency (some twelve miles) in this accommodation, as called for by contract, the contractors claim, and the engineer admits, that the value of it is fully covered by certain extra works, amounting in all to about \$96,000, and I understand that the settlement with the contractors, as far as arrived at, is based upon this offset.

Allowing these extra claims to be just, of which, of course, it was impossible for me to judge critically, though there are some to which I think I could make sound objections, it seems to me that on the whole the offset is fair and advantageous to both parties, especially when it is considered that the length of the sidings furnished is sufficient for all present purposes, and the amount of extras claimed, is far in excess of the real value of such deficiency.

## BUILDINGS.

Mr. Swinyard has, in his report, given a very full detail of the station and other building accommodation provided by the contract, and also of that furnished under the modified form. "Appendix D and E" (thereto attached) will show how the case stands, as well as the relative cost of the proposed buildings, and those actually built; by which, it will be seen, that little or no saving has been made in the cost to the contractors—the gross estimates of either being about \$500 per mile of line, which is a fair average for such work on railways of this class in the Dominion; and, although I am of opinion that the stations, as originally proposed, with living accommodation for the agents, were much the most suitable, still the present buildings, as changed and authorized by Order in Council ("Appendix F"), must be considered as being according to contract, the character of the construction being, in all essential points, similar, whilst in quality the work is very fair and quite up to specification, except in some minor cases, especially about the third-class stations, where the platforms are poorly constructed and the painting neglected, but an expenditure of say \$1,000 will more than cover all such deficiencies.

As regards the position and location of all the stations, I am informed that they were fixed by the Government, and the contractors have been governed by the decisions so made.

My attention having been specially called to the grading of the station grounds, I took pains to ascertain how far the contract had been carried out in this respect. The specification says that they are to be "graded to such an extent as called for by the engineer." I did not observe that there was anything more required for all practical purposes than had been done, and the Premier of the Local Government informed me that all necessary roads and approaches to the buildings at the way-side stations are now being constructed, independent of the railway funds, and at the cost of the Province.

## ROLLING STOCK.

The contracts call for the following equipments, viz:—14 locomotive engines 14 first-class passenger cars; 9 second-class and baggage cars; 5 postal-express and smoking cars; 133 box freight cars; 35 platform cars; 4 snow ploughs; 3 flangers.

These requirements have been practically carried out, though there is a deficiency in the number of the box freights, to the extent of five cars, and an excess of three platforms, leaving two cars to be accounted for. I am, however, assured that these will be forthcoming.

The statement of Mr. Stronach, the Mechanical Superintendent, embodied in Mr. Swinyard's report, deals so fully with the rolling stock question, that I have nothing to add beyond my opinion that the contract has been complied with.

No doubt want of experience in railways of this description, and entire misapprehension of what were termed "the principles of the narrow gauge" have led in this, as in other instances, to great mistakes in their construction and equipment, especially in the latter, which mistakes were not discovered until too late for remedy in the present case.

As regards the quantity of rolling stock, I am of opinion that the number of engines and cars furnished is sufficient for all requirements for some time to come, though the quality and power of the former might be much and advantageously improved upon.

Certain repairs to the engines and cars, rendered necessary by their use by the contractors for the purpose of construction, have been made good, a sum of \$450 having been deducted from them for the same.

I am aware that many other repairs, and renewals which were needed, have also been made good; but these are in my opinion chargeable more to the character of the stock, as furnished under the contract, than to any shortcomings in the original

construction, or to any undue use made of it by the contractors for their own purposes.

Upon the whole, therefore, I think that the contract for the rolling stock has been complied with, the deficiency in quality being altogether due to the misapprehensions before referred to.

#### WHARVES.

Wharves were called for, and have been provided at the following points, and their respective lengths, and the depths of water at their ends will be found in "Appendix D" :—

Cascumpec, Summerside, Charlottetown, Georgetown, St. Peter's Bay, Souris.

There does not seem to be any departures from the contract requirements in their construction, with the exception of those at Cascumpec and Summerside, which have only sixteen feet depth of water at their ends, at low tide, instead of eighteen, as specified in contract No. 1. Those at St. Peter's Bay and Souris, having been built under contract No. 2, are not limited to any special depth. In the case of Cascumpec, Summerside, Charlottetown and Georgetown, the specified lengths have been considerably exceeded, and the contractors have accordingly a claim for this excess. The justice of this claim, however, I am not now prepared to endorse; and although I am of opinion that this item of the contract has been fairly carried out, there is no doubt much work in the way of sheet piling and dredging still remains to be done in order to render the wharves available for the larger class of vessels. The contract and specification, however, did not provide for such a contingency.

#### GENERAL REMARKS.

Having now disposed of the different items comprising the contract, I shall conclude with a brief summary of its general features :—

The whole expenditure provided for by the contract, exclusive of right-of-way damages, mismanagement, &c., was as follows :—

Main Line.....	146½ miles—	\$2,024,140
Extension .....	52½ " —	776,626
Total.....	198½ miles—	\$2,800,766

making an average rate of about \$14,110 per mile. In addition to this, however, the contractors received, under an Order in Council, "Appendix G," the sum of \$40,000 in compensation for a change of location at Summerside, and a further sum of \$22,000 for converting the Morrel bridge from being a fixed structure into a drawbridge, see "Appendix H," besides which they have brought forward claims before referred to— and for abstract of which, see "Appendix I"—to the amount of \$95,782, against which are offsetted the cost of deficient sidings, estimated by Mr. Swinyard at \$65,000, and by the contractors at \$46,000, but which may be safely set down at \$50,000, as before stated. This it was agreed should be settled by canceling the above claims. The cost of this line will, therefore, now stand as follows :—

Original contract prices.....	\$2,800,766
Summerside alteration.....	40,000
Morrell River bridge .....	22,000
	<u>\$2,862,766</u>

Being at the rate of a little over \$14,400 per mile, exclusive of right of way, damages and general expenses, which should be amply covered by \$1,900 per mile, this sum being the balance of the \$16,300—appropriated for the construction of the railway. I am informed, however, that the contractors have further claims, the amount of which is not stated, and for the settlement of which an arbitration has been agreed to. No action in this, however, has so far been taken.

As regards the increase in the length of the main line from 120 miles, as

approximately laid down by the Act, to 146½ miles, Messrs. Newton & Meehan have fully and fairly dealt with this question, and, as they show, it would be impossible to have got a line of the former length between the points named, and also that no location having the limited cost per mile in view could have been made at any great saving of distance over that obtained; and having investigated this question, I entirely endorse these gentlemen's opinion on this point, which they seem to have very carefully examined. I attach hereto "Appendix K," a table of curves and grades, showing the proportions of each to straight line and level, respectively.

As I have before said, this railway, both in respect to alignment and gradients, as well as in general construction, will compare favorably with the narrow gauge lines in Ontario. The fencing, however, falls far short of what it should be, and the character of the rolling stock is a mistake, as regards the engines especially. These are matters, however, which have occurred more through a lack of judgment and experience in such things, than through any desire to slight the works, and indeed the cost has been as much as though everything had been of the very best of its kind.

I must, therefore, give it as my opinion that the contract on the whole has been fairly carried out, and that as good value has been had for the money expended as could reasonably be expected. There are few items, however, noted in their proper places in this report, which should be made good by the contractors, and which may be summed up as follows:—

Clearing . . . . .	\$ 500
Fencing . . . . .	1,500
Bridging . . . . .	250
	<hr/>
Total . . . . .	\$ 2,250
Gates . . . . .	1,600
Ties . . . . .	400
Buildings . . . . .	1,000
Rolling Stock . . . . .	450
	<hr/>
Total . . . . .	\$ 5,700

Mr. Swinyard estimates these requirements, along with some others not taken into account by me, at \$1,005.67, and Mr. Boyd at \$1,150, which last sum has been held off the contractors' final estimate and is included in the above summary.

I am obliged to disagree with Mr. Swinyard as to the greater part of his requirements as far as affects the contract, and I have given reasons for my conclusions under the different headings referring to the items in question, viz.: The grading of station grounds; the ties; the ballasting; the sidings; the station dwellings.

Leaving the items estimated above at \$5,700 only to be dealt with in order that the contracts may be declared complete, and which, when done, can leave nothing that can reasonably be required under them. The Government will then be in possession of a line of railway quite equal to the demands of the country for some years to come, at a very moderate cost, though an additional expenditure for improved motive power, station dwellings, fencing, dredging about wharves, &c., may still be requisite. This expenditure, however, will not exceed \$100,000, or say \$500 per mile, making the whole cost of the road, well equipped, and in every respect equal to the trade, less than \$17,000 per mile, being within the average cost of the narrow-gauge railways in Ontario; and in making this comparison it should be taken into consideration that the Prince Edward line has wharf accommodation which cannot have cost less than \$100,000, or say \$500 per mile of road, whilst the structures, such as bridge abutments and piers, as well as all the culverts are substantially and permanently built of stone, those on our roads being chiefly of timber. There is a larger percentage of curvature, but with a greater *minimum radius*, whilst the maximum gradient is but 74', and this at the terminus, and for a very short distance, against 105 feet per mile on our roads.

I think I have now touched upon all the points requiring attention, and some information of interest will also be found in the Appendices accompanying this report.

Respectfully submitted,  
By your obedient servant,

(Signed), F. SHANLY.

To the Hon. Alex. Mackenzie,  
Minister of Public Works, Ottawa.

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APPENDIX A.—LANDS AND DAMAGES.

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CHARLOTTETOWN, P.E.I., 25th June, 1875.

SIR,—In order to complete my report to the Dominion Government upon the Prince Edward Island Railway, it is desirable that I should be in full possession of all facts having reference, not only to the contracts for the works, but also to the right of way, and claims for damages arising out of the location of the line, will you, therefore, kindly inform me if any such still remains unsettled, and if so, what the nature and amount of them may be.

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

(Signed), F. SHANLY.

Hon. Thomas Heath Haviland,  
Provincial Secretary,  
&c., &c.

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PROVINCIAL SECRETARY'S OFFICE,  
CHARLOTTETOWN, 28th June, 1875.

SIR,—I have the honor to acknowledge the receipt of your letter of the 25th of June, and in reply thereto, beg to state for your information that the whole of the right of way for the Prince Edward Island Railroad, as well as the lands required for stations, have been duly dedicated to the public agreeably to the provisions of the Act passed in the year 1871, to authorize the construction of a railroad through Prince Edward Island, and of the Act in amendment thereof, passed in 1872, nearly all the claims for the lands taken for railway purposes, and also the claims for damages done to lands, have already been paid by the Provincial Government.

The Provincial Legislature, during the month of April last, appropriated thirty thousand dollars (\$30,000) for the payment of the few remaining claims for land damages which are still in dispute between the Railway Commissioners and the owners of the land, and when the amount of damages really sustained by the several claimants have been awarded by the arbitrators under the provisions of the Railway Act, and reported to the Provincial Government, this will also be duly paid.

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

(Signed), T. HEATH HAVILAND,  
*Provincial Secretary.*

To F. Shanly, Esq.



## APPENDIX B.—LOCATION.

COUNCIL CHAMBERS, 9th October, 1871.

The Committee of the Executive Council recommend that His Honor the Lieutenant-Governor do approve of the route of railway on the western division of Prince County, that is from Summerside to Alberton, as follows:—Direct from Summerside to Misconche Corner, and thence following the direction of the western road and crossing the Grand River between the bridge and Barlow's mills, thence crossing to the eastern side of the western road as soon as practicable, probably near Fitzgerald's, crossing the Northam road between H. Dymond's and E. Cann's and the Egmont Bay Road, about a mile west of McLean's Corner, thence northwardly through Lot 12, passing first to the eastward of G. Barlow's, then curving to the westward, and crossing the Aldon road, about a mile and one half east of McDonald's Corners, passing close to the lake, and thence following the direction of the western road to the Brac road, to be crossed near Thomas Campbell's, cross the O'Leary road at the first barren, about two miles from the western road, and run to Bloomfield's Corner, thence keep the western side of the western road to Adam's or Reid's Corner, and thence take the shortest line to Alberton. The wharf at Alberton to be near the Queen's wharf, on the south side. The Committee further recommend that the route from Charlottetown to Summerside be located as follows:—Commencing at the northern boundary of the Royalty of Charlottetown, to which point the location has been already approved, thence running towards the west, until it gets into the valley of the North River, thence northwardly to Moor's mills, crossing the river and running westwardly, crossing the Loyalist Road near G. Sentuer's, and the Colville Road near J. MacLeod's, thence following the water shed to the north and west, crossing the Johnston Road near Morman Campbell's, thence\* from Morman Campbell's, crossing the junction road near the bend, and following the general direction of the Anderson Road to a point about a mile north of the corner of the Melville and Anderson Roads, thence northwardly near the junction road, and crossing the Dunk River between Elliott's and Bigger's mills\* thence following the valley of the Dunk River to Haslain's mills, thence to Brick Hill on the Freetown road, thence to Kensington, and from Kensington direct to Summerside.

COUNCIL CHAMBER, November 21st, 1875.

The Committee having had under their consideration the letter from Mr. Gregory, and also the report of the Chief Engineer, on the two lines known as the Stratballyn and Hunter River route, recommend that the Hunter River route be adopted for the reasons set forth in the report of the Chief Engineer, instead of the route known as the Strafhollbyn route, adopted in Council on the 9th of October last.

The Hunter River route being as follows:—Commencing at Norman Campbell's and running nearly north, crossing the Clyde River not far from where the Clyde intersects the boundary between lots 22 and 23, thence following the valley of the Clyde westwardly to E. Crabb's, and then running with a general sweep to the northward to Elliott's mills on the Dunk River.

The Strathallbyn line, as adopted in Council on the 9th of October, being as follows:—“From Norman Campbell's crossing the Junction road near the bend and following the general direction of the Anderson road to a point about a mile north of the corner of Melville and Anderson roads, thence northwardly near the Junction road and crossing the Dunk River between Elliott's and Biggar's mills.”

Read a communication from the Chief Engineer, of date 7th instant, requesting that the Government will define the general route of the railway between the Royalty

\* NOTE.—Changed on the 21st of November by Order in Council. See Appendix B (3.)

Junction and Georgetown, wherefore the Committee recommend that the line from the Junction to Mount Stewart, as surveyed and staked out by Mr. Cox, C. E., be adopted. From Mount Stewart to Georgetown the following line to be adopted:— From Mount Stewart crossing the Hillsborough River above the shipyard, thence turning southward into the valley of the Pisquid River, thence keeping close to the Cardigan road as far as the corner of the Baldwin road, and thence by a sweep to the southward reaching the head of the Cardigan river, which it follows to Georgetown, terminating at Lime Kiln Point.

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LOCATION.

EXECUTIVE COUNCIL,  
PRINCE EDWARD ISLAND, 2nd August, 1872.

SIR,—I have the honor to inform you of the following Order in Council, of this day's date: "That John Boyd be directed to proceed to Summerside and make an exact survey and estimate of the cost of the route leading to the railway wharf at that place; also of the part of the shore required for the station as recommended by Messrs. Newton and Meehan, and to report in detail to the Lieut.-Governor in Council specifying the kinds and quantities of material required, their value, and the cost of labor."

Messrs. Haythorne, Sinclair and Muirhead (as Committee of the Executive Council) will accompany you.

I have the honor to be, &c.,

(Signed), WM. C. DESBRISAY,  
*Assistant-Clerk, Executive Council.*

John Boyd, Esq.,  
Chief Engineer.

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EXECUTIVE COUNCIL,  
PRINCE EDWARD ISLAND, 30th August, 1872.

SIR,—I have the honor to acquaint you that the Lieut.-Governor in Council has agreed to pay the contractor for the construction of the railway, the sum of \$40,000 bonus, in consideration of his making the change of line and station ground at Summerside according to plan and memorandum of Mr. Boyd.

I have the honor, &c.,

(Signed), WM. C. DESBRISAY,  
*Assistant-Clerk, Executive Council.*

The Hon. Benjamin Davis,  
Chief Railroad Commissioner.

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APPENDIX C.—WIRE FENCE.

PRINCE EDWARD ISLAND RAILWAY,  
GOVERNMENT ENGINEER'S OFFICE,  
30th November, 1871.

The Hon. the Colonial Secretary.

SIR,—I beg leave to submit, for the consideration of the Government, a sketch of a system of wire fencing which I think may be adopted with advantage for the railway.

It consists of seven horizontal lines of "best" galvanized three-ply wire ropes, the three lower lines to be equal in strength to solid wire of No. 12, B.W.G.; the next three equal to No. 9, and the upper one equal to No. 6. The ropes are strained by means of eye bolts with neck and washers, and secured to intermediate posts by staples. There will be nine straining posts to the mile, unless gates intervene, in which case the gate post forms straining post. The ordinary posts will be set nine feet apart. The four lower lines are to be laced midway between each two posts with No. 12 solid wire. The full sizes of solid wire, No. 6, 9 and 12, B.W.G., are shown on the enclosed sketch.

Fences of this description would be much more durable than that required by the Railway Act, and the first cost would not, as far as I can ascertain, differ materially. If the contractor will consent to substitute this for the contract fence, and the provisions of the Railway Act are not too inflexible, the Government would effect a considerable saving in repairs by adopting the wire fencing.

I have the honor to be, Sir,

Your obedient servant,

(Signed), JOHN EDWARD BOYD,  
Chief Engineer.

*Extract from Minutes of Executive Council Prince Edward Island.*

COUNCIL CHAMBER, December 12th, 1871.

His Honor, with the advice of the Board, was pleased to approve of the report of the Chief Engineer on the wire fencing; and it was ordered that a wire fence be allowed instead of the board fence, as mentioned in the Railway Act, provided that the contractors furnish the same and build the fence as described in the Chief Engineer's report, and according to the sketch submitted by him, without any additional charge, the posts to be of cedar or juniper.

Certified.

(Signed), W. C. DESBRISAY,  
Assistant-Clerk, Executive Council.

APPENDIX D.—LIST OF STATIONS.

Name or Positions of Buildings.	Passenger Stations.				Freight Sheds.	Car Sheds.	Engine House.		Tank Houses.	Coal Sheds.	Sidings—length in feet.	Wharves.	
	1st class.	2nd class.	3rd class.	4th class.			Number.	No. Stalls.				Length.	End depth of water.
<i>Tignish</i> .....	1				1	1	1	2	1	1	3,060		
Various points .....				4							800		
<i>Allerton</i> .....	1								1		2,250		
<i>Cascumpec</i> .....					1						300	565	9
Various points .....					3				11	11	820		
<i>O'Leary</i> .....			1						1	1	710		
Various points .....					4				1		1,155		
<i>Port Hill</i> .....			1								795		
Various points .....				2							395		
<i>Wellington</i> .....			1						1		795		
Various points .....				2							490		
<i>Summerside</i> .....	1				1	1	1	2	1	1	3,617	1,733	16
Various points .....		No stations of this class.		3							600		
<i>Kensington</i> .....			1								600		
Various points .....				7					1		1,690		
<i>Hunter River</i> .....			1						1	1	840		
<i>North Wiltshire</i> .....			1								768		
Various points .....				4							850		
<i>Royalty Junction</i> .....			1								2,250		
Various points .....				1							210		
<i>Charlottetown</i> .....	1				1	1	1	14	1	1	5,774	764	18
Various points .....				6					2		1,175		
<i>Mount Stewart</i> .....			1						1	1	1,940		
Various points .....				4					1		1,197		
<i>Cardigan</i> .....			1								882		
Various points .....				1							215		
<i>Georgetown</i> .....	1				1	1	1	2	1	1	5,000	790	18
Various points .....				2							368		
<i>Morrell</i> .....			1						1		1,028		
Various points .....				2							423		
<i>St. Peter's Bay</i> .....			1						1	1	859	586	10
Various points .....				6		1				1	1,431		
<i>Harmony</i> .....			1						1		800		
<i>Souris</i> .....	1				1	1	1	2	1	1	1,893	400	6
Totals .....	6		12	51	6	6	5	22	18	10	45,980	4,838	

SUMMARY of Cost of Station, &c.—Original and present Plans.

Names or Numbers.	Original Cost.	Present Cost.	
<i>Charlottetown</i> .....	1st Class.....	\$21,600	\$22,184
<i>Alberton</i> .....	do .....	3,900	3,856
<i>Summerside</i> .....	do .....	8,500	8,506
<i>Georgetown</i> .....	do .....	8,500	8,506
<i>Souris</i> .....	do .....	8,168	8,168
<i>Tignish</i> .....	do .....	8,305	8,305
<i>Nine</i> .....	3rd Class.....	14,400	8,550
<i>Three</i> .....	do .....	2,850	2,850
<i>Forty-seven</i> .....	4th Class.....	11,750	11,750
<i>Four</i> .....	do .....		1,000
<i>Seven Tank Houses</i> .....		4,200	4,200
<i>Six do extra</i> .....			3,600
<i>Five Coal Sheds</i> .....		4,000	4,000
		\$96,173	\$95,475

## APPENDIX E.—BUILDINGS.

COUNCIL CHAMBER, 13th March, 1872.

Many persons having urged upon the Government the desirability of having covered sheds at the railway stations in Charlottetown, Summerside, Alberton and Georgetown, under which travellers and their friends would be protected from the weather on arrival and departure of the trains, and the Government being most desirous to afford all advantages that can be conferred by the provisions of the Railway Act, are referred to the Government Engineer for his report, with such suggestions as he may think proper to make. All the plans submitted by the contractor with the view of supplying the covered sheds.

COUNCIL CHAMBER, 9th April, 1872.

Read a communication from the Government Engineer, stating that he has examined the plans of station buildings submitted by the contractors, with a view of supplying passenger sheds at the stations in Charlottetown, &c., instead of those provided for by contract. Mr. Boyd has marked on the plan such suggestions as he has to make in the case of Charlottetown, begs to submit a plan of passenger stations instead of that proposed by the contractors. He does not think it necessary that any material change should be made in the original plan of the engine house in Charlottetown. His Honor, with the advice of the Board, approved of the plans, with the notes and alterations marked by the Engineer.

## APPENDIX F.—BUILDINGS.

EXECUTIVE COUNCIL,

PRINCE EDWARD ISLAND, 9th April, 1872.

SIR,—The Lieutenant-Governor in Council has approved of the plans for the station buildings at Charlottetown, Summerside, Alberton and Georgetown submitted by the contractors, with certain alterations and notes marked by you.

I. Engine house for class No. 1 Station, with alterations and notes marked by Government Engineer.

II. Charlottetown Station.

III. Car shed, Charlottetown, same approval as No. 1.

IV. Car shed, with alterations marked by Government Engineer.

V. Coal sheds.

VI. Passenger station, Summerside, Alberton and Georgetown, same approval as No. IV.

VII. Combined passenger and freight house.

I have the honor, &c.,

WM. C. DESBRISAY,

Assistant-Clerk, Executive Council.

J. Edward Boyd, Esq.,  
Government Engineer.

## BUILDINGS.

COUNCIL CHAMBER, 18th April, 1871.

Read a communication from the Chief Engineer submitting a copy of letter received from Mr. Gregory, Chief Engineer for contractors, by which he agrees to build the stations in accordance with the plans submitted by him and amended by Mr. Boyd, and approved by the Lieutenant-Governor in Council on the 9th of April. The number and class of station to be, except as regards size of buildings, in accordance with Order in Council, 12th December, 1871.

Certified.

(Signed), WM. C. DESBRISAY,  
*Assistant-Clerk, Executive Council.*

## APPENDIX G.—SUMMERSIDE DEVIATION.

EXECUTIVE COUNCIL,  
PRINCE EDWARD ISLAND, 2nd August, 1872.

SIR,—I have the honor to inform you of the following Order in Council of this day's date, that Mr. Boyd be directed to proceed to Summerside, "and make an exact survey and estimate of the cost of the route leading to the railway wharf at that place; also, for the part of the shore required for the station as recommended by Messrs. Newton and Meehan, and to report in detail to the Lieutenant-Governor in Council, specifying the kinds and quantities of materials required, their value and the cost of labor." Messrs. Haythorne, Sinclair and Muirhead, a Committee of the Executive Council, will accompany you.

I have, &amp;c.,

(Signed), WM. C. DESBRISAY,  
*Assistant-Clerk, Executive Council.*

J. Edward Boyd, Esq.,  
Chief Engineer.

EXECUTIVE COUNCIL,  
PRINCE EDWARD ISLAND, 30th August, 1872.

SIR,—I have the honor to acquaint you that the Lieutenant-Governor in Council has agreed to pay the contractor for the construction of the railway, the sum of \$10,000 bonus, in consideration of his making the change of line and station ground at Summerside, according to plan and memorandum of Mr. Boyd.

I have, &amp;c.,

(Signed), WM. C. DESBRISAY,  
*Assistant-Clerk, Executive Council.*

The Hon. Benjamin Davis,  
Chief Railroad Commissioner.

## APPENDIX H.—MORRELL BRIDGES.

EXECUTIVE COUNCIL,  
PRINCE EDWARD ISLAND, 25th August, 1874.

SIR,—The Lieutenant-Governor in Council has had under consideration your communication of yesterday's date, regarding the construction of the Morrell River Railway Bridge, and I am instructed to inform you that the arrangement entered into and communicated to you in my letter of the 24th March last, accepting with certain modifications, Mr. Gregory's proposition for raising the Morrell Bridge has been revoked, and that the Lieutenant-Governor in Council has ordered that a moveable bridge be constructed over said river, in accordance with the design and report furnished by you, provided no extra expense be entailed on the Government by the said change, beyond the sum of \$22,000 agreed upon on the 24th March last, and which said sum of \$22,000 shall be paid to the contractors in consideration of the construction of the moveable bridge agreeably to your report and plan.

I have, &c.,  
(Signed),

WM. C. DESBRISAY,  
*Assistant-Clerk, Executive Council.*

J. Edward Boyd, Esq.,  
Chief Engineer.

## APPENDIX I.—PRINCE EDWARD ISLAND RAILWAY.

Abstract of claims made by the Contractors and allowed as an offset against twelve miles of sidings omitted.

*1st For Farm Crossing.....	\$15,180 00
2nd For Farm Bridges, not contemplated by Contract.	4,320 00
3rd For extra cleaning, ten per cent over contract requirements .....	4,060 00
4th For removing and rebuilding Cattle Guards.....	2,220 00
5th Extra cost of wharves at Cascumpec, Charlottetown and Georgetown, through change of plan.	28,252 00
6th Claim for extra damages, structures made to save land damages.....	36,750 00
*7th Extra tank-house and 4th class stations.....	5,000 00
Total.....	\$95,782 00

\* The first and seventh of above claims are not admissable.

J. S.

APPENDIX K.—PRINCE EDWARD ISLAND RAILWAY.

GRADIENTS.—LENGTH, 198.50 MILES.

Gradients.	Ascending Eastward.	Descending Westward.	Total.	Per cent.	Remarks.
	Miles.	Miles.	Miles.		
Level.....	.....	.....	28.00	14.10	
From 0 ft. to 10 ft. inclusive per mile.....					
" 10 " 20 ".....	9.50	4.10	13.60	6.85	
" 20 " 30 ".....	4.60	7.55	12.15	6.12	
" 30 " 40 ".....	7.17	11.80	18.97	9.56	
" 40 " 50 ".....	5.04	6.75	11.79	5.94	
" 50 " 60 ".....	7.10	7.20	14.30	7.20	
" 60 " 65 ".....	15.16	18.48	33.64	16.96	Limiting gradient in Main Line Contract.
" 66 ".....	15.73	13.84	29.57	14.90	
" 67 ".....	17.75	15.66	33.31	16.78	35.93 miles of this gradient is on the Main Line, and 26.95 on the Extension.
" 69 ".....	.20	.40	.60	.30	On Main Line.
" 70 ".....	.20	.84	.84	.42	On Tignish Extension.
" 74 ".....	.20	.20	.20	.10	On Main Line, near York Station.
" 74 ".....	.20	1.53	1.53	.77	On Souris Extension.
Totals.....	82.25	88.25	198.50	100.	

35.93 miles, or say 25 per cent. of the Main Line, exceed the 60 ft. per mile—the maximum gradient allowed by the contract. 85.90 per cent. of the entire railway consists of inclines, leaving only 14.16 per cent. of level line.

TABLE OF ALIGNMENT.

	Degrees.	Radius in feet.	Length in miles.	Per cent.	Remarks.
Straight line.....	.....	.....	132.51	66.75	
Curves.....	1	5,729	2.90	1.46	
do.....	1½	3,820	.75	.37	
do.....	2	2,865	426	2.14	
do.....	2½	2,292	.33	.16	
do.....	3	1,910	8.06	4.06	
do.....	3½	1,637	.10	.05	
do.....	4	1,432	9.18	4.62	
do.....	5	1,146	5.45	2.75	
do.....	5½	1,042	.16	.08	
do.....	6	955	10.46	5.27	
do.....	6½	882	.67	.34	
do.....	7	819	1.96	1.00	
do.....	8	717	7.15	3.60	
do.....	9	637	8.80	4.44	
do.....	9½	604	5.14	2.59	
do.....	10	573	.42	.22	On Main Line, near Charlottetown. On Souris Extension.
do.....	14.20	400	.20	.10	
			198.50	100.00	



PRINCE EDWARD ISLAND RAILWAY.

STATEMENT of Curvature between Charlottetown and Summerside—distance 49.1 miles:—

		Curvature.	Radii.
3,050 feet of	1 ° curve.....	30° 30' .....	5,730 feet.
700 "	1½ ° " .....	10° 30' .....	3,820 "
11,300 "	2 ° " .....	226° ....	2,865 "
200 "	2½ ° " .....	5° ....	2,292 "
14,939 "	3 ° " .....	448° 12' .....	1,910 "
11,929 "	4 ° " .....	477° 10' .....	1,432 "
15,033 "	5 ° " .....	751° 40' .....	1,146 "
190 "	5½ ° " .....	10° 27' .....	1,042 "
17,543 "	6 ° " .....	1,052° 35' .....	955 "
940 "	6½ ° " .....	61° 6' .....	882 "
3,450 "	7 ° " .....	241° 30' .....	819 "
13,272 "	8 ° " .....	1,061° 45' .....	717 "
195 "	8½ ° " .....	16° 34' .....	..... "
23,247 "	9 ° " .....	2,092° 14' .....	637 "
10,972 "	9½ ° " .....	1,042° 8' .....	604 "
2,210 "	10 ° " .....	221° ....	573 "
<hr/>		<hr/>	
129,170 feet,		7,748° 21'	
24.46 miles.			

Distance from Charlottetown to Summerside ..... 49.1 miles.  
 Length of curves on this part of line..... 24.46 "

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24.65 "

Being almost exactly 50 per cent.

(No. 67.)

## RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 15th February, 1876; and another dated 2nd March, 1876;—For a Return showing the names, age and residence of the Veterans of 1812-15, who have applied for and who have received a gratuity from the Federal Government of Canada; the number of those Militiamen having commissions as officers; and how many such applications have been made by persons living out of Canada.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 20th March, 1876.

(No. 68.)

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 8th March, 1876;—For a Return in detail of all the moneys received, with the Returns thereof, made to the Government by Mr. Henry Mitchell, Harbour Master of the Port of Glace Bay, in Cape Breton, stating the time when such Returns were made, and moneys received; also, copies of all instructions to said officer, with the amount of salary he receives, and stating whether the same is payable out of fees, or by fixed salary.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 20th March, 1876.

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

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## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 2nd March, 1876 :—For a Statement showing the amount which the Government of Canada have agreed to pay, or have already paid, under each contract passed between the Government and any individual or Company for the execution of any portion of the work required for the enlargement of the St. Lawrence Canals, including the Welland and Lachine Canals, since the report of the last commission appointed to examine the question ; also the total amount of such different sums.

By command.

R. W. SCOTT,

*Secretary of State*

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 20th March, 1876

WELLAND CANAL.

Name of Contract.	Names of Contractors.	Amount of Contract. — Bulk sum.	Estimated amount at Schedule Rates.	Paid to 31st Dec., 1875.
		\$	\$	\$
Sec. No. 1, Port Dalhousie.....	Patrick Larkin .....		427,330	3,500
do 2 .....	Denison, Belden & Co.....		396,565	150,350
do 3 .....	do .....		328,415	110,750
do 4 .....	Blake Brothers & Campbell.....		87,890	16,950
do 5 .....	Alex. Manning .....		352,000	111,800
do 6 .....	Patrick Shannon .....		68,290	66,800
do 7 .....	Higgins and Sullivan .....		327,580	100,000
do 8 .....	Cairns, Morse & Co.....		198,930	294,700
do 9 .....	do .....		307,020	
do 10 .....	J. Ginty & Co .....		311,970	131,600
do 11 .....	Paul Ross .....		311,620	142,000
do 12 .....	Lobb, Dawson & Murray .....		551,321	28,500
do 13 .....	Ginty & Dickey.....		325,490	69,100
do 14 .....	John Brown .....		321,972	203,450
do 15 .....	do .....		358,510	155,600
do 16 .....	do .....		276,664	141,400
Sec. 21, 22, Deep Cut, E side..	R. Mitchell & Co.....		24th Dec. '75 final estimate	105,710
do do W do .....	John Brown .....			
do 23 .....	John Carroll .....		128,250	235,250
do 24 .....	C. F. Dunbar .....		413,500	Nil.
do 25 .....	C. F. Dunbar .....		169,282	7,500
do 29 .....	Ferguson, Mitchel & Symmes.....		79,447	12,000
do 29 .....	John Ferguson & Co.....		14,755	61,650
do 30 .....	do .....		120,380	58,600
do 31 .....	do .....		128,750	150,500
do 32 .....	John Brown .....		120,480	
do 32 .....	do .....		111,885	26,300
do 36, Port Colborne .....	C. F. Dunbar .....		499,627	
			\$6,866,923	\$2,384,010

LACHINE CANAL.

Section No. 1, Montreal Terminus .....	J. Worthington & Co.....		626,728	385,750
do 2, Wellington Basin, Enlargement Basin No. 2.....	do .....		462,284	
Section No. 3 .....	McNamee, Gaherty & Fr�chette.....		559,242	Nil.
do 9 .....	John Lyons & Co .....		282,809	Nil.
do 10 .....	Rodgers, Kelly & Co .....		260,000	Nil.
			\$2,191,063	\$385,750

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 DEPARTMENT OF THE INTERIOR.
 

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COPIES of all Orders of His Excellency the Governor General in Council ; and of all Laws and Ordinances of the Lieutenant-Governor and Council of the North-West Territories, made under the provisions of 34 Vic., Cap. 16, Sec. 1, submitted for the information of the Honorable the House of Commons, as required by that Act.

D. LAIRD,

*Minister of the Interior.*

OTTAWA, 7th MARCH, 1876.

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GOVERNMENT HOUSE, OTTAWA,

Wednesday, 12th February, 1873.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS, it is enacted by Chapter 16 of the Statutes of Canada, passed in the thirty-fourth year of the reign of Her present Most Gracious Majesty, that it shall be lawful for the Governor, by any Order or Orders to be by him from time to time made, with the advice of the Privy Council (and subject to such conditions and restrictions as to him shall seem meet) to authorize and empower such Officer as he may from time to time appoint as Lieutenant-Governor of the North-West Territories, to make provision for the administration of justice therein, and generally to make, ordain, and establish all such laws, institutions and ordinances as may be necessary for the peace, order and good government of Her Majesty's subjects and others therein ; Provided, that all such Orders in Council and laws and ordinances, so to be made, shall be laid before both Houses of Parliament as soon as conveniently may be after the making and enactment thereof respectively. And, whereas, in and by the same Statute the Governor was authorized with the advice of the Privy Council, to constitute and appoint by warrant, under his sign manual, a Council of not exceeding fifteen persons nor less than seven, to aid the Lieutenant-Governor in the administration of affairs in the said North-West Territories, with such powers as might be from time to time conferred on them by Order in Council.

And whereas, by commission under the Great Seal of Canada, bearing date the second day of December, in the year of Our Lord, one thousand eight hundred and seventy-two, the Honorable Alexander Morris was duly appointed Lieutenant-Governor of the North-West Territories.

And whereas, by another commission under the same Great Seal, bearing date the twenty-eighth day of December, in the same year of Our Lord, one thousand

eight hundred and seventy-two, the following gentlemen were appointed Members of a Council to aid the said Lieutenant-Governor in the Administration of the affairs of the said North-West Territories, namely:—

The Honorable MARC A. GIRARD.  
 “ DONALD A. SMITH.  
 “ HENRY J. CLARKE,  
 “ PASCAL J. BRELAND,  
 “ ALFRED BOYD,  
 JOHN SCHULTZ, Esq., M. D.,  
 JOSEPH DUBUC, Esq.,  
 ANDREW G. B. BANNATYNE, Esq.,  
 WILLIAM FRASER, Esq.,  
 ROBERT HAMILTON, Esq.,  
 WILLIAM J. CHRISTIE, Esq.

Now, in pursuance of the powers by the said statute conferred, His Excellency, by and with the advice of the Privy Council, has been pleased to order, and it is hereby ordered:

I. That the Lieutenant-Governor of the North-West Territories, by and with the advice of the said Council, shall be and he is hereby authorized to make provision for the administration of justice in the said Territories, and generally to make and establish such ordinances as may be necessary for the peace, order and good government of the said North-West Territories, and of Her Majesty's subjects and others therein: Provided, first, that no such ordinance shall deal with or effect any subjects which are beyond the jurisdiction of a Provincial Legislation, under the "British North America Act, 1867:" and provided, second, that all such ordinances shall be made to come into force only after they have been approved by the Governor General in Council, unless in case of urgency, and in that case the urgency shall be stated on the face of the ordinance.

II. Every ordinance passed by the said Council shall be transmitted by the Lieutenant-Governor to the Governor General within ten days of its being passed, and may be disallowed by the Governor General in Council at any time within two years from the time of its being passed.

III. The regular meeting of the said Council shall be held at least once every six months at the Town of Winnipeg, in the Province of Manitoba, and shall be summoned by the Lieutenant-Governor, who may also at any time summon an emergency meeting of the Council, should he deem it expedient so to do.

IV. A majority of the whole number of Councillors shall constitute a quorum and the Lieutenant-Governor shall preside personally at all meetings, and the proceedings of the Council shall be subject to his approval.

V. The rights, powers and duties of the Lieutenant-Governor, under this order and the said Act, shall devolve upon and be discharged by the officer administering the Government, in case there be at any time no Lieutenant-Governor.

(Signed), W. A. HIMSWORTH,  
 Clerk, Privy Council, Canada.

(No. 37.)

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 10th July, 1873.

On a memorandum dated 10th July, 1873, from the Hon. the Minister of the Interior, submitting that it is expedient that a legal adviser be appointed to assist the Lieut.-Governor and Council of the North-West Territories on all matters in which they may need professional aid, and recommending that the Hon. Henry J.

Clarke, now Attorney-General of Manitoba, be appointed such legal adviser at an annual salary of \$1,000—such sum being in lieu of all fees and charges against the Government.

The Committee submit the above recommendation for Your Excellency's approval.

Certified.

(Signed), JOS. COTÉ,  
Assistant-Clerk, Privy Council.

To the Honorable  
The Minister of the Interior,  
&c., &c., &c.

(No. 139.)

GOVERNMENT HOUSE, OTTAWA,  
Wednesday, 6th August, 1873.

PRESENT:

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

WHEREAS, it is in and by the first section of the 16th Chapter of the Statutes of Canada, passed in the 34th year of Her Majesty's Reign, intituled, "An Act to make further provision for the government of the North-West Territories," amongst other things in effect enacted, that it shall be lawful for the Governor, by any Order or Orders to be by him from time to time made, with the advice of the Privy Council, to make provision for the administration of justice, and generally to make, ordain, and establish all such laws, institutions and ordinances, as may be necessary for the peace, order and government of Her Majesty's subjects, and others, in the North-West Territories.

And it is in and by the third section of the said Act, amongst other things in effect further enacted, that such powers shall be conferred upon the Council appointed for the administration of affairs in the North-West Territories, as may from time to time be provided by Order in Council.

Now, in pursuance of the powers so by the said Statute conferred as aforesaid, His Excellency, by and with the advice of the Privy Council, has been pleased, to order, and it is hereby ordered:

1. The Members of the Council of the North-West Territories, constituted by the commission of the Governor General, dated 28th December, 1872, and all other Members of the same Council who may hereafter be commissioned as such, shall take oaths of allegiance and of office in the following words:—

OATH OF ALLEGIANCE.

"I, \_\_\_\_\_, do sincerely promise and swear that I will be faithful and bear true allegiance to Her Majesty Queen Victoria, as lawful Sovereign of the United Kingdom of Great Britain and Ireland, and of this Dominion of Canada, dependent on and belonging to the said Kingdom, and that I will defend Her to the utmost of my power against all traitorous conspiracies or attempts whatever, which shall be made against Her person, crown, and dignity, and that I will do my utmost endeavour to disclose and make known to Her Majesty, Her heirs or successors, all treasons or traitorous conspiracies and attempts which I shall know to be against Her or any of them; and all this I do swear without any equivocation, mental evasion, or secret reservation. So help me God."

THE OATH OF THE MEMBERS OF THE COUNCIL.

"You, \_\_\_\_\_, do solemnly promise and swear that you will serve Her Majesty truly and faithfully in the place of Her Council in these Her Majesty's

North-West Territories: You will keep close and secret all such matters as shall be treated, debated, and resolved on in Council, without publishing or disclosing the same, or any part thereof, by word, writing, or any otherwise, to any person out of the same Council, but to such only as be of the Council, and yet if any matter so propounded, treated, and debated, in any such Council, shall touch any particular person sworn of the same Council, upon any such matter as shall in anywise concern his loyalty and fidelity to the Queen's Majesty, you will in nowise open the same to him, but keep it secret, as you would from any person, until the Queen's Majesty's pleasure be known in that behalf. You will, in all things to be moved, treated and debated, in any such Council, faithfully, honestly, and truly, declare your mind and opinion to the honour and benefit of the Queen's Majesty, and the good of Her subjects, without partiality or exception of persons, in nowise forbearing so to do from any manner of respect, favour, love, meed, displeasure, or dread of any person or persons whatsoever.

In general you will be vigilant, diligent and circumspect in all your doings touching the Queen's Majesty's affairs; all which matters and things you will faithfully observe and keep, as a good Councillor ought to do, to the utmost of your power, will and discretion. So help you God.

II. Except in special cases, notice shall be given of all meetings of the Council of the North-West Territories, by public advertisement, in the Province of Manitoba, for at least forty days before each day of meeting. An annual meeting of the Council shall be held on the first Monday in June in each year.

III. At meetings of the Council where the Lieutenant-Governor is not present, the senior member of the Council shall preside; but all proceedings at such meetings shall, nevertheless, be subject to the approval of the Lieutenant Governor.

IV. All members of the Council shall be *ex officio* Justices of the Peace in and for the North-West Territories."

(Signed), W. A. HIMSWORTH,  
Clerk, Privy Council, Canada.

(No. 91.)

GOVERNMENT HOUSE, OTTAWA,  
Wednesday, 1st October, 1873.

PRESENT :

HIS EXCELLENCY THE GOVERNOR GENERAL IN COUNCIL.

His Excellency was pleased to lay before the Council a despatch, dated 6th September, 1873, from his Honor the Lieutenant-Governor of the North-West Territories, representing, with reference to the oath directed by the Order in Council of the 6th August last to be taken by Members of the Council of the North-West Territories, that, whereas the functions of the said Council are both executive and legislative, it would be more convenient, and would contribute to the public interests, if the secrecy enjoined by the said oath were limited to the executive functions of the said Council, to the exclusion of those of a legislative character.

Whereupon His Excellency, by and with the advice of the Privy Council, and under the provisions of the first section of the Act passed in the 34th year of Her Majesty's reign, intituled: "*An Act to make further provision for the government of the North-West Territories*," has been pleased to order, and it is hereby ordered:

That the following form of oath be, and the same is hereby substituted for the form of oath of the Members of the Council of the North-West Territories, adopted by the Order in Council of 6th August last, that is to say:



## THE OATH OF THE MEMBERS OF THE COUNCIL.

" You, \_\_\_\_\_, do solemnly promise and swear that you will serve Her Majesty truly and faithfully in the place of Her Council in these Her Majesty's North-West Territories. You will keep close and secret all such matters as shall be treated, debated and resolved on in Council relative to executive functions, without publishing or disclosing the same or any part thereof by word, writing or any otherwise to any person out of the same Council, but to such only as be of the Council; and yet, if any matter so propounded, treated and debated in any such Council shall touch any particular person sworn of the same Council, upon any such matter as shall in anywise concern his loyalty and fidelity to the Queen's Majesty, you will in nowise open the same to him, but keep it secret, as you would from any person, until the Queen's Majesty's pleasure be known in that behalf. You will, in all things to be moved, treated and debated in any such Council, faithfully, honestly and truly declare your mind and opinion, to the honor and benefit of the Queen's Majesty and the good of her subjects, without partiality or exception of persons, in nowise forbearing so to do from any manner of respect, favor, love, meed, displeasure or dread of any person or persons whatsoever. In general, you will be vigilant, diligent and circumspect in all your doings touching the Queen's Majesty's affairs; all which matters and things you will faithfully observe and keep, as a good Councillor ought to do, to the utmost of your power, will and discretion. So help you God."

(Signed), W. A. HIMSWORTH,  
Clerk, Privy Council, Canada.

(No. 143.)

*Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 13th October, 1873.*

On a memorandum dated the 25th September, 1873, from the Honorable the Minister of Justice, stating with reference to the Acts passed by the Council for the North-West Territories, passed at its meeting in Fort Garry in the month of March last, that he has the honor to report as follows:—

## ACT PROHIBITING THE SALE OF LIQUORS.

That this subject has been dealt with by the Statue of Canada of 1873, 36 Vic., Cap. 39, by which spirits, strong waters and spirituous liquors are prohibited from being imported into, or manufactured in Manitoba and the North-West Territories.

The Minister is therefore of opinion that this Act should not receive your Excellency's approval.

## AN ACT PROHIBITING THE IMPORTATION OF STRYCHNINE OR OTHER POISONS INTO THE NORTH-WEST TERRITORIES.

That this Act appears to be authorized by the Order in Council of the 12th February, 1873, which empowers the Council for the North-West Territories to make ordinances for the good government of those Territories, and the Minister recommends therefore that it be approved by Your Excellency.

That the Act, however, provides that a penalty of £5 sterling may be imposed for any contravention thereof; but as the Canadian Currency is a decimal one, the attention of the Council for the North-West should be drawn to the matter with a view of amending the Act in this particular.

## AN ACT AUTHORIZING THE APPOINTMENT OF MAGISTRATES AND CORONERS.

That this Act recites the immediate appointment of Justices of the Peace to be of urgent importance, and Lieutenant-Governor Morris encloses a list of gentlemen who had been appointed Justices of the Peace by the North-West Council; adding, however, that pending the consideration of the Act by Your Excellency no commissions will be issued.

The Minister is of opinion, that it was within the power of the Council to pass this Act, but he considers that until the settlement of the country shall have reached a more advanced stage, it will be inexpedient to allow the Act to go into operation—and for this reason he recommends that the Act be not approved by Your Excellency.

The Minister states that Your Excellency will, however, be advised to issue a supplementary Commission of the Peace in and for the North-West Territories, to the gentlemen named in the list transmitted by the Lieutenant-Governor.

The Committee concur in the foregoing report of the Minister of Justice, and submit the same for Your Excellency's approval.

Certified.

(Signed), W. A. HIMSWORTH,  
Clerk, Privy Council.

To the Honorable  
The Secretary of State,  
&c., &c., &c.

(No. 143.)

## AN ACT PROHIBITING THE IMPORTATION OF STRYCHNINE AND OTHER POISONS IN THE NORTH-WEST TERRITORIES.

The Lieutenant-Governor of the North-West Territories, by and with the advice and consent of the Council of the North-West Territories, enacts as follows:—

1. It shall henceforth be unlawful for any person to import or take into the North-West Territories, or into any part thereof, or to have in his possession, any strychnine or other poison; or to use or caused to be used the same within the said Territories, either for the purpose of capturing or destroying any animal, or for any other purpose whatever.

2. Any person importing or taking into the North-West Territories, or any part thereof any strychnine or other poison, or having the same in his possession, or using, or causing to be used, the same for any purpose whatever, shall be subject for the first offence to forfeit the same as well as any animal, skin, or fur, thereby captured or procured; and for any subsequent offence, shall over and above such forfeiture, be subject to a penalty not exceeding five pounds sterling and costs of prosecutions, and shall be subject to imprisonment until such penalty and costs are paid.

3. Any Justice of the Peace in the North-West Territories, shall either on his own view or on the evidence of one credible witness, summarily deal with and adjudge upon any offence against this Act.

4. Provided, however, that the word "poison," as used in this Act, shall not be held to extend to or include any drug or other poison *bona fide* imported as medicine only for the use of such persons, and the onus of proof that such drug, &c., is so important for such use only shall lie upon the person in whose possession the same may be found, and in default of such proof the same shall be held to have been imported in violation of this Act.

Passed, March 10th 1873.

(Signed), W. T. URQUHART,  
Clerk of the Council of the N.-W. T.

(No. 152.)

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 22nd October, 1873.*

On the recommendation of the Honorable Sir John A. Macdonald, the Committee advise that the Honorable Joseph Royal, Pierre De Lorme, Esquire, and Walter R. Bown, Esquire, be appointed Members of the Council to aid the Lieutenant-Governor in the administration of the affairs of the North-West Territories, pursuant to the Statute 36 Victoria, chapter 5.

Certified.

(Signed),

W. A. HIMSWORTH,  
*Clerk, Privy Council.*

To the Honorable  
The Minister of the Interior,  
&c., &c., &c.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on 30th October, 1873.*

On a memorandum dated 27th October, 1873, from the Honorable the Minister of Justice, recommending that the following gentlemen be appointed Members of the Council to aid the Lieutenant-Governor of the North-West Territories in the administration of the affairs of the said North-West Territories, in addition to those appointed by Order in Council, dated 28th December, 1872:—James MacKay and William M. Kennedy; the Committee submit the above recommendation for Your Excellency's approval.

Certified.

(Signed),

W. A. HIMSWORTH,  
*Clerk, Privy Council.*

To the Honorable  
The Minister of the Interior,  
&c., &c., &c.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 15th December, 1873.*

On a Report, dated 12th December, 1873, from the Hon. Minister of Justice, stating that by Order in Council of the 30th October last, James MacKay and William M. Kennedy were appointed Members of the Council to aid the Lieutenant-Governor in the administration of the affairs of the North-West Territories, that he is informed that there is no such person as the one described as William M. Kennedy, but that the person intended to have been appointed is William Nassau Kennedy, he therefore recommends that William Nassau Kennedy be appointed a Member of the Council above mentioned, and that a Commission be issued to him accordingly.

The Committee submit the above recommendation for Your Excellency's approval.

Certified.

(Signed),

W. A. HIMSWORTH,  
*Clerk, Privy Council.*

To the Honorable  
The Minister of the Interior,  
&c., &c., &c.

(No. 140.)

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 23rd December, 1873.*

On the recommendation of the Hon. the Minister of Justice, the Committee advise that a Commission of the Peace in and for the North-West Territories, be issued to the following gentlemen:—William McMurray, of Ile à la Crosse; Richard Hardisty, of Fort Edmonton; B. Mackenzie, of Vittoria; J. Bunn, of Rocky Mountain House; Lawrence Clarke, of Carleton; William Trail, of Carleton; John H. Kerr, of Prince Albert; Roderic McFarlane, of Arthabaska; W. L. Hardisty, of Mackenzie River; Archibald Macdonald, of Fort Ellice; Horace Bélanger, of Cumberland; James S. Clusen, of Moose Factory; George S. McTavish, of Rupert's House; Alexander Macdonald, of Albany; Colin Rankin, of Abbitibi; Charles Crowe, of Fort Francis; Robert Pither, of Fort Francis; Joseph Fortescue, of York Factory; Louis Châtelain, of St. Albert; Peter C. Pambrum, of Lac la Biche; Jean L. Lègaré, of Woody Mountain; Louis Marrion, of Belly River; W. M. MacKay, of Mackenzie River; James MacDougall, of Mackenzie River; John Macaulay, of Peace River; James Colter, of East Main; Alexander Matheson, of the Pas; Duncan Matheson, of Swan River; Alexander Sinclair, of Nelson River; A. R. Lily, of Fort Alexander; ——— Malloch, of James' Bay; Henry Moberly, of Clean Water; Roderick Ross, of Norway House; Julian Onion, of Mackenzie River; Isaac Cowie, of Qu'Appelle and Ewen Macdonald, of North-West Angle, Lake of the Woods.

Certified.

(Signed),

W. A. HIMSWORTH,  
Clerk, Privy Council.

(No. 181.)

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 1st January, 1874.*

The Committee have had before them a letter dated 19th December, 1873, from the Hon. W. J. Christie, tendering his resignation as a Member of the Council of the North-West Territories, and on the recommendation of the Hon. the Minister of the Interior, they respectfully advise that Mr. Christie's resignation be accepted.

Certified.

(Signed), W. A. HIMSWORTH.

Clerk, Privy Council.

To the Honorable  
The Minister of the Interior,  
&c., &c., &c.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 3rd April, 1874.*

On a memorandum dated 31st March, 1874, from the Honorable the Minister of Justice, recommending John H. McTavish, of Fort Garry, Esquire, to be a Member of the Council to aid the Lieut.-Governor in the administration of the affairs of the North-West Territories, in the room of William J. Christie, Esq., resigned—William Tait, of the Parish of Headingly, in the Province of Manitoba, Esquire, and Robert Cunningham, of the City of Winnipeg, Esquire, to be respectively Members of said Council.

The Committee advise that the said appointments be made accordingly.

Certified.

(Signed),

W. A. HIMSWORTH  
Clerk, Privy Council.

To the Honorable  
The Minister of the Interior,  
&c., &c., &c.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 22nd September, 1874.

On a memorandum, dated 16th September, 1874, from the Hon. the Minister of Justice, reporting that by Order in Council of 10th July, 1873, the Hon. Henry J. Clarke, then Attorney-General of Manitoba, was appointed legal adviser to assist the Lieutenant-Governor and the Council of the North-West Territories on all matters in which there might be professional aid required, at an annual salary of one thousand dollars, such sum being in lieu of all fees and charges against the Government.

That as Mr. Clarke no longer holds the office of Attorney-General of Manitoba, and has been succeeded therein, he recommends that the Hon. Joseph Dubuc, now Attorney-General of Manitoba, be appointed such legal adviser in the room of Mr. Clark, at the annual salary of one thousand dollars, upon the same terms and for the same purposes as mentioned in the said Order in Council.

The Committee submit the foregoing recommendation for Your Excellency's approval.

Certified.

(Signed),

W. A. HIMSWORTH,

Clerk, Privy Council.

The Honorable

The Minister of Justice,

&c., &c., &c.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 5th November, 1874.

The Committee of Council have had under consideration an Act, intituled: "An Act to amend an Act entitled the Poisons Act," passed by the Lieutenant-Governor in Council of the North-West Territories on the 14th March, 1874, and on the recommendation of the Honorable the Minister of Justice, the Committee advise that the said Act be approved and left to its operation.

Certified.

(Signed),

W. A. HIMSWORTH,

Clerk, Privy Council.

To the Honorable

The Minister of the Interior,

&c., &c., &c.

An Act to amend An Act entitled "*The Poisons Act.*"

WHEREAS the currency of the Dominion of Canada is a decimal one, and the fine imposed for any infringement of the Poisons Act, as passed by the Council of the North-West Territories on the tenth day of March, 1873, is in sterling currency; Therefore, Her Majesty, by and with the advice of the said Council, enacts as follows:—

That the Poisons Act be amended by the introduction of the words "*Twenty-five Dollars,*" in lieu of the words, "*Five Pound Sterling,*" as the amount to be inflicted for any contravention of the Act in question.

Approved by the Lieut-Governor, March 14th, 1874.

Certified.

(Signed), WILLIAM THORNTON URQUHART,

Clerk, North-West Council.

(No. 13.)

*Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 3rd day of April, 1875.*

On a memorandum, dated 1st April, 1875, from the Hon. the Minister of Justice, transmitting the resignation of the Hon. Joseph Dubuc, of the office of Legal Adviser to the Council of the North-West Territories, and recommending that the same be accepted.

The Committee advise that Mr. Dubuc's resignation be accepted.

Certified.

(Signed),

W. A. HIMSWORTH,  
Clerk, Privy Council.

To the Honorable  
The Secretary of State,  
&c., &c., &c.

(No 50.)

*Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 10th November, 1875.*

On the recommendation of the Hon. the Minister of Justice, the Committee advise that a Supplementary Commission of the Peace for the North-West Territories do issue, appointing Hugh Sutherland, James McDonald and Samuel Hazlewood, Justices of the Peace for the North-West Territories.

Certified.

(Signed),

W. A. HIMSWORTH,  
Clerk, Privy Council.

To the Honorable  
The Minister of the Interior,  
&c., &c., &c.,

(No. 2.)

*Copy of an Act passed by the North-West Council at a Meeting held on the 29th Nov., 1875.*

An Act for the prevention of Prairie and Forest fires in the North-West Territories of the Dominion of Canada.

WHEREAS it is necessary to take steps for the prevention of Prairie and Forest fires within the North-West Territories, Her Majesty, by and with the advice and consent of the North-West Council, enacts as follows:—

1. Any person who shall kindle a fire with intent to let it run at large, shall, on conviction thereof, be fined in a sum not exceeding two hundred dollars, and in default of the payment thereof, shall be imprisoned for any term not exceeding twelve months.

2. Any person who shall kindle and have a fire burning, without taking effectual means to prevent its spreading, shall, on conviction thereof, be fined in a sum not exceeding one hundred dollars, and in default of the payment thereof, shall be imprisoned for a term not exceeding six months.

3. Any person who, between the 1st day of May and the 30th day of November in each year, himself, his servants or agents, or any one acting by or under his authority, shall, after cutting down the trees on any lands, road allowances, or railway or telegraph line or route, or the lands attached thereto in the North-West Territories, in the process of clearing the same of timber for any purpose whatsoever, burn or set fire to the same for the purpose of disposing thereof, or making away therewith, or after cutting down any such trees, shall gather the same into log heaps for burning

and set fire thereto; or shall set fire to any such trees while lying on the ground after cutting or felling the same; or shall for any purpose whatever set fire to any such tree while standing in the soil, shall, on conviction of any of the foregoing offences, be fined in a sum not exceeding two hundred dollars for each such offence, and in default of the immediate payment thereof, shall be imprisoned in the Common Gaol for a term not exceeding twelve months.

4. In any prosecution under the provisions of this Act, whereby the conviction of the offender is secured, the informer shall be entitled to receive one-half the amount of fine imposed.

5. None of the fines or penalties imposed by this Act shall apply to any person who, through necessity to save himself and his property from running fire, shall be compelled to kindle a fire and allow it to run.

6. Nothing in this Act shall bar any party or parties from recovering damages from the party or parties mentioned in the first, second and third clauses of this Act.

7. Prosecutions under this Act shall be summary, and may be brought by warrant before any stipendiary magistrate or justice of the peace, having authority to act as such, within any portion of the Territories where the offence is committed.

8. This shall not apply to any Indian who shall not be included or reside within those portions of the North-West Territories, which are comprehended within the limits of any of the Treaties made by the Commissioners of the Privy Council of Canada with the Indians.

9. This Act is hereby declared to be of urgent importance.

(No. 70.)

## R E T U R N

To an ADDRESS of the HOUSE OF COMMONS, dated 23rd February, 1876;—  
For copies of all correspondence between the Canadian Government  
or any Member thereof, with the Hudson Bay Company, relating to the  
acquisition or purchase by the Dominion from the Company of their  
lands in Manitoba and the North-West Territories, or either of them,  
and of all Orders in Council, despatches and other papers respecting the  
same.

By Command.

R. W. SCOTT,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 13th March, 1876.

(No. 70.)

## R E T U R N

To an ORDER of the HOUSE OF COMMONS, dated 22nd March, 1876;—For a  
statement showing Imports, during the Fiscal year 1874-75, into the  
North-West Territories, through Ports on the Hudson Bay and James'  
Bay, together with Exports from the same; names of, and remunera-  
tion paid to, persons employed by the Government at the said Ports,  
together with instructions furnished them by the Government and  
reports made by them to the Customs Department.

By Command.

R. W. SCOTT,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 29th March, 1876.

(No. 70.)

## R E T U R N

To an ADDRESS of the HOUSE OF COMMONS, dated 20th March, 1876;—For  
copies of all Acts passed by the Council of the North-West Territories  
and all correspondence.

By Command.

R. W. SCOTT,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 10th April, 1876.

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



## RETURN

To an ADDRESS of the SENATE, dated 18th February, 1876:—For copies of all correspondence between the Contractors of the Georgian Bay Branch Railway and the Government since the date of the contract.

By command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 21st March, 1876

OTTAWA, November 23rd, 1875.

SIR,—Referring to the report made to you by Mr. Walter Shanly, under date the 26th ult., which report has been since communicated to this Department, on the subject of the Georgian Bay Branch and subsidized portion of the Canada Central Railway—I am to state that in view of the limited time remaining for the completion of the railway, the surveys appear to be in a very backward state.

I am, therefore, to request that increased exertion be used to carry the same to completion with as little delay as possible.

I have, &c.,

(Signed,)

F. BRAUN,

*Secretary.*

Hon. A. B. Foster,  
Contractor C. C. R.,  
Renfrew, Ont.

MONTREAL, 27th November, 1875.

SIR,—I beg to acknowledge the receipt of your favour of the 23rd instant, referring to a report made to me by Mr. Walter Shanly, under date of 26th October, in regard to the progress made in the survey of the Georgian Bay Branch and subsidized portion of the Canada Central Railways, and in reply to state for the information of the Department:—

That the Survey is going on as fast as it is practicable under the circumstances to have it, and that I shall have the profile of the C. C. Railway in readiness to submit to the Department in the course of the next three or four weeks, and of the remainder to French River in about two months. I have had four parties out most of the time since May last, constantly at work.

I think the Department will be quite satisfied with the result.

I have the honor to be, Sir,

Your most obedient servant,

A. B. FOSTER.

F. Braun, Esq.,  
Secretary Department Public Works,  
Ottawa.

OTTAWA, Dec. 20th 1875.

SIR,—I respectfully beg leave to bring under your notice certain points relating to the Canada Central Extension Railway and the Georgian Bay Branch of the Canadian Pacific Railway, as embraced in my contract with the Government, concerning which I am under the necessity of seeking certain modifications and concessions, without which it may prove impracticable to carry out some of the provisions and stipulations of the contract.

The concessions sought for are —

1st. The substitution of some 26 miles of navigation on the French River for an equal length of the Branch Railway; that is to say, by means of a lock (of dimensions to be specified by the Government) and such other improvements as may be found requisite to make the river navigable from the Georgian Bay, upwards to a point known as Cantin's Bay, 26 miles from the mouth. The subsidies and guaranty applicable to so much of the Branch Railway to be allowed for the required expenditure on river improvements.

2nd. The subsidies on the Canada Central Extension and Branch Railway to be made applicable to the extent of 90 per cent. of their full amount, monthly, for the grading of the lines. The object in asking this concession being to enable me to complete, as much as possible, the grading in the shortest possible time so as to facilitate the raising of the remainder of the means required for the entire completion of the whole work.

3rd. Modification of grades and curves. In respect of this question, I beg leave to submit that I have had a large engineering force engaged on surveys since May last and with the following results:—The Branch surveys were commenced at Westwardly end and such difficulties encountered in obtaining the desired gradient of 26 feet per mile ascending eastwards that a re-survey of much of the ground had to be ordered, and upon which a large party of engineers is still at work. No report can be looked for from them before the latter part of January.

On the Canada Central Extension a thorough survey has been made from the village of Renfrew for a distance of about 80 miles, and the amount of surveying and re-surveying over that distance has been very large, the result showing that while one foot in 200 or eastward ascent is obtainable—though in some instances at a very large outlay—in a westward direction the natural ascent of the country is so rapid for miles together as to render it impracticable to obtain a railway line at any reasonable rate of cost, within the contract limitation of gradient of one foot in 100. Two points present themselves where the engineers were baffled in obtaining a fairly practical line of less ascent than eighty feet in the mile, with occasional curvature of from 4 to 7 degrees. These points demand in one instance 4 miles of continuous grade of the above degree of inclination and in the other  $1\frac{1}{4}$  mile. The latter may possibly, by incurring very large outlay, be brought down within the contract limitation, but for the  $\frac{1}{4}$  mile plateau there would seem to be no practicable remedy. Even with this gradient the work on this portion of the route is so heavy as to call for some tunnelling.

4th. As a means of facilitating the large financial arrangements involved in the successful carrying out of this important undertaking, and which have been rendered very much more difficult than was anticipated by the discredit thrown on Canadian railways in the English money market within the last year, I ask that in lieu of the guaranty of 4 per cent. on \$7,500 per mile on the Branch Railway, a money composition of \$3,000 per mile be substituted.

5th. So much time has been unavoidably lost through the financial difficulties above referred to, and the opposition I encountered when in London, where I was when Mr. Potter's famous letter to the *Times* came out, that I am compelled to ask for an extension of time for the completion of my contract; such extension to be for such reasonable period as upon a full discussion of the whole matter may be mutually agreed upon between the Government and myself. In furtherance of this request I have to observe that in consequence of the features of the country presenting

so much greater obstacles to railway construction than were anticipated when the contract was entered into, the time and money to be expended on surveys will be very far in advance of what I estimated.

6th. In so much as the extension to Pembroke of the Canada Central can form no part of the subsidized railway, I ask that the subsidized portion of the Canada Central Railway Extension be fixed as commencing at the village of Renfrew. It is to be observed that the concessions and modifications applied for do not involve the Government in any increase of subsidy or money outlay for either railway, but simply place matters in such a shape as to facilitate my financial negotiations with a view to completing the work as early as possible.

Trusting that the above mentioned subjects may meet with the early and favorable consideration of the Government.

I have the honor to remain, Sir,

Your obedient servant,

A. B. FOSTER.

To the Honorable  
The Minister of Public Works.

OTTAWA, December 22nd, 1875.

SIR,—I am desired to acknowledge the receipt of your communication of the 20th inst., requesting that certain concessions and modifications be made in the terms of your contract with the Government, for the construction of the Georgian Bay Branch of the Canadian Pacific Railway and the subsidized extension of the Canada Central Railway and to inform you that the matter will receive the attention of the Department.

I have, &c.,

(Signed),

F. BRAUN,

Secretary.

Hon. A. B. Foster, Contractor,  
Ottawa.

OTTAWA, 8th February, 1876.

SIR,—I beg leave to apply for an estimate on account of the Georgian Bay Branch and Canada Central Extension Railway, to meet preliminary and surveying expenses and cost of certain works at mouth of French River, my outlay on all of which now amounts to upwards of \$60,000.

I therefore ask that Sixty-three thousand dollars (\$63,000) vouchers for which I am prepared with, be ordered to be paid me.

I may add that I am arranging to put some eighty miles of grading under contract immediately.

I have the honor to be, Sir,

Your obedient servant,

A. B. FOSTER,

Contractor.

The Honorable  
The Minister of Public Works,  
Ottawa.

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## RETURN

To an ADDRESS of the SENATE, dated 6th March, 1876;—For Copies of all Correspondence between the Dominion and Ontario Governments, regarding the granting of land or any other aid by the Ontario Government to the Georgian Bay Branch Railway.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 17th March, 1876.

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*Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General on the 23rd January, 1875.*

The Committee of Council have had under consideration the question of the appropriation of lands to aid in the construction of the Canadian Pacific Railway, where the line passes through the Province of Ontario, the Dominion Government owning no lands in that Province.

The railway, though built in the general interest, must necessarily be of the greatest importance as a local advantage in promoting the settlement of the Province, and giving value to the public lands.

The Committee, therefore, recommend that communication be opened with the Ontario Government with a view to obtain a grant of the public lands in that Province for this purpose.

Certified.

(Signed), W. A. HIMSWORTH,  
*Clerk, Privy Council.*

The Honorable  
The Secretary of State.

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DEPARTMENT OF THE SECRETARY OF STATE,  
26th January, 1875.

SIR,—I have the honor to inform you that His Excellency the Governor General has had under his consideration in Council the question of the appropriation of lands to aid in the construction of the Canadian Pacific Railway, where the line passes through the Province of Ontario, the Dominion Government owning no lands in that Province.

His Excellency is advised that this railway, although built in the general interest, must necessarily be of the greatest importance as a local advantage in promoting the settlement of the Province of Ontario, and giving value to the public lands therein.

I am accordingly directed to request that you will have the goodness to bring the subject under the notice of your Government with a view to obtaining, if possible, a grant of the public lands in the Province of Ontario for the above purpose.

I have, &c., &c.,

(Signed), R. W. SCOTT,  
*Secretary of State.*

To His Honor  
The Lieutenant-Governor of Ontario,  
Ontario.

GOVERNMENT HOUSE,  
TORONTO, 22nd February, 1875.

SIR,—With further reference to your despatch of the 26th January last, respecting the question of the appropriation of lands by the Ontario Government, to aid in the construction of the Canadian Pacific Railway, where the line passes through the Province of Ontario, I have now the honor to transmit herewith, for the consideration of His Excellency the Governor General in Council, copy of an Order in Council approved by me the 22nd day of February, 1874, together with a report on the subject by the Honorable the Treasurer of this Province.

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

(Signed), JOHN CRAWFORD,  
*Lieut.-Governor of Ontario.*

The Honorable  
The Secretary of State, Ottawa.

Copy of an Order in Council approved by His Honor the Lieutenant-Governor, the 22nd day of February, A. D. 1875.

The Committee of Council have had under consideration the annexed report of the Honorable the Treasurer, with reference to the despatch dated 26th January 1875, from the Honorable the Secretary of State of Canada, to Your Excellency, upon the subject of the Canadian Pacific Railway, with the view of obtaining a grant of the public lands in this Province in aid of the construction of the railway, where the line passes through Ontario.

The Committee concur in the said report, and submit the same for Your Excellency's approval.

The Committee advise that a copy of the said report and of this Minute of Council be, if approved by your Excellency, transmitted to the Honorable the Secretary of State, for submission to His Excellency the Governor General in Council.

Certified.

(Signed), J. G. SCOTT,  
Clerk, Executive Council, Ontario.

22nd February 1875.

TREASURY DEPARTMENT, 17th February, 1875.

With reference to the despatch dated 26th January, 1875, from the Honorable the Secretary of State of Canada to His Honor the Lieutenant-Governor, upon the subject of the Canadian Pacific Railway, with the view of obtaining a grant of the public lands in this Province in aid of the construction of the railway where the line passes through Ontario, the undersigned begs to report the following:—

The line of the Canadian Pacific Railway, which at present is proposed to be constructed by the Dominion Government, is the Georgian Bay Branch of the first section of the Pacific Railway, its eastern terminus being South of Lake Nipissing, and the terminus on the Georgian Bay, at the mouth of the French River, a distance of about eighty miles.

The Canadian Pacific Railway Act of 1874 provides that the contractors for any section or sub-section of the railway contracted for shall be paid \$10,000 per mile in money; shall receive a further guarantee of 4 per cent. interest for twenty-five years on a further sum, and 20,000 acres of alternate sections of land per mile. When sufficient land cannot be found near the railway then it is to be appropriated elsewhere by the Governor in Council.

Section 13 of this Act provides that the Georgian Bay Branch shall be constructed by contractors as a private enterprise, upon the same terms as the main line, or as a public work of the Dominion under contract; and by Section 14, the Governor in Council, subject to ratification by the House of Commons, may grant a bonus not exceeding \$12,000 per mile to any company in order to secure the construction of the branch lines extending from the eastern terminus south of Lake Nipissing to connect with existing or proposed lines of railway.

The proposed location of the Georgian Bay Branch is remote (more than 80 miles) from any existing railway in Ontario, and the construction of extension or other branch lines would be necessary before this part of the Pacific Railway became available for traffic in connection with the present system of railways in Ontario. The construction of a branch line from the terminus south of Lake Nipissing, easterly, to unite with the Canada Central or other line on the Ottawa River, while essential to this branch of the Pacific Railway, would fail to serve as a connecting link with the leading railways to the chief business centres of this Province.

While the construction of the Georgian Bay Branch and of a line easterly to the Ottawa River, would open up more than 200 miles of territory in the Province, and make it available for settlement, yet the financial advantage from this would chiefly inure to the Dominion Government, except as to any increase of value in the land or timber of the newly opened territory. Assuming that this branch will be constructed as proposed, its route has been adopted solely with reference to the general interests of the Dominion, in order to obtain the shortest connection with the seaboard for the Pacific Railway. The policy which would best serve Ontario interests would appear to dictate the construction of an easterly and westerly line much to the south of this proposed Georgian Bay Branch, but the sounder policy, if the responsibility rested with the Ontario Government, would be to develop territory for settlement by extensions from existing lines northerly.

The intention then of the Government at Ottawa is to aid in the construction of a line which is a Dominion work, though it may incidentally be of benefit to Ontario in

its character as a Provincial body politic by reason of the railway necessarily lying within the geographical limits of this Province.

The request made to the Province to contribute to the expense would therefore appear to be exceptional in its nature, for every work of the Dominion undertaken for the general benefit of Canada, necessarily involves the conferring of some special local advantage upon the particular Province in which it may be constructed, and this has not hitherto been urged as a ground for such Province, in its political capacity, assuming a distinct and additional obligation in aid of the work.

As one of the territorial constituents of the Dominion, Ontario like all other portions of Canada, is necessarily subjected to the burdens imposed by any Dominion undertaking, and contributes its just share through Customs duties and other fiscal means towards their discharge.

This Government would, however, appear to be under a duty to this Province to advise the encouragement of such additional local railways as may be necessary to aid in developing the resources of the Province, and in this view it becomes material that the Province should understand the extent of its responsibility in securing proper connections between this projected branch of the Pacific Railway and existing or proposed railways of Provincial importance. This can only be done by one or more lines running northerly to meet the Pacific Branch. The Dominion has jurisdiction under the Act to aid one or more such lines to the extent of \$12,000 per mile, but is not required by any existing Statute to aid any such line other than to Ottawa; and while this Government is under no responsibility to do so, it would nevertheless be desirable for the interests which both Governments have in charge, to consider whether, by the mutual contribution of lands and subsidies, connections between the Pacific Branch and Ontario lines, southerly as well as easterly to the Ottawa, could not be secured. This is a question of importance to both Governments equally, and should now be fully discussed, with a view of determining the proportion of aid which Government should grant, having regard to their respective functions and responsibilities in the premises.

Respectfully submitted.

(Signed), ADAM CROOKS,  
*Treasurer.*

FRENCH RIVER, ONTARIO, June 2nd, 1875.

SIR,—I hereby make application for the land as shown on the accompanying plan enclosed in broken line shaded red, containing 672 acres and 22 perches.

The said land being required for depôt grounds at the western terminus of the Georgian Bay Branch of the Canada Pacific Railway at French River.

The land has been carefully surveyed, and the boundary lines will be definitely marked out at the earliest possible moment.

Your obedient servant,

(Signed), A. B. FOSTER,  
per JOHN DOBSON.

The Honorable R. W. Scott,  
Secretary of State, Ottawa.

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 9th June, 1875.

SIR,—I have the honor to acknowledge the receipt of your letter of the 2nd instant applying for land shown on accompanying plan, for depôt grounds at the western terminus of the Georgian Bay Branch of the Canada Pacific Railway.

I have to inform you that a copy of your letter has been transmitted, with the plan, to the Government of the Province of Ontario.

I have, &c.,

(Signed),

EDOUARD J. LANGEVIN,

*Under-Secretary of State.*

A. B. Foster, Esq., care of John Dodsworth, Esq.,  
French River, Lake Huron, Ontario.

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 9th June, 1875.

SIR,—I have the honor to enclose herewith a copy of an application from the Honorable A. B. Foster for the land shown on plan accompanying his letter (also enclosed), it being required for the Georgian Bay Branch of the Canadian Pacific Railway. The application was transmitted to this Department with a view to having the land reserved for railway purposes.

I have, &c.,

Yours, &c.,

(Signed),

EDOUARD J. LANGEVIN,

*Under-Secretary of State.*

The Honorable the Provincial Secretary,  
Toronto, Ontario.

SECRETARY OF THE PROVINCE OF ONTARIO,

TORONTO, 10th June, 1875.

SIR,—I have the honor to acknowledge receipt of your letter of the 9th inst transmitting application of Honorable A. B. Foster for certain lands at French River to be reserved for depôt purposes for the Georgian Bay Branch of the Canadian Pacific Railway, and to inform you in reply that the subject will be submitted to His Honor the Lieutenant-Governor.

I have, &c.,

(Signed),

J. J. ECKARD,

*Assistant-Secretary.*

The Honourable the Secretary of State,  
Ottawa.

DEPARTMENT OF CROWN LANDS,

SURVEYOR'S BRANCH, Toronto, 16th June, 1875.

SIR,—I have the honor to acknowledge the receipt of your letter, enclosing a copy of the Honorable A. B. Foster's application for land required for depôt grounds of the Canadian Pacific Railway at French River, and to inform you that these documents will be laid before the Commissioner of Crown Lands when he returns to this Department.

I have, &c.,

(Signed),

THOMAS DEVINE,

*Deputy Surveyor-General.*

Edouard J. Langevin, Esq.,  
Under-Secretary of State,  
Ottawa.



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## SUPPLEMENTARY RETURN

To an ADDRESS of THE SENATE, dated 18th February, 1876 :—For copies of all correspondence between the contractors of the Georgian Bay Branch Railway and the Government, since the date of the contract.

By Command.

R. W. SCOTT,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 4th April, 1876.

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*Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 28th February, 1876.*

On a memorandum dated February, 1876, from the Hon. Mr. Mackenzie, reporting that he has had under consideration the application of Mr. A. B. Foster, contractor, for the construction of the Georgian Bay Branch of the Canada Pacific Railway, dated 20th December, for certain modifications in his contract :

That it is his opinion that it would be in the public interest to substitute for a certain portion of the railway the navigation of the French River as suggested by Mr. Foster, as this plan would practically extend the navigation and harbour accommodations for a considerable distance inland, would considerably lessen the railway mileage, and would bring the railway to a point on the French River where an easy crossing could be had for a western continuation, should that be determined on.

That the modification is, however, a very serious one and an attempt to arrange its terms by private bargain would appear inexpedient.

That it might be possible to accede to some of the other modifications proposed by Mr. Foster, but others could not be agreed to under the existing law.

Mr. Mackenzie states that he has also had under consideration the progress made in the execution of the work, which has not been satisfactory, although the difficulties to which Mr. Foster alludes in his letter, afford some justification for the delays.

That upon the whole he has come to the conclusion that it will be to the public interest that the contract for the construction of the Georgian Bay Branch with Mr. Foster should be annulled, and that fresh tenders should be asked for the construction of the Branch and the works of navigation alluded to, and with this view he recommends that the contract be annulled.

Under the circumstances he recommends that Mr. Foster be repaid his deposit of

\$85,000 and the fair value of the works of exploration, survey and construction performed by him so far as they were necessary to, or can be made available for the prosecution of the work. That the amount claimed by Mr. Foster to have been so expended up to the 1st instant, is \$38,862.28.

Mr. Mackenzie further states that he has not received vouchers and evidence which enable him to deal with this claim finally, but upon the materials before him, he is of opinion that the sum of \$20,000 may be safely paid on account thereof, reserving for further consideration the remainder of the claim, and he recommends accordingly.

With reference to the application made in the same letter by Mr. Foster on behalf of the Canada Central Railway Company in reference to the subsidy for the extension of that railway to the eastern end of the Georgian Bay Branch, the Minister states that he will report separately at a future time.

The Committee concur in the foregoing recommendation and submit the same for your Excellency's approval.

Certified.

(Signed), W. A. HIMSWORTH,  
Clerk, Privy Council.

To the Hon.  
The Secretary of State.

CANADA CENTRAL RAILWAY COMPANY,  
SECRETARY AND TREASURER'S OFFICE,

October 26th, 1875.

*Georgian Bay Branch, Canadian Pacific Railway.*

DEAR SIR,—Since our interview with Mr. Fleming, yesterday, on the subject of the difficulties encountered on the line advancing eastwards from the French River, I have seen Mr. Harris, your Engineer in charge of the surveys westward from Douglas.

With respect to the former, the levels already run extending from the mouth of the river to the "Nipissing Road," a distance of about sixty miles, show beyond all question that the *maximum* gradients and curvature limited by the contract, namely, twenty-six feet per mile ascending east, and fifty-two feet on the westwardly ascent, are not obtainable on or near the line laid down on the contract map.

The easterly survey presents a fair profile for some fifty miles from Douglas, westward, the required grades and curves being obtainable; but about the fifty-second mile a narrow gorge or "canon" of the Bonnechère River affords the only practicable line for a distance of about four miles—the country on either side being high and mountainous. Some seven or eight miles further on, near the point designated on the map as "The Village," a somewhat similar gorge is met with and is, again, the only feasible pass through which the line, as laid down on the map, can be carried. In both these gorges the work to be done to obtain grades of from seventy to eighty feet in the mile, even, and curves of six degrees, would be heavy.

In view of the above facts, and facts they undoubtedly are, it seems absolutely necessary to ascertain immediately one of two things:—Will the Government entertain the idea of modifying the contract in respect of gradients and alignment, or will such latitude in surveys be permitted as will allow of the best obtainable section or profile being sought for, however far it may lie to the north of the line laid down on the contract map?

Judging from the ascertained elevation of the interior waters, on the still unsurveyed portions of the line, and from the contour and water-sheds of the country generally, I am very strongly of opinion that it will prove impracticable to obtain any line whatsoever from any point on the Bonnechère to any point on the French River, that will admit of such a low *maximum* gradient as, on the eastward as sent is stipulated for by the contract.

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That a line of lower general elevations than are known to exist on the contract line can be found between the latter and the Ottawa River is certain, and such a line, even if pushed as far north as Pembroke, would probably not exceed the estimated length (205 miles) of the contract line, between the mouth of the French River and Douglas, by more than from four to six miles, while the lesser altitudes to be surmounted should give promise of more favorable gradients.

My counsel to you is to ask permission to be allowed to seek the best possible profile of the country obtainable anywhere between the proposed line and the Ottawa River, and when satisfied that that section has been obtained, to lay down upon it the best possible grades of which it may prove to be susceptible.

Yours truly,

(Signed),

W. SHANLY.

Hon. A. B. Foster,  
&c., &c.

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(No. 72.)

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 2nd March, 1876;—For copies of instructions issued by the Public Works Department to any Engineer regarding the survey of Toronto Harbor; also copies of all Reports made to the Government, showing the present state of the Harbor or suggesting additional works to preserve it from destruction.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 22nd March, 1876.

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(No. 73.)

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 2nd March 1876;—For all papers and correspondence between the Department of Marine and Fisheries and L. J. Loranger, Esq., Fishery Overseer, or any other person in relation to licenses granted or refused to parties wishing to fish in the Lakes comprised within the limits of the Counties of Terrebonne, Montcalm, Joliette and Berthier; and of all instructions given to the said L. J. Loranger; and also for a Statement shewing the names of all persons to whom such licenses have been granted and on what conditions they were so granted.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 22nd March, 1876.

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

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## RETURN

TO AN ADDRESS of the HOUSE OF COMMONS, dated 6th March, 1876:—For the Correspondence with the Local Government of Nova Scotia respecting the contemplated Transfer of the Branch Line of Railway between Truro and Pictou.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 22nd March, 1876.

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OTTAWA, 14th May, 1874.

DEAR SIR,—Referring to our conversation yesterday respecting Nova Scotia Railway, I beg leave to urge the necessity of such action being taken by your Government, in regard to transfer of Branch Line as will ensure the success of the policy adopted by our Provincial Legislature at its late Session. Offers, as you are aware, have been made to the Provincial Government, to build a railway from Annapolis to Yarmouth, upon condition that the Branch from the Junction to Windsor is handed over to the Western Central Railway Co.; and an offer has also been made by responsible parties to construct a railway from New Glasgow to the Strait of Canso upon condition that the Branch from Pictou to Truro is transferred to them. \$6,000 per mile have been offered by the Provincial Grant to the Western Road, and \$5,000 per mile for Eastern extension. But to assure the building of these roads it is indispensable that assurance be given, by legislation or otherwise on the part of your Government, before parties will contract for their completion. It is of the utmost importance to have decided that those highly valued works should be completed at the earliest possible period, and therefore it is that I respectfully urge on behalf of the Provincial Government that the necessary steps be taken to ensure success of the policy of the Legislature at its recent Session.

I have the honor to be yours truly,

(Signed),

W. ANNAND.

Hon. A. MACKENZIE.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 17th of June, 1874.*

The Committee of Council have the honor to report:—

That they have had under consideration the application of the Hon. Wm. Annand, acting as well in behalf of the Eastern Counties Railway Company, in its application for transfers of the Truro and Pictou Branches of the Nova Scotia Railway to them, as also duly authorized by the Government of Nova Scotia to represent that the said Company is approved of by them under the terms of the Acts of Nova Scotia to encourage the building of certain Railways. That the application is made to the Government of Canada in virtue of a resolution adopted in the House of Commons on the 19th day of May, 1874.

“That the Government be authorized to negotiate during the Parliamentary Recess for the the transfer of the railway from Truro to Pictou to some authorized Company, on conditions that such Company will extend the said railway from New Glasgow or Pictou to the Gut of Canso, or some place in Cape Breton, within a specified time—such transfer to be subject to the approval of Parliament at its next Session.”

That the Committee have received assurances that the Eastern Counties Railway Company intend in good faith to prosecute the construction of a railway from New Glasgow eastward, to the Gut of Canso and Louisburg in Cape Breton. The Committee therefore recommend that the said Branch Railway from Truro to Pictou be transferred to the said Company upon the following conditions, viz:—

1. The said Company are to undertake to build and complete and equip a railway of four feet eight and one-half inches gauge from New Glasgow or its vicinity to the Port of Louisburg in Cape Breton within three years from the 1st day of July next hereafter ensuing, and have the same in running order at the time.

2. That the Company shall, within six months from the date hereof, furnish to the satisfaction of the Government of Canada, sufficient evidence of their ability vigorously to prosecute the construction of the line from New Glasgow or its vicinity, to the port of Louisburg aforesaid, and shall have the line surveyed and an actual and substantial commencement made on works of construction within one year from the said first day of July now next ensuing.

3. That the Company shall, on the first day of January, which will be in the year 1876, or at any earlier day, in the discretion of the Government of Canada, undertake to receive the said Branch Railway from Truro to Pictou, and from and after that date, or such earlier period as aforesaid, to stock, equip and work the same efficiently, and to keep and maintain the road and stock and equipment in repair and in proper working order at the proper cost and charges of the said Company, who shall charge and receive the tolls and earnings for their own use and benefit.

4. That on completion of the line of the said Company as hereinbefore mentioned, from New Glasgow or its vicinity, to Louisburg aforesaid, the said Branch Railway from Truro to Pictou shall be absolutely the property of the Company.

5. That this agreement be subject to the approval of Parliament.

6. That the assent of the Company to this agreement be signified by the corporate seal of the same being affixed to an Order in Council embodying the same.

Certified.

(Signed),

W. A. HIMSWORTH,

*Clerk, Privy Council.*

To the Honorable  
The Minister of Public Works,  
&c., &c., &c.

OTTAWA, July 20th, 1874.

SIR,—I am desired to transmit herewith copy of an Order in Council, approved the 17th ultimo, relative to the transfer of that part of the Intercolonial Railway from Truro to Pictou, N. S., to the Eastern Counties Railway Company, and to request you to inform the Hon. Mr. Annand, acting in behalf of said Company, of the conditions under which the transfer is to be made.

I have, &amp;c.,

(Signed),

F. BRAUN,

*Secretary.*

To the Honorable  
The Secretary of State,  
Ottawa.

OTTAWA, 9th December, 1874.

*Hon. Alexander Mackenzie, Premier, Canada :*

Referring to memorandum which the Hon. Mr. Annand had the honor to submit on the 17th of June last to the Hon. the Privy Council of Canada, on the subject of the railway extension in Nova Scotia, and the Minute of Council of your Government in reply thereto of the same date, we now beg leave to enclose a letter from Messrs. Schriober and Burpee, under date 20th October last, addressed to the Government of Nova Scotia, declining, on behalf of the Eastern Counties Railway Company, for reasons therein indicated, to construct the proposed railway from New Glasgow to Louisburg.

We beg leave to enclose Minute of Council of the Government of Nova Scotia, of 19th of October last, authorizing Hon. Mr. Annand and Hon. H. W. Smith, two members of their body, to inform the Government of Canada of the determination of the said Eastern Counties Railway Company as regards the construction of a railway from New Glasgow to Louisburg, and their readiness to proceed immediately with the building of a railway from New Glasgow to Canso upon the terms originally proposed by them. We have respectfully to urge on behalf of the Government of Nova Scotia that the Government of Canada approve the offer of the Eastern Counties Railway Company to construct a railway from New Glasgow to Canso upon the terms and conditions proposed by the said Company.

(Signed),

W. ANNAND

HENRY W. SMITH.

HALIFAX, October 20th, 1874.

*To the Hon. William Annand, Premier of Nova Scotian Government :*

We beg to call your attention to the fact that on the 13th July last we made an agreement with D. J. Kennelly, Esq., as representing certain capitalists in England, in which he undertook, within three calendar months of that date, to furnish the necessary capital to build a line of railway from New Glasgow to Canso; and also from Canso to Louisburg under the charter of the Eastern Counties Railway Company. Since that time we have been in constant communication with him, and we have no reason to believe he can succeed in doing so in any satisfactory manner; and furthermore, as over four months have elapsed since that agreement was entered upon, we take the opportunity of now making known to you that we, as representing the Eastern Counties Railway Company, entertain no hope of being able to build that line as far as Louisburg. At the same time, we are quite prepared immediately to furnish security, and enter upon the construction of the line from New Glasgow to Gut of Canso, as originally proposed by us.

And would remain, &amp;c.,

(Signed,)

E. R. BURPEE.

COLLINGWOOD SCHREIBER.

Per E. R. BURPEE.

*COPY of a Minute of Council passed at Halifax on the 29th day October, 1874.*

Messrs. Schreiber & Burpee having by letter of the 20th of October, inst., brought to the notice of the Government, that the encouragement afforded by the Nova Scotia Act, and by the offers of the Dominion Government, contained in their despatch of the 17th June last, had failed to secure a contract for the continuation of the railway from New Glasgow to Louisburg, while the Eastern Railway Company are still willing, on the terms of their original offer to the Government, to construct and equip a railway from New Glasgow to Canso on condition of receiving the subsidies offered by the Nova Scotia Legislature, and a transfer from the Government of the Dominion of the Branch Line from Truro to Pictou,—It is recommended that the Honorables Wm. Annand and H. W. Smith be appointed Delegates to the Government of the Dominion, to lay before them the impracticability of constructing the railway to Louisburg with the encouragement at present offered, and to urge upon the said Government the acceptance of the proposal of the "Eastern Counties Railway Company" to construct the railway from New Glasgow to Canso upon the terms contained in their original offer.

Certified.

(Signed),

H. CROSSKILL,  
*Acting Clerk of Council.*

OTTAWA, November 11th, 1874.

DEAR SIR,—You will observe from the copy of Mr. Kennelly's letter enclosed, that he is still under the impression that the Road could be built to Louisburg by getting the use of the Government road to raise money in the way he has proposed.

From your letter covering that of the contractors, Messrs. Schreiber & Burpee, it would seem that they considered the undertaking quite hopeless; and it is a little awkward that Mr. Kennelly and those acting with him should still be under the impression that the entire line to Louisburg could be built by getting possession of the Government road for financial purposes in the way indicated, and you will observe that the Cape Breton people may allege at the coming Session that we took it out of their hands without any sufficient reason. Please get this difficulty if possible removed, so that all parties may acquiesce in the impossibility of extending the road at present west of Gulf of Canso.

Yours respectfully,

(Signed),

A. MACKENZIE.

Hon. W. ANNAND,  
Halifax, N. S.

HALIFAX, 19th November, 1874.

DEAR SIR,—Immediately on receipt of your note of the 11th inst., enclosing copy of a letter from Mr. D. J. Kennelly, of 27th ult., I telegraphed to Mr. E. R. Burpee, one of the corporators of the Eastern Counties Railway, to meet the Executive Council of this Province, with the view of ascertaining whether he and his associates were willing to construct the proposed railway from Louisburg to New Glasgow, upon the terms enunciated in Mr. Kennelly's communication to you.

Mr. Burpee met the Council yesterday, and after an exhaustive discussion of the subject, submitted a letter (copy enclosed) embodying the views of the Corporators, which are approved by this Government. The Government, while desirous that the railway should be extended to Louisburg, and willing, subject to the approval of the Legislature, that grants in aid shall be given therefor cannot, in view of an impending general election and a necessarily re-constructed Government, give any assurance with the subsidies in money, lands, and minerals demanded by Mr. Kennelly, as the conditions upon which the railway to Louisburg is offered to be built, will be granted by a new Parliament.



It is obviously the duty of the Government then, under the circumstances, especially as all our legislation on the subject of Eastern extension, has been directed to that point, to use every effort to secure the immediate commencement of the railway from New Glasgow to Canso, and this in my opinion can only be done by your Government co-operating with ours, and pledging the Truro and Pictou towards that object, as was arranged between yourself and the accredited representatives of this Government, at Ottawa, on the 10th instant. I may add that there is every disposition on the part of the Council to promote, in their power, when the time arrives, the legislation necessary to secure the extension of the railway to Louisburg, but they feel themselves constrained—both by the Legislation of the late Session, and the all but unanimously expressed opinion of the representatives of Nova Scotia in the House of Commons, to use every endeavour to secure the immediate construction of the railway from New Glasgow to Canso.

Yours truly,  
(Signed), W. ANNAND.

HON. A. MACKENZIE.

HALIFAX, November 18th, 1874.

MY DEAR SIR,—Referring to my conversation with the members of your Government this day, on the subject of the Eastern Counties Railway Extension, and also the letters of D. J. Kennelly, Esq., London, of date November 3rd, to yourself, and October 27th, to the Premier of Canada, I beg leave, on behalf of Mr. Collingwood Schrieber and myself, to state that we will be willing to co-operate with Mr. Kennelly and his associates, in any practicable scheme to extend the line of railway proposed by us from New Glasgow to the Gut of Canso, from thence to Louisburg, which may meet the approval of the Government and Legislature of Nova Scotia, and to proceed with the same as soon as the necessary legislation is effected. This offer is based upon the condition that the railway from Truro to Pictou be immediately secured to the Eastern Counties Railway Company, in consideration of their building the railway from New Glasgow to the Gut of Canso. This being done we will be prepared immediately to commence work.

I have, &c.,  
(Signed), E. R. BURPEE.

To the Hon. WM. ANNAND,  
Premier, Nova Scotia.

OTTAWA, October 8, 1874.

MY DEAR SIR,—I am in receipt of your letter of 16th ultimo, respecting the proposed railway from New Glasgow to Louisburg, with the accompanying memorandum of Mr. Laing.

The two things which you ask are first: That the Dominion Government should give a guarantee of 5 per cent., in whole or in part, on the balance of the money required; and second, that we should, without absolutely making over the Pictou and Truro Railway, permit your Company to mortgage the same, the proceeds to be jointly retained by the Government and the Company, to be disbursed on the Engineers certificates.

As I told you when here, I think it would be quite impossible for the Government to commit themselves to any method of aiding in the construction of that road other than that of alienating the Pictou and Truro branch in favor of any Company that will secure the completion of the road. You will observe that if a railroad is aided in that quarter by the Dominion Government, other roads must be aided in other portions of the Dominion, with, as the result, a constant struggle against sectional contests for such aid, or a general omnibus bill in which every project will be

embraced. I am not prepared to do anything of this kind, especially as the Provinces of New Brunswick, Quebec and Ontario, as well as Nova Scotia, have as provinces entered vigorously upon the work of railway construction.

The other point may possibly be considered, but you will see that if we permit your Company to mortgage the railway, that it would be practically giving the line over, and would be contrary to the terms of the Order in Council, and contrary also to the Parliamentary authority under which that order was passed. It was supposed by Mr. Annand and I think by yourself also, that the fact of the Government being willing to give over what is undoubtedly one of the best paying portions of the Government railway system, would of itself, to the extent of the value of the road, establish the credit of the Company. Some plan may be devised for making that portion of the road the ultimate security for the issue of bonds of a particular class, which would practically have the same effect.

I however write this somewhat hastily, as I desire that no time should be lost in indicating to you the views of the Government, and as nothing can be done by us in any case without additional Parliamentary sanction, it is perhaps sufficient at present to say that I would be glad to hear from you further regarding the particular mode of utilizing the Pictou Branch for the construction of the line.

The matter of the guarantee from this Government may, however, I think be considered as practically settled, as I fear it cannot be given.

Yours faithfully,  
(Signed), A. MACKENZIE.

D. J. KENNELLY, Esq.,  
8, Union Court, Old Broad Street,  
London, E. C.

8, UNION COURT, OLD BROAD STREET,  
LONDON, E. C., November 3rd, 1874.

MY DEAR SIR,—Shortly after you left London I was enabled to open negotiation for the construction of the New Glasgow and Louisburg Line on much more satisfactory conditions than those under consideration when you left London; and as I do not know who your present Provincial Secretary is, I have enclosed my official communication to your Government in my letter to you, which kindly hand in for me.

Mr. Samuel Laing, M.P., who is Chairman of the Railway Share and Debenture Trusts, and also of the London and Brighton Railway, and other influential persons, have associated themselves with me for the prosecution of the railroad, with Messrs. Burpee and Schrieber as the contractors. I need not go over the details which will be officially placed before you; but I trust, knowing how I have striven in disadvantageous times and under disadvantageous circumstances on the one hand from the London money market, and on the other hand from the position in which I was placed, owing to the fact that I had not any definite assurance from your Government as to subvention for the railway from Canso to Louisburg, that you will afford us all the aid in your power in passing the necessary extension to the Act held by Messrs. Burpee & Schrieber.

The Honorable Mr. Mackenzie, the Dominion Premier, has received my communication to him on the subject of affording the Company the use of the Pictou Line for financial purposes, without absolutely handing it over to the Company with some degree of favor.

What we ask is that the proceeds of the mortgage should be retained by the Government to be paid to the Company's contractor for work done, as certified by the Government engineer. We should prefer the Government should raise the loan on the line.

We think the capital in the existing Act would be enough, namely, 25,000 shares of \$100 or £20 equal £500,000.

Trusting you will give us the aid we desire in the merits of the case,

I am, my Dear Sir,

Yours very truly,

(Signed), D. J. KENNELLY.

The Honorable W. ANNAND, Halifax.

P.S.—We receive accounts that our (local) Louisburg Railway will be ready by March, and two berths for vessels of twenty-five feet draft.

8, UNION COURT, OLD BROAD STREET.

LONDON, 3rd November, 1874.

SIR,—In reference to the various interviews I had the honor of receiving during my late visit to Canada from the Government of Nova Scotia in Council on the subject of obtaining a subvention for the construction of a railway from Canso to the Port of Louisburg, under the Minute of Council passed at Halifax on the 9th day of June 1874, coupled with a report of the Committee of the Privy Council approved by His Excellency the Governor General in Council on the 15th day of June, 1874.

I now beg to enclose herewith a letter in original from Samuel Laing, Esq., M.P., for himself and others, and for and on the behalf of the Railway Share and Debenture Trusts by which he undertakes under certain conditions to prosecute the railway proposed from New Glasgow to Canso, and from thence to Louisburg Harbour.

The conditions, being that a subvention be granted by the Legislature of Nova Scotia of a character similar to that contained in and set forth in a letter from me under date the 11th June, 1874, addressed to the Hon. W. Annand, Premier of the Government of Nova Scotia.

But as regards the Pictou and Truro Railway, that the Government whether of the Dominion or of Nova Scotia effect a loan thereon, the proceeds to be applied at the commencement of the undertaking for work done on the railway as certified by the Government Engineer.

In view, therefore, to the influential association now formed for the prosecution of the proposed railway from New Glasgow to Louisburg Harbour and to avail of the Clause 2 of the Report of the Committee of the Privy Council, I beg most respectfully for myself and my associates that the Legislature will be pleased to pass an Act or an extended Act under chapter 62 of 1874, granting the subvention asked herein.

I have the honor, &c., for myself and others.

(Signed), D. J. KENNELLY.

To the Honorable

The Provincial Secretary of the  
Government of Nova Scotia, Halifax.

November 11, 1874.

SIR,—I have been requested by Mr. Mackenzie to acknowledge receipt of your letter of the 29th ultimo, on the subject of the proposed railway from New Glasgow to Louisburg, and to state in reply that the contractors have sent a formal communication declaring their inability to undertake the work required by the Order in Council of 17th June last, and the Local Government, having officially intimated their inability to comply with what you requested in your former letter, the Government will be compelled to consider before the meeting of Parliament what changes should be made and embodied in a new Order in Council, so as to secure the building of the road to some intermediate point, if not throughout its entire length.

Mr. Mackenzie has caused to be transmitted a copy of your letter of the 29th of October, to Mr. Annand, with a request that he will communicate the views of his Government to Mr. Mackenzie at as early a day as possible.

(Signed), Yours respectfully,  
WM. BUCKINGHAM.

D. J. KENNELLY, Esq.,  
8, Union Court, Old Broad Street,  
London.

November 11th, 1874.

DEAR SIR,—You will observe from the copy of Mr. Kennelly's letter enclosed, that he is still under the impression that the road could be built to Louisburg, by getting the use of the Government road to raise money in the way he has proposed.

From your letter, covering that of the contractors, Messrs. Schrieber & Burpee, it would seem that they considered the undertaking quite hopeless; and it is a little awkward that Mr. Kennelly, and those acting with him, should still be under the impression that the entire line to Louisburg could be built by getting possession of the Government road for financial purposes in the way indicated; and you will observe that the Cape Breton people may allege, at the coming session, that we took it out of their hands without any sufficient reason. Please get this difficulty if possible removed, so that all parties may acquiesce in the impossibility of extending the road at present past the Gut of Canso.

Yours faithfully,  
(Signed), A. MACKENZIE.

Hon. W. ANNAND,  
&c., &c., &c.,  
Halifax.

8, UNION COURT, OLD BROAD STREET,  
LONDON, E. C., Nov., 25th 1874.

DEAR SIR,—I have the honor to acknowledge the receipt of your intimation, under the 11th inst., conveyed by Mr. Buckingham, to the effect that the contractors of the proposed railway from New Glasgow to Louisburg had sent a formal communication, declaring their inability to undertake the work required by the Order in Council of 17th June last; and, also, that the Local Government had officially intimated their inability to comply with what I had requested in my former letter, and respectfully beg you will defer making any change in the existing Order in Council so far as relates to the transfer of the Truro and Pictou Branch of the Nova Scotian Railway, for the purpose of constructing the proposed railway from New Glasgow to Louisburg, for the following reasons:—That the alternative proposal named by me in my letter of the 16th of September is now adopted by Mr. Laing and others, as you will have been informed under my letter of the 5th inst., in which I forwarded for your information a copy of that gentleman's communication.

Further, as will be seen by the annexed copies of letters to the Hon. Mr. Annand and to the Provincial Secretary of the Government of Nova Scotia, dated the 3rd instant, Mr. Annand when leaving London, was not aware of the fact that Mr. Laing had adopted such proposal, which in effect is a subvention by the Nova Scotian Government of £1,000 per mile, 450,000 acres of Crown lands, with power to select and to work under royalty 150,000 acres of minerals, this being the extent of the subvention which the Government of Nova Scotia gave me to understand, in an informal manner, it would be prepared to recommend to the Parliament to grant in lieu of royalties derived from coal mined in Cape Breton; it being also understood that the Pictou and Truro line would be dealt with as suggested in my letter to you of the 5th inst., which letter it is presumed you will have received before now.

I would add that the survey of the line between Louisburg and Canso is now completed.

Permit me also to add that within the last few days I have been given to understand that much has been done to my prejudice in Halifax—first, in seeking to couple the name of Mr. Gisborne and his affairs with the Cape Breton Company; and, second, the Cape Breton Company with the Company proposing to construct the line from New Glasgow to Louisburg.

As regards Mr. Gisborne, his connection with the Cape Breton Company is simply that of a shareholder and contractor for constructing the Local Railway from Lornay Junction to Louisburg; and as regards the Cape Breton Company, it has no connection with the Company for making the railway under reference.

As regards the position of Mr. Laing and his associates, I need only say they are well known in London for their leading position in financial matters.

I am, dear sir,

Yours very faithfully,

(Signed), D. J. KENNELLY.

To the Hon. A. MACKENZIE,  
Premier of the Dominion Government,  
Ottawa.

8, UNION COURT, OLD BROAD STREET,  
LONDON, 28th November, 1874.

DEAR SIR,—In the communication I did myself the honor to forward yesterday I omitted to mention that neither from the contractors nor from the Local Government at Halifax, had I received any intimation whatever of their intention to notify to you their inability to undertake the work required by the Order in Council; or to comply with my letter—and, moreover, now that the Halifax mails have been delivered here, I am still without communication from them of any sort, thus leaving me to learn from your letter, what, I conceive, might have been fairly expected to have been made known to me by the Honorable Mr. Annand or other officials of his Government. It is true, this silence to some extent may be accounted for, from the fact that my letter of the 3rd instant, conveying Mr. Laing's offer, would reach Halifax at so short a time before the departure of the mail of the 17th inst., as not to allow of time for its consideration; nevertheless, having written to the contractors on the 26th October, intimating that I was negotiating with Mr. Laing, and having four days later cabled to them an agreed cypher to the effect that I had arranged a company which would accept land instead of royalties on coal, I feel at a loss to understand the silence that has been maintained on the subject from the date of the cablegram, the 30th ult., till now, unless that they preferred, before adopting any decisive action, to await the receipt of complete details which would not reach them before the 15th or 16th inst.

But as the term of six months named in the Order in Council, during the currency of which I am called upon to satisfy the Dominion Government, touching the ability to construct the railway from New Glasgow to Louisburg, will expire about the middle of December (next month), it becomes at once incumbent upon me to establish to the satisfaction of your Government that this ability exists, in order that the aid offered by the gift of the Pictou and Truro Railway should not be confined to the construction of the line to Canso, only, or to some place in Cape Breton; but that such aid should apply to the whole railroad to Louisburg Harbor.

In attempting to do so I venture to enter upon a few details, and under the circumstances of the case, beg that just consideration at your hands, which, from your acknowledged integrity in the great and high office you so worthily fill, will I am confident be afforded me.

In January last, upon the solicitation of the Board of the Cape Breton Company, then formed by the amalgamation of three mining companies in Cape Breton, I accepted the office of Managing Director of that Company.

Shortly after, I was informed that an Act had been passed by the Local Government for a railway from New Glasgow to Louisburg but then shortly to expire.

Convinced that such a line was indirectly, very important to the interests of the Cape Breton Company, and learning that all attempts to obtain capital for its construction under the existing subvention had failed, I assembled some friends and other members of the Cape Breton Company, and subscribed £2,000 for the purpose of effecting a survey of the proposed road.

Mr. Gisborne, who was then returning to Cape Breton, was requested to do all in his power to obtain a renewal of the Act with a more favorable subvention, preparatory to my arrival in Halifax, in April or early May.

Circumstances delayed my arrival until the 17<sup>th</sup> May when the Local Legislature had adjourned.

I will not trouble you with a recapitulation of what took place in my interviews with the Members of the Local Government or of what followed at Ottawa; but I may be permitted to state some of the arguments I employed to the members in Council at Halifax, with the view of obtaining something beyond the minute they were good enough to pass in my behalf.

I informed them I appeared not for the Cape Breton Company, but for an association of persons outside of that Company.

I stated my belief that the New Glasgow and Louisburg Railway would be of great indirect benefit to the Cape Breton Company.

As a general rule the coal industry of the United Kingdom was worked to the best profit when it could be associated with the smelting of iron and other ores.

I stated my opinion that, from the insulated position of the coal industry of Cape Breton, and from other circumstances, such must languish unless stimulated by the existence of the usual associate iron or other works.

I mentioned that I had had an interview with Mr. Bennett in St. John, Newfoundland, with the object of having that gentleman's copper ore smelted at Louisburg, and that he had expressed himself very favorably towards the project, and would be prepared to assist in the erection of suitable furnaces.

I stated that until the country was opened up by a railway, such as that proposed, mining capital would not flow in, for even in the settled country of England and Scotland no mineral working was attempted out of the vicinity of a railway.

I urged that a statesmanlike and liberal view in the matter would have the result of bringing in capital for the development of the great natural wealth of that part of the Province, and to the enrichment by royalties of the Government Treasury.

I further said that the most extensive industry of Canada, or what promised to become the most extensive, was, by the absence of railway communication, in effect isolated and cut off from the Dominion. Beyond this, I stated I gave these opinions, not as one altogether ignorant, inasmuch as I had been Managing Director of one of the largest and most extensive mining and chemical industries in Scotland, namely, Young's Paraffin Works, formerly known as the Bathgate Chemical Works, but now greatly extended; and where the coal alone consumed, reach in manufacture and mining purposes 130,000 tons per annum.

I came not to them on any object of philanthropy. I held a heavy stake in the Cape Breton Company, and the proposed railway would help me to improve it.

As a Director of machinery for prospecting minerals by boring with diamonds, I would hope, with profit to myself and to the Government, to bring to light and to work the hidden wealth of that part of Nova Scotia.

Moreover, I explained my firm conviction that Louisburg, with cheap coal and iron, must become the seaport of the St. Lawrence for the enormous trade to come forward through the intended system of canals; and as passenger traffic gravitated to

the place of shortest sea passage to Louisburg, eventually would form the Trans-Atlantic port for mails and passengers.

Finally, on my return from Ottawa, and having informed the Council that the Dominion Government could not grant a subvention beyond the grant of the Pictou Line and necessary Harbor Works, the Local Government, while expressing itself desirous of affording a suitable subvention, felt in the absence of Parliamentary sanction, unable to name a definite subvention from Canso to Louisburg.

I stated that this decision practically was to deprive me of the benefit obtained under the minute of Council at Ottawa; and would lead to my returning to England with absolutely less than before.

Nevertheless, seeing that I could not move the Local Government from its position, I obtained certified copies of the minutes, and returned to England, bringing with me, also, a contract with Messrs. Burpee & Co. for the construction of the whole line, at the rate of £1,450 per mile made and equipped to the Government standard, and subject to the certificates of the Government Engineers—provided I was successful in forming a company within two months, or middle of last September.

Messrs. Burpee were aware of the difficulties I had to encounter to effect this—first, from the vague and uncertain character of the minute of the Local Government, and second, the period of the year being that, when business in London would be at a stand-still, due to the absence from town of all connected with monetary matters. Moreover, there was to arise a weak money market connected with the state of some of the railways of Canada.

The announcement to my friends of the result of my visit to Canada was disappointing and led to inaction.

I had, therefore, to seek other channels with the view of making my arrangements with the contractors, but the only one I succeeded in opening was that which did not commend itself to Mr. Burpee, and was dropped.

At length I was successful in inducing my friends to adopt the project on the basis upon which it is now presented to your Government and to that of Nova Scotia.

We offer to construct the railway from New Glasgow to Louisburg for the subvention afforded by the existing Act held by Messrs. Burpee & Schreiber, from New Glasgow to Canso, and from that place to Louisburg Harbor for a further \$5,000 per mile, and an additional 300,000 acres of Crown lands, with right of selection of minerals in 150,000 acres royalties, payable by us, and that the Pictou and Truro line be made available, as already suggested, for the purposes of construction.

Without in any way seeking to challenge the action of the Government of Nova Scotia, it is impossible for me, insomuch as it stands recorded in official documents, to keep silent as to the fact that there is a manifest desire to obtain the Pictou and Truro line for the construction of the railroad to Canso only, but I submit, and I do so very respectfully, that for the same measure of aid from your Government, the railroad can be carried through to Louisburg; provided, the Local Government offer no barrier in giving effect to the project more officially before it.

In a former letter I intimated that the Honorable Mr. Annand, while in London, was aware of the difficulties I had to encounter in effecting any arrangement for the construction of the railway, and I feel sure, from his experience while there, he can fully appreciate the measure of my success resulting in Mr. Laing's letter.

Finally, I beg to append a copy of an extract from the letter of Mr. Tremaine, C.E., in charge of the survey of the line from Canso to Louisburg, received yesterday, in which he reports the completion of the field work of the survey, and apologising for the length of this letter.

I am, Dear Sir,

Yours faithfully,

(Signed),

D. J. KENNELLY.

To the HON. A. MACKENZIE,  
Premier of the Dominion Government,  
Ottawa.

TRURO, Nova Scotia, November 16th, 1874.

DEAR SIR,—Your favour of the 6th October was duly forwarded me. I have to report that I have completed the field work of the Survey and paid off the men; am now at work getting my notes into shape to forward to you. As the original documents are very bulky, I take for granted you will require tracings of them, and shall have them in hand in a few days.

I shall not transmit any plan or profile to London till I hear from you again, as you may have some special instructions. Please say if you wish me to make up an approximate estimate of quantities of work with prices.

I remain,

Yours obediently,

(Signed), W. H. TREMAINE.

D. J. KENNELLY, Esq.,  
8, Union Court, Old Broad Street,  
London England.

OTTAWA, December 7th, 1874.

(By Telegraph from Halifax to Hon. A. Mackenzie.)

Letter received, Schreiber and Burpee both here, who have unhesitatingly declined to construct railway on scheme last submitted by you, but are ready to proceed to Canso, upon terms Burpee's letter 18th, now approved by this Government and communicated to you upon faith; your official telegram, Minute of Council, adopted; provisional agreement with Schreiber and Burpee, who immediately sent staff Engineers, and are now locating line upon faith of same telegram. Government candidates in Eastern Counties has offered, and are now running their elections; if policy to Canso is abandoned by you, say so at once. If abandoned, this Government in justice to itself will be compelled to recall Engineers' record, Minute of Council, and publish all correspondence.

(Signed), WM. ANNAND.

PROVINCIAL TREASURER'S OFFICE,  
HALIFAX, 7th December, 1874.

DEAR SIR,—My telegram of this date will have prepared you for this note, and the letter of Messrs. Burpee and Schreiber's (copy enclosed) declining to entertain the proposal contained in your letter of the 2nd instant, in respect to the construction of a railway eastward from New Glasgow.

I had hoped that Mr. Kennelly having, after repeated attempts, failed to present a practicable scheme for building the railway to Louisburg, and which could be entertained by either the Federal or Local Government, no further obstacle would be interposed to prevent the immediate construction of the road to Canso, especially when I was placed in possession of your official telegram of 25th November, in reply to my letter of the 19th ult., which is as follows:—

"I am instructed to say that the Government will consent to the new proposition fixing the Gut of Canso as the point to be reached by Eastern Railway, as the attempt to go further has at present failed."

(Signed),

F. BRAUN,  
"Secretary P. W. D."

That telegram, in the opinion of this Government, effectually settled the question as to "the point to be reached by Eastern Railway," and they had therefore no hesitation in advising Messrs. Schreiber and Burpee of the fact and announcing to their friends and the public, that the construction of the railway to Canso would be proceeded with immediately.



As already advised, Engineers are on the ground locating the line of railway, and Government candidates are now canvassing electors in the Eastern Counties, relying upon the promises that the road to Canso will positively be built.

The only reason assigned in your letter for change of policy, is an alleged strong feeling among the members from the Province of Nova Scotia, that the Government should not give up the Truro and Pictou branch to secure a railway to Canso only. I must of course accept this statement as accurate, but I submit that "the strong feeling" must be confined to very few (unless members have lately changed their views) and in proof I refer to a paper<sup>s</sup> in your own office, dated 7th April, 1874, signed by all the members outside the Government from Nova Scotia except Tupper, in which this passage occurs:—

"That the Dominion Government be requested to transfer the branch line from Truro to Pictou to the Local Government of said Province, for the purpose of securing the construction of a railway east to the Strait of Canso, to suit any future line east therefrom through the island of Cape Breton."

The scheme suggested in your letter of divided interest and joint ownership with an unorganized and unknown company, who may possibly build a road of indefinite length on an undefined line, in an uncertain time—subject to the many contingencies adverted to—is hardly one that any business man would invest his capital in, and is not, as you are aware, at all acceptable to the parties who were led to believe they might go on with a practicable scheme of railway extension to Canso.

No such arrangements as you speak of can, in my opinion, be carried out, and if pressed can lead to only one result—the abandonment for years to come of all hope of Eastern Railway extension in this Province.

Yours truly,  
(Signed),

Hon. A. MACKENZIE.

WM. ANNAND.

HALIFAX, 7th December, 1874.

DEAR SIR,—Upon the faith of your several telegrams assuring us that arrangements were completed securing the Truro and Pictou Railway to our Company, in aid of the construction of a line of railway from New Glasgow to the Gut of Canso, we accordingly set to work making preliminary preparations for commencing work. Plant is being transported from our other works to our new field of operations, and our engineer is now upon the ground examining the country with a view to location, so that you will perceive we were in real earnest, and intended to lose no time in turning the first sod. Our financial arrangements also were in fair training, based upon the assumption that the Truro and Pictou Railway was to be granted to us.

The correspondence from the Honorable Minister of Public Works addressed to you, which you kindly handed us for perusal, has taken us very much by surprise, and if the terms therein mentioned are insisted upon, our position with our friends in England will be very embarrassing, and we may be charged with misrepresentations, however unjust they may actually be.

We have carefully considered the matter in all its bearings, and have come to the determination to abandon the undertaking, unless the Truro and Pictou Railway is granted us, feeling that any attempt to put the work through without such aid would prove a failure.

Up to this time, whatever we have taken in hand we have faithfully carried out, and we have no desire to risk our reputation by undertaking what to us appears certain to be a failure. We therefore desire to impress upon you, and wish you to fully understand that the grant of the Truro and Pictou Railway to us must be considered a *sine qua non*, if you desire us to build the road to the Gut of Canso. We shall be glad to hear from you, at the earliest possible date, the final decision of the Dominion Government upon the subject.

We are, &c.,  
(Signed), SCHREIBER & BURPEE.

The Hon. WM. ANNAND,  
Halifax.

OTTAWA 15th Dec., 1874.

DEAR SIR,—In reply to your letter of the 7th instant concerning the alienation of the Truro and Pictou Branch Railway, to promote the extension eastward to the Gut of Canso, and with reference to the telegrams which have been interchanged between yourself and me, I have to say that I think the proposition contained in my previous letter is one which should be accepted by the Eastern Counties Company.

That Company and the Local Government were willing that the Truro Branch should be made instrumental in securing the building of the road to Louisburg. I have found since you were here that, although the Local Government and the contractors for the road had decided that they could not get this road built to Louisburg by giving up the Branch line, other parties have not so concluded.

Mr. Kennelly was a party to the negotiations last spring, and you had communications with him with a view to the organization of a Company on the obtaining of the capital in England for the construction of the whole line. I have lately had several communications from Mr. Kennelly, of which I understand copies have been sent to you; wherein he maintains his ability to carry out the original proposition.

The plan suggested in my private note to you was that the construction of the road from New Glasgow to Canso should be proceeded with on the understanding that if it could not be carried further east, the Truro Branch would become the property of the Company under the original engagement; but if arrangements can be made in the meantime or within a certain limited time to be agreed upon, for the continuance of the road from Canso to Louisburg, that then the parties or Companies carrying such extension to completion should share *pro rata* in any benefits that might be derived from the giving of the Government Branch at present to the New Glasgow and Canso Company. You object to this as an arrangement which you think no business man would invest his capital in, and as one not at all acceptable to the parties who were led to believe they might go on with a practicable scheme of railway extension to Canso; you also think it inconsistent with Mr. Braun's telegram of the 25th November.

I do not think it at all inconsistent with that telegram. If it be true (as you say it is true) that there is no chance of the road being extended to Louisburg, then the Branch becomes the property of the Company from New Glasgow to Canso. If there is an opportunity of extending it eastward to Louisburg, then you must admit that your conclusions were wrong about the entire failure of that scheme, and if it was right to devote the Government property in June last for the purpose of this extension it is right now.

In the one case you will see that it is simply carrying out the previous proposition; in the other case, if that is not possible, you obtain exactly what you at present demand.

I am not therefore able to say that it would be the duty of the Government to forego the insertion of this provision in any new Order in Council which may be passed, until we have some further evidence of your views being acceptable to all concerned, because of the entire want of any prospect of carrying the more extensive measure into execution.

If you have not received Mr. Kennelly's letter of the 28th November, I will, on being so informed forward you a copy of it.

Yours truly,  
(Signed), A. MACKENZIE.

HON. W. ANNAND,  
Halifax.

8, UNION COURT, OLD BROAD STREET,  
LONDON, 18th December, 1874.

DEAR SIR,—I have the honor to annex for your information copy of a letter received by the last mail from the Honorable Mr. Annand, presumably an official reply to my letter of the 3rd ultimo, addressed to the Honorable the Provincial Secretary of the Government of Nova Scotia.

This communication contained the first intimation I have received from the Local Government and the contractors of the intention to apply to the Dominion Government to secure the Pictou and Truro road, on condition of building the railway from New Glasgow to Canso.

In a letter written to me two days later, the 30th ultimo, Mr. Annand states:—“The Dominion Government, feeling that there was no immediate prospect of building to Louisburg, have consented to transfer the Truro and Pictou Branch to the Eastern Counties Railway Company, upon consideration that they immediately commence the construction of the Railway from New Glasgow to Canso.”

I beg very respectfully you will mark the fact that my difficulty throughout has been to obtain from the Local Government, a distinct assurance of a subvention for the road from Canso to Louisburg. Nevertheless I had obtained the co-operation of an influential body of persons in London who were and are willing to build the road, provided the subvention asked for, or of that character, be granted, such subvention being of the nature which the Local Government in Council informally stated it would be prepared to support in the Legislature.

With the Truro and Pictou line handed over for the making of the road to Canso, I fear the construction of the road to Louisburg is indefinitely postponed.

In the letter I had the honor to address you with on the 28th ultimo, I pointed out at page 8 that I had entered into a provisional contract with Messrs. Burpee and Schreiber, that they should build and equip the line at £4,450 per mile.

From New Glasgow to Canso is about 78 miles at	£4,450	=	£347,100
The estimated value of the contractors of the Truro and Pictou line, which it is stated cost nearly £500,000 was for their purposes.....	£300,000		
Local Government \$5,000 per mile.....	78,000		
do do 150,000 acres of land.....			
do do right of way.....			
	£378,000		£347,100

If these figures are correctly based, it will be seen that, setting no value on the land grant and the right of way, the contractors are receiving absolutely a Government grant of £378,000 to build a line for which they had contracted as part of the line to Louisburg, for \$347,000. On the other hand, we offer to build the line right through with the same contractors.

Truro and Pictou Line.....	£300,000
Local Government \$5,000 per mile, 165 miles.....	165,000
Land 600,000 acres.....	
Minerals 150,000, selected, upon which the Company would pay royalty as worked.....	
Right of way.....	
	£465,000

165 miles at £4,450 per mile.....£734,250

We hold that with the line passing through coal and iron, in five years from its opening, we would make it pay, and that Louisburg, becoming the commercial entrepôt of the St. Lawrence—a circumstance, I may add, which seems to inspire fear to some persons in Halifax, but which properly should inspire the reverse—would make it prosperous.

I had commenced, Sir, with a desire to make my communication short. I feel I have trespassed upon your time, and it may be, your patience. I know, however, you will easily forgive my trespass, seeing that you have at heart the interests of the small as well as of the great portions which go to form the glorious commonwealth over which, in Providence, you watch, and watch worthily and well.

I am, Dear Sir,

Yours very faithfully,

(Signed), D. J. KENNELLY.

To the Honorable A. MACKENZIE,  
Premier of the Dominion Government, Ottawa.

HALIFAX, 28th November, 1874.

MY DEAR SIR,—In consequence of absence from the City, attending a conference at Ottawa, on the subject of Immigration, I was not enabled to reply to your favour of Nov. 3rd, enclosing Mr. Laing's letter of the same date.

Immediately on receipt of the above letters, I telegraphed to Mr. Burpee to meet the Council and confer with them in regard to the new aspect, in which the project of Eastern Railway Extension was presented in these communications.

Mr. Burpee met the Council, and after an exhaustive discussion of the subject, submitted a letter expressing his willingness to co-operate with you, and your associates, if the Government would *guarantee* the granting of the subsidies which you considered indispensable to carrying your scheme.

The Government could not, as you must be aware, give the required guarantee, more especially as a dissolution of Parliament had been determined on, involving a material change in the *personnel* of the Government.

Under these circumstances and in view of uncertainty as to the character of the New Parliament, the Government considered they had no choice but to aid Mr. Burpee in his request to have the Truro and Pictou road secured to his Company on condition of building the Railway from New Glasgow to Canso. But with the understanding that those of them who will meet the new Parliament will use their best endeavours to extend the Railway to Louisburg.

Yours truly,

(Signed), W. ANNAND.

D. J. KENNELLY, Esq.

OTTAWA, 7th January, 1875.

DEAR SIR,—I have your letter of 18th December, in reference to the proposed New Glasgow and Louisburg Railway.

The Government has as yet made no change in the Order in Council passed last June, which provided for the alienation of the Truro Branch of the Government line, on the condition of the building of a line to Louisburg, from the Town of New Glasgow.

As I informed you in a previous letter, it has been represented officially to the Government, by the Eastern Counties Railway Company, that they are unable to comply with the conditions.

Being anxious to extend railway communication in that direction as far and as fast as possible, by giving up this part of the Government line, I agreed to give the Truro Branch, on condition of the line being constructed to Canso within a specific time, but I proposed to keep the former offer open, in this way:—That if any individuals or companies should, within a certain number of years to be agreed upon, continue the line from Canso eastward to Louisburg, they should become *pro rata* proportions of the Truro Branch. This practically would leave the matter as it was, with this difference—that if were found impossible to build from the Straits of Canso

eastward at once, we might utilize the proposed gift in order to go a certain length. Mr. Annand informed me officially that they would decline this conditional offer.

I stated my reasons in full, in a subsequent letter, for requiring the insertion of this limitation, and pointed out to him that if it were impossible to build the road from Canso eastward, the Company would be in no worse position than if that proviso were not in the proposed Order in Council. If, on the other hand, it should be found practicable to extend the line eastward from the Straits of Canso, then we would be simply coming back upon the order of June last, to which all parties agreed; the reason of the subsequent disagreement being the failure to obtain the expected assistance on the eastern end. To this communication I have received no reply, and the matter therefore remains in *statu quo*, waiting further action by the Eastern Counties Railway Company, or by any other Company, failing their taking such action as will justify us in dealing with them.

Yours truly,  
(Signed), A. MACKENZIE.

D. J. KENNELLY, Esq.  
8, Union Court, Old Broad Street.  
London.

8, UNION COURT, OLD BROAD STREET,  
LONDON, 28th January, 1875.

DEAR SIR,—I have the honor, for myself and associates, to tender our acknowledgment for your letter of the 7th inst., and to annex, for your information, copy of a letter addressed to the Provincial Secretary of the Government of Nova Scotia under which it is trusted the local subvention therein requested will be granted.

Should the Corporators under the existing Act, "Eastern Counties Railroad Company," from any cause decide not to construct the railroad from New Glasgow to Canso, myself and associates would be prepared to do so, on the terms of that Act (Cap. 62 of 1874); provided the required local subvention were granted for the continuance of the railroad to Louisburg, and the grant by the Dominion Government of the Pictou and Truro Railway to remain as at present.

I have the honor to be, Sir,  
Your most obedient servant,  
for self and associates,  
(Signed), D. J. KENNELLY.

P.S.—I discover my clerk, in the hurry of despatching to post on the 26th, failed to take a copy of my letter to the Provincial Secretary. I have, therefore, written to our agent at Halifax to forward it to you by post.

D. J. K.

To the Honorable A. MACKENZIE,  
Premier of the Dominion Government,  
Ottawa.

PROVINCIAL SECRETARY'S OFFICE,  
HALIFAX, N.S., 27th November, 1875.

SIR,—I have the honor to enclose herewith a certified copy of a Minute of Council passed on the 27th instant, and, in view of the importance of the subject to the Government of this Province, I would venture to request as early a reply as may be convenient to the Government of the Dominion.

I have the honor to be, Sir,  
Your obedient servant, &c.,  
(Signed), P. CARTERET HILL.

The Honorable ALEXANDER MACKENZIE,  
Minister of Public Works.

*Copy of a Minute of Council passed at Halifax on the 27th day of November, 1875.*

Whereas the time limited by the Legislature of Nova Scotia, by Section 1, Chapter 30, of the Acts of 1875, for any Company then incorporated or thereafter to be incorporated, to give security to the Governor in Council to construct and equip a line of Railway from the Strait of Canso to the Harbor of Louisburg, expired on the first day of September last.

And whereas no such Company has given the required security to the Government as aforesaid ;

And whereas in view of the failure of any Company to avail themselves of the provisions of the said Act, it is desirable to secure the building of a railway from New Glasgow eastward as far as possible ;

And whereas the Dominion Government did heretofore offer to convey the road known as the Pictou Branch, in aid of the building of a line to the said Straits of Canso ;

Therefore resolved, That this Government would earnestly request the Dominion Government to grant the said Pictou Branch, for the purpose of promoting the extension of Railway communication eastward, on such terms and conditions as to them may seem meet.

Certified.

(Signed), P. CARTERET HILL,  
*Clerk of the Council.*

*Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 7th February, 1876.*

On a memorandum, dated 2nd February 1876, from the Honorable the Minister of Public Works, reporting that to the present time no definite offer has been received by the Government from any Company or individuals willing to extend the Railway system from the neighbourhood of New Glasgow to any place in Cape Breton, although negotiations have taken place between parties interested in the Railway system of Cape Breton with a view to that end, and although the Government of Nova Scotia have obtained Legislative authority for the payment of a certain bonus, to any Company which may contract such line.

That an offer was received from Messrs. E. R. Burpee & Co., representing the Eastern Counties Railway Company, to undertake the construction of a line of railway as far as the Strait of Canso on condition of the transfer to such Company of the Truro and Pictou Branch of the Government Railways under the resolutions of the House of Commons of the 19th May, 1874. That a strong feeling exists in Cape Breton in favour of the extension of the railway system through that Island, by means of the proposed transfer, but that no definite proposition has been made, which could possibly secure that being done.

The Minister, therefore, recommends that the Nova Scotia Government be informed that the Dominion Government will submit for the approval of Parliament a proposition to transfer the said Branch to a Company undertaking the construction of a line to the Strait of Canso and from thence to West Bay at the head of Bras D'Or Lake, including a Steam Ferry across the Strait, subject however to the following conditions :—

1. That the said Company shall be bound to give running powers over their road from West Bay on the Strait of Canso to New Glasgow to any Company which may extend the railway eastward to Louisburg, or to any other Port, upon fair and reasonable terms to be determined by mutual agreement, or by arbitration, one arbitrator to be appointed by each Company and the third by the Government.

2. That any such Company obtaining the Truro Branch Railway shall give running powers for the trains of such. Cape Breton Railway Company over the Truro and Pictou Branch (to be transferred) upon such terms as will simply provide for such Company paying a *pro rata* share, according to the trains mileage of the cost of

the actual maintenance of the roadway and station expenses. No allowances to be made for any profit to accrue to the Company holding the transfer of the line, provided always that mutual arrangements for the transfer of traffic over the combined lines may be made by the respective Companies if such arrangements can be made without such arbitration. In the event of any dispute as to the proportions payable by such Company in Cape Breton of the cost and maintenance of Truro and Pictou Branch, the matter shall be referred to the Minister of Public Works, whose decision on such reference shall be final, and who shall also settle such further details as may not be provided for.

The Committee concur in the foregoing recommendations and submit the same for Your Excellency's approval.

Certified.

(Signed), W. A. HIMSWORTH.

To the Honorable  
The Minister of Public Works.

OTTAWA, February 9th, 1876.

SIR.—I am directed by the Minister of Public Works to request you will be pleased to transmit to the Government of the Province of Nova Scotia the enclosed copy of Order in Council, stating that the Dominion Government will on certain conditions, submit for the approval of Parliament a proposition to transfer the Pictou and Truro Branch of the Government Railways to a Company undertaking the construction of a line to the Strait of Canso, and from thence to West Bay, at the head of Bras d'Or Lake.

I have,  
(Signed), F. BRAUN,  
*Secretary.*

The Honorable  
The Secretary of State, Ottawa.

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(No. 75.)

## RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 21st February, 1876;—  
For all Orders in Council, instructions to officers, reports from officers, with all correspondence to or from officials or private individuals or public bodies in connexion with the attempt of the Government to compel the occupants of Fisheries in the Maritime Provinces to an enforced attornment to the Government and an arbitrary deprivation of their rights which have for at least a quarter of a century been used and enjoyed by them.

By Command

R. W. SCOTT,

*Secretary of State*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 22nd March, 1876.

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(No 76.)

## RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 14th February, 1876;—  
For the Report of H. R. Symmes, Esq., in reference to his surveys in the Parish of St. Irénée, in the Electoral Division of Charlevoix, in 1874 or 1875; also a copy of the instructions issued to him on that subject, and of all petitions and correspondence which may have been sent in or exchanged in relation thereto.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 22nd March, 1876

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



## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 13th March, 1876 :—For a Statement of all Licenses issued for Fishing Weirs or Traps in the Provinces of New Brunswick and Nova Scotia, for the years 1874 and 1875 ; also a Statement of the Tax collected each year from the same source.

By command

R. W. SCOTT,

*Secretary of State*

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 22nd March, 1876.

STATEMENT of Licenses issued for Fishing Weirs or Traps in the Provinces of Nova Scotia and New Brunswick during the years 1874 and 1875.

PROVINCE OF NOVA SCOTIA.

Year.	Name of Licensees.	Stations.	License Fee.
1874	Freeman Kenny .....	At John's Islands, east side of Pubnico Harbour, in the County of Shelburne.....	10
	James S. Cunningham .....	East side of Pubnico Bay, in the County of Shelburne .....	10
	John C. Cunningham and others.....	At Little Duck Island, on the west side of Shag Harbor, Outer Island, Barrington Bay, in the County of Shelburne .....	10
	Bartlett Covell and others ...	At Little Duck Island, on the west side of Shag Harbor, Outer Island, Barrington Bay, in the County of Shelburne.....	10
	Jas. S. Smith and others.....	At Cat Point, in the County of Shelburne.....	10
	McCallum Nickerson .....	At Seal Rocks, near Great Green Island, in the County of Shelburne.....	10
	Collected in 1874.....		
1875	Thos. Griguy and W. H. Coffin.....	At Whale's Back, north-east side of Cape Negro Island, in the County of Shelburne .....	40
	William Brannen and Wm. Dickson .....	At the west side of John's Islands, in the County of Shelburne.	40
	Jas. S. Cunningham .....	East side of Pubnico Bay, in the County of Shelburne.....	40
	McCallum Nickerson.....	At Seal Rocks, near Great Green Island, in the County of Shelburne.....	40
	Eleazer Crowell .....	At Little Green Island, Clarke's Harbor, Cape Sable Island, in the County of Shelburne .....	40
	John C. Cunningham.....	At Little Duck Island, on the west side of Shag Harbour, Outer Island, Barrington Bay, in the County of Shelburne.....	40
	Thos. Newell.....		
	Wm. Newell.....		
	Bartlett Covell .....		
	Wm. B. Smith .....		
	A. K. Smith.....		
	Jas. S. Smith .....		
	John Bethel .....	At Cat Point, half-mile above Cat Point Rock, Barrington Bay, in the County of Shelburne .....	40
	Thos. Bethel.....		
	Wm. Bethel .....		
	Samuel Worthing.....		
	Henry Bremen.....		
Thomas Madden.....			
Jacob Christy .....			
And others .....	At John's Islands, east of Pubnico Harbour, in the County of Shelburne.....	40	
B. F. Kenny and Freeman Kenny .....			
Bartlett Covell and others...	At Great Green Island, west of Barrington Bay, in the County of Shelburne.....	40	
Collected in 1875.....			\$360

STATEMENT of Licenses issued for Fishing Weirs or Traps in the Provinces  
of Nova Scotia and New Brunswick.—Continued.

PROVINCE OF NEW BRUNSWICK,

Year.	Names of Licensees.	Stations.	License Fee.
1875	Cyrus Benson and G. W. Benson .....	At Parker's Point, Seal Cove, Grand Manan .....	\$ 10
	Wellington Clyne .....	On the ledges lying off the north-east end of Casco Bay Island, in West Isles, County of Charlotte.....	10
	W. F. Alexander and Frank Ingersoll .....	On the "Farmer Rock," Island of Grand Manan.....	10
	William Cheney .....	On the south-east side of Cheney's Island, and known as "Fresh Point Weir" .....	10
	do .....	On the south-east side of Cheney's Island, and known as "Fresh Point Weir" .....	10
	do .....	On the north-east side of Cheney's Island, and known as "Coggins Weir" .....	10
	do .....	On the north-east of Cheney's Island, and known as "Salt Point Weir" .....	10
	Jethro Bancroft and John Leary .....	At White Head Cove, in Cow Passage, Island of Grand Manan, and known as "Outside Weir" .....	10
	William Hamilton .....	In the passage between Gull Rock and Whithead Island, Grand Manan .....	10
	Andrew McLean.....	At Green Point, County of Charlotte .....	10
	James McLean.....		
	David Kelly .....		
	Thomas E. Tucker .....		
	Andrew McLean and James McLean .....	At the south-west end of Hoyt Island and Mathew Island, and the north-west end of Barne's Island, in La Tête Passage, County of Charlotte.....	10
	H. F. Batson.....	At Friar's Bay, in Campo Bello, County of Charlotte, and known as "Sandy Head Weir" .....	10
Total collected in 1875.....			\$ 120

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 8th March, 1876 :—For a complete Statement of all the Duties levied on Locomotives or parts thereof since 1st July, 1867, with the names of the Importers; and also, a statement Showing what remissions or refunds of Duties have been made on Locomotives or parts thereof up to the date of the Returns already before Parliament.

By Command.

R. W. SCOTT,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 20th March, 1876.

STATEMENT showing Locomotives or parts thereof, entered for Duty, with names of Importers, amount of Duties paid, amount of Remissions on parts free by Tariff; also, amount of Duties Refunded on Remissions from the 1st July, 1867, to the 30th June, 1875.

When Im-ported.	Names of Importers.	No.	Value.	Value on which Duty was paid.	Amount of Duty paid.	Value of parts free by Tariff, in which Duty was refunded or remitted.	Amount Remitted.	\$	cts.
1867	Midland Railway.....	1	9,000 00	9,000 00	1,350 00			\$	cts.
1868	do	1	9,000 00	9,000 00	1,350 00				
	New Brunswick and Canada Railway.....	1	9,520 00	9,520 00	1,428 00				
	H. J. Cambie.....	1	11,500 00	11,500 00	1,725 00				
1869	Grand Trunk Railway.....	25	285,918 00	103,812 00	15,571 80	182,106 00	27,315 90		
	do	1	9,198 00	7,008 00	1,051 20	2,190 00	328 50		
	F. C. P.unchard & Co.....	1	7,840 00	7,840 00	1,234 80				
1870	Quebec and Gosford Railroad Co.....	3	19,374 00	19,374 00	3,051 40				
	Toronto, Grey and Bruce Railway.....	1	8,775 00	8,775 00	1,382 06				
	Midland Railway.....	1	4,877 50	4,877 50	768 20				
	Victoria Coal Co.....	2	15,000 00	15,000 00	2,362 50				
	D. McDonald.....	2	20,000 00	20,000 00	3,150 00				
	Canada Central Railway.....	33	324,450 00	324,450 00	51,100 87				
	Great Western Railway.....	27	260,209 99	260,209 99	39,031 50				
1871	do	2	19,580 00	19,580 00	2,937 00				
	Canada Southern Railway.....	1	6,144 00	6,144 00	967 68				
	Toronto and Nipissing Railway.....	2	15,308 00	15,308 00	2,296 20				
	J. B. Hulbert.....	1	5,080 00	5,080 00	762 00				
	Chester Draper.....	1	5,840 00	5,840 00	919 80				
	Duncan McDonald.....	1	3,600 00	3,600 00	540 00				
	New Brunswick and Canada Railway.....	1	5,438 00	5,438 00	815 70				
	Grand Trunk Railway.....	1	10,000 00	10,000 00	1,575 00				
	Canada Central Railway.....	6	42,073 00	42,073 00	6,310 95				
	Toronto, Grey and Bruce Railway.....	1	21,500 00	21,500 00	3,225 00				
	Midland Railway.....	1	9,733 00	9,733 00	1,459 95				
1872	Glasgow and Cape Breton Coal and Railway Co.....	3	24,333 00	24,333 00	3,649 95				
	do	7	68,397 00	38,829 00	5,824 35	29,568 00	4,435 20		
	Grand Trunk Railway.....	6	56,099 38	31,746 38	4,761 94	24,353 00	3,652 95		
	Portland Locomotive Co.....	4	85,201 00	85,201 00	12,780 15				
	Canada Southern Railway.....	44	503,849 00	503,849 00	75,577 35				
	Great Western Railway.....	2	15,308 00	15,308 00	2,296 20				
	Richmond, Drummond and Arthabaska Railway.....	2	19,825 00	19,825 00	2,988 75				
	Toronto and Nipissing Railway.....	5	45,625 00	45,625 00	6,843 75				
1873	do	1	10,697 00	10,697 00	1,604 55				
	Toronto, Grey and Bruce Railway.....	1	10,697 00	10,697 00	1,604 55				



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## RETURN

To an ADDRESS of the SENATE dated 23rd February, 1876:— For copies of all papers and correspondence between the Government and the "Direct Cable Company," the "Anglo American Company," and all other Atlantic Cable Companies, since the 1st October, 1873, and all correspondence relative to extending the Companies' lines into the Dominion.

By Command

R. W. SCOTT,

*Secretary of State*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 21st March, 1876.

*[In accordance with the recommendation of the Joint Committee on Printing, the following Communication only is printed of this Return.]*

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### THE DIRECT UNITED STATES CABLE COMPANY (LIMITED).

PALMERSTON BUILDINGS,  
OLD BROAD STREET,  
LONDON, E.C., January 27th, 1876

MY LORD,—The Direct United States Cable Company (Limited), was formed as an English Company, incorporated in March, 1873, under the Company's Acts, 1862 and 1867, with a capital of £1,300,000 sterling, which was fully subscribed for.

The cables were manufactured and laid for this Company by Messrs. Siemens Brothers, of London, for which the Company has paid upwards of £1,245,000 sterling. The cables, which consist of one from Ireland to Nova Scotia, and another from Nova Scotia to New Hampshire, United States, were partly laid in the summer of 1874, during the subsequent winter, and completed on the 5th day of September, 1875.

The cables were opened for public traffic on the 15th September, 1875, at a tariff reduced below that which had up to that moment been in force over the cables of the Anglo-American Telegraph Company.

On the 27th September, 1875, the Ireland-Nova Scotia cable was interrupted in lat. 45° 7' 12" N., lon. 54° 21' 24" W., by the dragging of an anchor or grapnel, and the Company was obliged to charter a telegraph steamer for the purpose of proceeding to the place of the interruption and repairing the cable.

The repair was effected on the 4th day of November, 1875, and the line was re-opened for public traffic on the 6th November.

On the 10th December, the Ireland-Nova Scotia cable was again interrupted; this time in lat. 44° 51' 42" N., lon. 58° 52' 12" W., and again by the dragging of an anchor or grapnel over the cable.

Again the Company was obliged to send out a telegraph ship to have the cable repaired, and on the 10th January, 1876, the cable was repaired and communication restored.

On the same night, traffic was resumed over the Company's lines; but on the 23rd January, 1876, the Torbay-New Hampshire section of the cable was broken, and up to the present moment, traffic has not been resumed.

The Torbay-New Hampshire cable, which was laid in the summer of 1874, and which remained perfectly intact throughout the whole of the two fishing seasons of 1874 and 1875, has now suddenly been interrupted.

That portion of the Ireland-Nova Scotia cable which has been twice interrupted since the Company opened its lines for public traffic, was also laid in the summer of 1874, and has never been touched until after the opening of the Company's lines.

The fractured ends which have been brought home from the places of the two interruptions, shew beyond a doubt, that the cable was broken by main force,—such as a ship's anchor being intentionally or unintentionally dragged across the line of the cable.

The fractures took place in a depth of from 80 to 100 fathoms, which is no doubt an unusual depth for any vessel to anchor in, and almost, in each instance, at the same time, viz., about 3 or 4 o'clock p.m.

The condition, moreover, of the cable after each repair had been effected was absolutely perfect; this furnishing additional proof, if indeed such be needed, that the cable is itself, in every respect, as strong and good as it was when laid, and it is, to the best of my belief, the best insulated and best made cable, of such a length, ever laid.

The losses incurred by this Company on account of these constantly-occurring interruptions are ruinous to its business. £60,000 sterling have already been expended for the two first repairs, and another sum of £30,000 will probably be required to remedy the present fracture in the Nova Scotia and New Hampshire cable; but, worse than this, the entire interruption of the Company's traffic; the total loss of any revenue throughout the duration of each interruption; the consequent distrust created in the public mind with regard to the stability of the Company which reduces its traffic after each interruption to such an extent that only the most active exertions in the Traffic Department of the Company are able, in some measure, to make good again the falling off; the difficulty of keeping a large staff of employes in a thorough, and efficiently-organized state, when half their time is passed without any work to be done, and innumerable minor inconveniences and dangers arising out of a state of affairs like this, have so injured the Company that its Directors feel that, in the interests of their shareholders and of the public at large (who naturally benefit by an active competition in the Atlantic cable service, not only in point of price, but also as regards prompt and more accurate transmission of messages,) they are compelled to ask for the aid of your Government to assist them in every possible respect, not only to find out those concerned in the three breakages which have already occurred, but also to adopt such measures as will effectually prevent any future recurrence of these disastrous breakages, whether they be brought about by ignorance or malice.

My Directors have already offered a reward of £500 sterling to any person able to give information as to the name of the steamer, sailing ship, fishing smack or other vessel concerned in any of the previous breakages; which reward is increased to £1,000 in case malice should be proved.

My Directors therefore pray that your Government will, for the protection of the exceedingly valuable property of the Company, and for the interests of the telegraphing communities on both sides of the Atlantic, issue a notice warning the owners and



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captains of ships not to anchor near the course of the cable, and offering a reward on behalf of your Government, in order to find out the vessels which have been concerned in the ruptures of the Company's cables for the past.

My Directors beg to suggest the advisability of posting up, by order of your Government, such notice, accompanied by charts shewing the course of our cables (of which I have the honour to forward four herewith), in the Custom Houses or other suitable places in all the fishing ports under the jurisdiction of your Government.

I have the honour to be, my Lord,  
Your Lordship's most obedient servant,

(Signed),

G. VON CHAURIN,  
*Managing Director.*

The Right Hon. EARL OF DUFFERIN,  
Governor General of Canada.

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(No. 80.)

## R E T U R N

To an ADDRESS of the SENATE, dated 23rd February, 1876 ;—For all correspondence between the Dominion Government and the Government of Nova Scotia, and all Orders in Council relative to Eastern Railway extension in that Province.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 23rd March, 1876.

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(No. 81.)

## R E T U R N

To an ORDER of the HOUSE OF COMMONS, dated 8th March, 1876 ;—For a Return showing the tenders received in 1875 for the conveyance of the mails between Victoria and San Francisco, with a copy of any correspondence respecting the said tenders and mail service generally ; also, a copy of the contract for the performance of the said service.

By Command

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 23rd March, 1876.

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

## RETURN

To an ADDRESS of the SENATE, dated 17th February, 1876 :—For a statement showing approximately the expenditure made on account of the Pacific Railway and its branches, and the telegraph line proposed to be constructed in connection therewith, since the year 1873, and in general terms the extent of work accomplished in each of the following divisions, namely :—East of Georgian Bay, between Thunder Bay and Fort Garry, between Fort Garry and Pembina, west of Fort Garry and east of the Rocky Mountains and in British Columbia.

By Command.

R. W. SCOTT,

*Secretary of State*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 22nd March, 1876.

### CANADIAN PACIFIC RAILWAY.

OFFICE OF THE ENGINEER-IN-CHIEF,  
OTTAWA, February 29th, 1876.

Sir,—In the Departmental report for the last fiscal year will be found (Appendix 22, page 161) my Annual Report on the progress of surveys and construction of the Pacific Railway, together with a schedule of all contracts entered into in connection with the construction of the line.

I now beg to furnish, in order to lay before Parliament in accordance with the provisions of Statute 37 Vic., Cap. 14, copies of these contracts and a statement of the sums expended in construction.

It is my purpose to prepare a special report, embracing a full account of all surveying operations and results that have been accomplished up to the present time, but the last year's field operations will first require to be reduced to paper, and as this will require some time and the report itself, with the necessary appendices, will probably be of a voluminous character, some delay may occur before the information be prepared and printed.

I am, &c. &c.,  
(Signed), SANDFORD FLEMING,  
*Engineer-in-Chief.*

The Hon. A. Mackenzie,  
&c. &c. &c.  
Minister of Public Works.

## AMOUNT EXPENDED ON SURVEYS.

## EAST OF ROCKY MOUNTAINS.

From	To	Amount.	Total.
		\$ cts.	\$ cts.
Beginning .....	30th June 1872.....	194,125 40	
do 30th June 1872....	30th do 1873.....	345,967 52	
do 30th do 1873.....	30th do 1874.....	199,156 29	
do 30th do 1874.....	30th do 1875.....	290,873 82	
do 30th do 1875.....	31st December, 1875.....	246,769 13	
			\$1,276,892 16

## IN BRITISH COLUMBIA.

		\$ cts.	\$ cts.
Beginning .....	30th June 1872.....	295,302 76	
do 30th June 1872....	30th do 1873.....	215,850 92	
do 30th do 1873.....	30th do 1874.....	111,068 59	
do 30th do 1874.....	30th do 1875.....	183,656 07	
do 30th do 1875.....	31st December 1875.....	204,137 04	
			\$1,010,015 38
Total east of Rocky Mountains.....			1,276,892 16
do British Columbia.....			1,010,015 38
Total of Surveys.....			\$2,286,907 54

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 2nd March, 1876 :—  
For a statement showing the amount which the Government of Canada have agreed to pay, or have already paid, under each contract passed between the Government and any individual or company for the execution of any portion of the work of the Pacific Railway or the line of telegraph, or of any other work in relation to the said railway, also the total amount of such different sums.

By command.

R. W SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 20th March, 1876.

## PACIFIC RAILWAY CONSTRUCTION.

Name of Contract.	Names of Contractors.	Amount of Contract, bulk sum.	Estimated amount at Schedule rates.	Paid to 31st Dec., 1875.	
Pembina Branch.....	Joseph Whitehead.....		\$ 120,000	\$ 174,800	
Georgian Bay Branch.....	Asa B. Foster.....	\$10,000 bonus per mile, 20,000 acres of land, and 4 per cent. interest on \$7,400 per mile, per annum.			
Construct a railway between Renfrew and Eastern Terminals of Georgian Bay Branch.	Canada Cen. Railway Company with Asa B. Foster.	{ \$12,000 Government subsidy per mile for subsidized portion..... \$17,000 Company's Bonds per mile, for do. ; \$30,000 Company's Bonds per mile, for portion not subsidized by Government.		68,000 on acct. of rails delivered.	
Fort William to Shebandowan	Sifton and Ward.....		406,194	93,350	
Rat Portage to Cross Lake...	Not let yet.				
From Cross Lake to Red River	Sifton and Ward.....		402,950	92,062	
Red River or Selkirk to Narrows of Lake Manitoba.....	} Not yet under contract.				
Grading and Bridging, including Red River Bridge...					
Mainland—British Columbia.					
Lake Superior to Manitoba....					
Track laying and ballasting, stock and buildings.....					
Total .....				\$439,612	

PACIFIC RAILWAY—STEEL RAILS.

Name of Contract.	Names of Contractors.	Rate per Ton.	Estimated Amount at Schedule Rates.	Paid to Dec. 31st, 1875.
From S. Fleming, No. 10,727.				
		\$ cts.	\$	\$
Rails, 5,000 tons.....	Ebbw, Vale & Co., (T. Reynolds, jr., agent). Delivered at Montreal.	Rails, 53 53	267,650	
Bolts, 40 do .....		Bolts, 117 41	4,696	
			272,346	269,743
Rails, 20,000 tons.....	Mersey Steel and Iron Co., (Cooper, Fairman & Co., agents). Delivered at Montreal, Duluth or French River.	Rails, 54 26	1,085,200	
Bolts, 160 do .....		Bolts, 101 00	16,160	
			1,101,360	656,486
Rails, 5,000 tons.....	Guest & Co., (H. V. Post, agent). Delivered at Montreal.	Rails, 54 00	270,000	
do 5,000 do .....		do 55 24	276,200	
Bolts, 80 do .....		Bolts, 93 29	7,463	
			553,663	281,524
Rails, 5,000 tons.....	Delivered at Montreal. West Cumberland Company (Cox & Green, agents).	Rails, 53 53	267,650	
do 5,000 do .....		do 48 67	243,350	
Bolts, 40 do .....		Bolts, 97 33	3,893	
do 40 do .....		do 92 00	3,680	
			518,573	338,313
Rails, 5,000 tons.....	Naylor, Benyon & Co. Delivered at Liverpool; to be shipped to British Columbia by Anderson, Anderson & Co.	Rails, 51 10	255,500	*265,052
Dog spikes, 30 tons.....	Patent Nut and Bolt Company. Delivered at Liverpool; to be shipped to British Columbia, with the rails, by Anderson, Anderson & Co.	D. spks. 90 03½	2,701 00	6,800
Bolts, 43 do .....		Bolts, 94 90	4,080 70	
Shipment of 5,000 tons of rails from Liverpool to British Columbia, insurance not included.	Anderson, Anderson & Co. Rails are supplied by Naylor, Benyon & Co.	Rails, 9 73½	Say, 50,000	38,652
			\$2,758,223	1,856,570

\*This amount comprises nearly 187 tons more, which have been purchased in addition to quantity of Contract.

PACIFIC RAILWAY—TRANSPORTATION OF RAILS, &c.

Name of Contract.	Name of Contractors.	Amount of Contract, bulk sum.	Estimated Amount at Schedule rates.	Paid to Dec. 31st, 1875.
<b>FROM MONTREAL TO THE INTERIOR.</b>				
Carriage of about 5,000 tons of rails from Montreal to Duluth.	Merchants and Lake and River Steamship Co.....	\$6.20 per ton .....	About 31,000 00	\$ cts. \$ cts. { Compl'td. 67,126 28
Carriage of about 5,000 tons of rails from Duluth to Winnipeg.	Red River Transportation Co .....	\$15.00 per ton of 2,000 lbs.....	About 75,000 00	32,044 11
Transport steel rails from Montreal to Rock Cut, Lachine Canal.....	Patrick Kenny.....	80 cts. per-ton of 2,240 lbs.....	8,782 11	{ Compl'td. 8,782 11
Transport about 5,000 tons of steel rails from Montreal to Kingston .....	Holcomb & Stewart, deducting 10 cts. per ton if Gov't unloads and piles them.....	\$1.30 per ton .....	6,500 00	5,500 00
Build a house for Engineers at Read's, Kaministiquia Bridge.	M. Chevette.....	\$1,600 .....	.....	.....
Supply 66,000 ties between Fort William and Kaministiquia Bridge, at Read's.....	Sifton & Ward .....	26 cts. per tie.....	14,560 00	.....
			\$135,842 11	\$113,452 50

PACIFIC RAILWAY—TELEGRAPH LINE.

Name of Contract.	Name of Contractors.	Amount of Contract, bulk sum.	Estimated amount at Schedule rates.	Paid to 31st Dec., 1875.
Ottawa to Lake Superior, 965 miles.....	No contract yet.		\$	\$
Lake Superior to Red River, 420 miles (Sec. 5, Pacific Railway.)	Oliver, Davidson & Co.	In forest, \$590 per mile; in prairie, \$435.....	243,150	40,500
Red River to Fort Pelly, 250 miles (Sec. 1, Pacific Railway).....	Sifton, Glass & Co....	In forest, \$492 per mile; in prairie, \$189 (\$16 per mile for maintenance, with profits).....	107,850	41,400
Fort Pelly to Edmonton, 550 miles (Sec. 3, Pacific Railway).....	Richard Fuller .....	\$213.18 per mile (\$13,000 per year for maintenance) .....	117,250	70,400
Edmonton to Creek Caché, 550 miles (Sec. 4, Pacific Railway).....	F. J. Barnard .....	\$495 per mile (\$46.50 per mile for maintenance, 5 years)...	272,250	18,284
			\$740,500	\$170,584

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## RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 23rd February, 1876 ;—  
For a Statement of the Tenders received for the Construction of a Line of Telegraph in connexion with the Pacific Railway ; shewing the names of the parties tendering, the amount asked by each such party, and the names of the sureties ; also, Copies of the Contract between the Government and F. Barnard, Esq., in relation to the construction of the said Line of Telegraph ; Copies of all Correspondence which may have been had with the Government on the occasion and since the passing of the said contract, with a statement of all claims which may have been made in virtue of the said contract, shewing the amount promised or paid in connexion therewith, including all Orders in Council or Departmental Orders in relation to the cancelling or suspension of the said contract or to the indemnity to be paid in respect thereof.

By Command.

R. W. SCOTT,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 1st April, 1876.



TENDERS received for the erection of the

Letter.	Name.	Section I.	Section II.	Section III.
A...	Allan McLean, Ingersoll.			
B....	Allan McLean, Ingersoll.	\$1,600 per mile. 120 do per annum November 1, 1875.		
C...	F. J. Barnard, British Columbia.			
D...	G. W. Wright, British Columbia.			
E....	W. M. Macdonald, British Columbia.			
F....	H. P. Dwight, for the North-Western Telegraph Co.	\$225 per mile. 30 do maintenance Government business free Complete, Sept. 1, 1875.		
G...	W. S. Parmilee, Waterloo, Que.	\$650 per mile. December 1, 1874. Including maintenance in each case, but against the Government giving further bonus of 640 acres per each 100 miles.	\$750 per mile. September 1, 1875.	\$840 per mile. November 1, 1875.
H...	Robt. Mitchell & Co., Port Robinson.			
I....	Mackenzie, Grier & Co., Toronto.	Clearing \$400 per mile. Telegraph 107, forest. do 127, prairie. do 32, contingencies.	Clearing, if any,.....\$400 Telegraph..... 127 Cost..... 32 \$150	\$202,900; also half-yearly subsidy of \$50,000 per two years. Clearing, if any.....\$400 Telegraph..... 127 Cost..... 32 \$159
		Time for completion, in each case, September 1, 1876.		Fort Garry to Port Contractors to have

Canadian Pacific Railway Telegraph Line.

Section IV.	Section V.	Section VI.	The Whole.
	\$1,500 per mile. 110 per annum. November 1, 1875.		
	\$495 per mile. July 1, 1876. Maintenance and operating, without profits, for 5 years, \$46.50 per mile per year. Stations to be 80 miles apart. Where double staff may be required, Government to pay additional cost.		
\$300 per mile, prairie. 800 do forest. 450 do Thompson Valley. December 1, 1875. \$30,000 per annum.			
\$133,225, including maintenance for 5 years. To be completed in nine months.			
	\$825 per mile. November 1, 1875. Elements only.		
	\$1,740 per mile, forest. 530 do prairie. One year.	\$1,740 per mile, forest. 530 do prairie. One year.	
\$372,400. Clearing ..... \$700 Telegraph ..... 118 Cost ..... 50	\$288,870. Clearing \$600 00 Telegraph 118 50 prairie. do 88 50 forest. Cost ..... 40 00	\$305,970. Clearing ..... \$600 00 Telegraph ..... 85 50 Cost ..... 40 00  \$728 50	
Pelly, September 1, 1875. business profits. 82-1 1/2	Maintenance for five years, \$70,000 per annum.		

## TENDERS received for the erection of the Canadian

Letter.	Name.	Section I.	Section II.	Section III.
K ...	James McKay, Fort Garry.			
L ...	Andrew Randall, Grimsby.			
M ...	Augustus Carney, Mattawan.			
N ...	Sutton, Thompson & Co., Brantford.			
O ...	Waddle & Smith, Kingston.	\$225 per mile, prairie. 475 do forest.	\$225 per mile, prairie. 470 do forest.	\$225 per mile, prairie. 476 do forest.  One office every 25 miles.
P ...	Humphrey & Co., Ottawa.	\$1,450, forest. 200, prairie.	\$1,450, forest. 200, prairie.	\$1,450, forest. 200, prairie.
Q ...	John Bangs, Ottawa.			
R ...	Joseph Whitehead, Clinton.			
S ...	John Murray, Brockville.			
T ...	Geo. W. Taylor & Co.	\$294 60, prairie. 932 40, forest. January, 1, 1875.		
U ...	Mitchell, Macdonald & Gough, Toronto.	\$154,200. December 31, 1874.	\$423,000. August 1, 1874	\$642,000. December 31 1876

Pacific Railway Telegraph Line.—Continued.

Section IV.	Section V.	Section VI.	The Whole.
	\$1,200 per mile.		
	\$815 per mile. Maintenance, \$1 per mile, per annum.	\$815 per mile. Maintenance, \$1 per mile, per annum.	
		\$1,050 per mile. Maintenance, \$50,000 per annum. To be com- plete 1877.	
	\$590, forest. 435, prairie.	\$590, forest. 435, prairie.	
\$230 per mile, prairie. 475 do forest.	\$220 per mile, prairie. 460 do forest.	\$215 per mile, prairie. 464 do forest.	\$220, prairie, per mile 469, forest, do 155, cleared land, do 200, offices, XX. 24, maintenance do
\$2,200, forest. 225, prairie.	\$1,350, forest. 175, prairie.	\$1,350, forest. 175, prairie.	Maintenance, \$100,000 per annum. Time for com- pletion, 4 years.
		\$1,275 per mile. Com- plete, December 1, 1877. \$48,000 per annum for maintenance.	
			\$700 per mile. Complete by September 1, 1875, maintenance included.
		Arial Cable {	\$2,117,250, incl'ding main- tenance for 5 years. \$1,456,000, including maintenance.
		\$924 60 per mile. September 1, 1876.	
\$583,000.	\$494,000.	\$898,000.	\$3,194,200. Dec. 31, '76. Maintenance, \$265,000 per annum.

TENDERS received for the erection of the Canadian

Letter.	Name.	Section I.	Section II.	Section III.
V...	Electric Manufacturing Co., Toronto.	\$159,250.	\$429,000.	\$690,560.
W...	Duclos & Co., St. Hyacinthe.			
X...	McEvilla, Millar & Co., Upton, P.Q.			
Y...	White & Smith, Ottawa.			
Z....	Gaherty, Fréchette & Co., Montreal.			\$1,750 per mile.
A 1.	Sifton, Glass & Fleming.	Complete, Nov. 22, 1874.		
B 1.	Geo. P. Drummond...	\$425,000, or \$2,300 per mile, forest; \$375 per mile, prairie.	\$525,000.	\$645,000. Complete in 2 seasons.
C 1.	James Cotton & Co.			\$1,800 per mile.
D 1.	Rocque, O'Hanly & Co.	\$211,350. \$550 per mile, prairie. \$1,317 15 per mile, forest Complete in 18 months. Maintenance, \$100, prairie do 150, forest.	\$650 per mile. Complete in 18 months. Maintenance, \$100 per mile	\$700 per mile. Complete in 2 years. Maintenance, \$100 per mile
E 1.	Lewis & Saxton, St. Catherines.			

Pacific Railway Telegraph Line.—Continued.

Section IV.	Section V.	Section VI.	The Whole.
\$634,205.	\$519,375.	\$944,528.	\$3,376,919. Maintenance, \$2,500 per annum for each 30 miles.
	\$1,100 per mile, forest. 1,000 do prairie. Complete in 3 years. Maintenance, \$55 per m.	11,000 per mile. Maintenance, \$55 per m. Complete in 3 years.	
	\$997 50 per mile. Complete in 2½ years. \$43 71 per annum, per mile, maintenance.	\$997 50 per mile. Complete in 2½ years.	
	\$1,500 per mile, maintenance. Complete in 2 years.		
\$2,000 per mile.	\$1,600 per mile.	\$1,500 per mile.	
	Complete, July 22, 1875.		\$1,290,000, including the maintenance. Complete, July 22, 1876. Average amount, \$629, forest; \$259, prairie.
\$1,043,500. Complete in 2 seasons.	\$826,000, or \$2,200 per mile, forest; \$350 per mile, prairie. Complete in 2 seasons.	\$966,000. Complete in 3 seasons.  Maintenance	\$3,480,500, or \$3,371,000 if patent method be adopted. 1st year, \$85,000 per mile 2nd do 60,000 do 3rd do 50,000 do 4th do 45,000 do 5th do 40,000 do Complete in 3 years.
\$2,000 per mile.	\$1,500 per mile.	\$1,250 per mile.	
\$784,300. 1,420 85 p. mile, forest. 1,120 85 do prairie. Complete in 5 years. Mainten'ce, \$165 per mile.	\$549,000. 1,317 15 per mile. Complete in 5 years. Mainten'ce, \$150 per mile	\$549,000. 1,317 15 per mile. Complete in 5 years. Mainten'ce, \$150 per mile	Complete, Jan. 1, 1880. Maintenance, \$150, forest do 100, prairie
	\$800 per mile. Not including houses and bridges. Complete by Nov. 1, 1877. Maintenance, \$7 per mile, per annum.	\$800 per mile.	

## TENDERS received for the erection of the Canadian

Letter.	Name.	Section I.	Section II.	Section III.
F 1.	M. W. Thompson, Belleville.	\$880 per mile, forest. 175 do prairie.	\$280 per mile.	\$280 per mile. Complete in 3 years.  This tender does not include
G 1.	Sutton & Thirkell, Lindsay.			
H 1.	Wm. Josleyn.....	\$1,160, forest. 250, prairie. Complete in 8 years.		\$350 per mile.  This tender does not include offices and other
I 1.	R. Fuller, Winnipeg.	\$33,750. 155 per mile. Maintenance, \$6,000 per annum. Complete this year.	\$90,000. 180 per mile. Maintenance, \$12,000 per annum. Complete this year.	\$156,000. 195 per mile. Maintenance, \$19,000 per annum. Complete, Nov. 1, 1875.
K 1.	E. M. Carruthers.....			

Opened by { T. TRUDEAU,  
SANDFORD FLEMING.

DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, August 7th, 1874.

Pacific Railway Telegraph Line.—Continued.

Section IV.	Section V.	Section VI.	The Whole.
\$1,440 per mile, forest. 240 do prairie. Complete in 4 years. cost of offices and other	\$880 per mile. Complete in 2 years. matter.	\$880 per mile, forest. 106 do cleared & settled.	Maintenance, 1½ per cent. cost in forest; 5 per cent., prairie.
.....	\$530 per mile, forest. 275 do prairie. Complete in 2 years.	\$460 per mile, forest. 257 do prairie. Complete in 2 years.	.....
\$1,800. forest. 300. prairie. Complete in 4 years. matters, but includes maintenance for five years.	\$1,160 per mile, forest. 175 do prairie. Complete in 2 years.	\$125 in clearings and settlements. \$175 in settled forest. \$1,160, beyond settlement.	
\$874,500. 1,590 per mile. Maintenance, \$30,000 per annum. Complete —	\$315,000. \$750 per mile. Maintenance, \$22,500 per annum; or by Denver route, \$350 per mile; or total, \$126,000. Complete in 14 months.	.....	.....
.....	\$960 per mile. Does not include	\$1,250 per mile. large bridges.	.....

(Signed,)

F. BRAUN,  
*Secretary.*



CANADIAN PACIFIC RAILWAY,  
OFFICE OF THE ENGINEER-IN-CHIEF,  
OTTAWA, August 10th, 1874.

F. BRAUN, Esq.,  
Secretary, Public Works.

*Telegraph Line.*

SIR,—Under instructions from the Minister, the Tenders for the Pacific Railway were opened on the 7th instant, by Mr. Trudeau, yourself and the undersigned.

The enclosed Schedule of Tenders, marked A A A, made out on that occasion, has been carefully examined by the undersigned, and a classification made of the various proposals received as far as the same could be done.

The enclosed Sheets, Nos. 1 to 7 inclusive, are intended to show by simple inspection the comparative value of each tender for each section, and for the whole line; for particulars of each separate proposal reference should be made to the Tenders themselves.

Sheet No. 1 shows that there are fifteen proposals for Section No. 1—Fort Garry to Fort Pelly—the six lowest of which appear to be as follows:—

Tender.	Construction.	Maintenance per Annum.	Time for completion.
	\$	\$	
I.—R. Fuller, Winnipeg.....	38,750	6,000	This year.
F.—H. P. Dwight, N.-W. Tel. Co.....	52,250	7,500	Sept. 1st, 1875.
O.—Waddle & Smith, Kingston.....	106,250	\$3,000 with profits	500 miles a year or more.
A.—J. Sifton, Glass & Fleming, Ottawa.....	107,850	.....	November, 1874.
I.—Mackenzie, Grier & Co., Toronto.....	115,750	\$70,000 whole line	Sept. 1st, 1875.
N.—Mitchell, Macdonald & Gough, Toronto.	154,200	\$265,000 do	Dec. 31st, 1874.

Sheet No. 2 shows that there are ten proposals for Section No. 2—Fort Garry to the bend of the North Saskatchewan (500 miles)—the six lowest of which appear to be as follows:—

Tender.	Construction.	Maintenance per Annum.	Time for completion.
	\$	\$	
I.—R. Fuller, Winnipeg.....	90,000	12,000	This year.
F.—M. W. Thompson, Belleville.....	\$140,000 (offices, &c., not included).	7,000	3 years.
I.—Mackenzie, Grier & Co., Toronto.....	159,500	\$70,000 and profits	Sept. 1st, 1876.
O.—Waddle & Smith, Kingston.....	161,500	\$60,000 do	500 miles per year.
D.I.—Rocque, O'Hanly & Co., Ottawa.....	325,000	\$50,000 (Government business free)	18 months.
P.—Humphrey & Co., Ottawa.....	350,000	\$100,000 whole line	4 years.

Sheet No. 3 shows that there are thirteen proposals for Section No. 3—Fort Garry to Edmonton (800 miles),—the six lowest of which appear to be as follows:—

Tender:	Construction.	Maintenance per Annum.	Time for completion.
	\$	\$	
I.—R. Fuller, Winnipeg.....	156,000	19,000	Nov. 1st, 1875.
I.—Mackenzie, Grier & Co., Toronto.....	202,900	\$70,000 and profits whole line.	Sept. 1st, 1876.
F.—M. W. Thompson, Belleville.....	224,000	11,200	3 years.
O.—Waddle & Smith, Kingston.....	229,000	9,600	500 miles per year or more.
H.—Wm. Josleyn, Belleville.....	\$280,000 (offices not included).	Included.	5 years.
P.—Humphrey & Co., Ottawa.....	410,000	\$100,000, whole line	4 years.

Sheet No. 4 shows that there are fifteen proposals for Section No. 4. From existing telegraph in British Columbia to Edmonton (say 550 miles),—the six lowest tenders of which appear to be as follows:—

Tender.	Construction.	Maintenance per Annum.	Time for completion.
	\$	\$	
E.—Wm. R. Macdonald, British Columbia....	133,225	Included, except salary of operators.	9 months.
O.—Waddle & Smith, Kingston.....	224,500	6,600	500 miles per year or more.
C.—F. J. Bernard, British Columbia.....	272,250	25,575	July 1st, 1876.
D.—G. W. Wright do .....	365,000	30,000	Dec. 1st, 1875.
I.—Mackenzie, Grier & Co., Toronto.....	372,400	\$70,000 and profits whole line.	Sept. 1st, 1876.
N.—Mitchell, Macdonald & Gough, Toronto.	583,000	\$265,000 whole line	Dec. 31st, 1876.

Sheet No. 5 shows that there are twenty-five proposals for Section No. 5—Fort Garry to Nepigon (420 miles),—the six lowest tenders of which appear to be as follows:—

Tender.	Construction.	Maintenance per Annum.	Time for completion.
	\$	\$	
O.—Waddle & Smith, Kingston.....	189,120	\$5,040 and profits	500 miles per year or more.
G.1.—Sutton & Thirkell, Lindsay.....	214,950	Included in con- struction.	2 years.
N.—Sutton, Thompson & Co., Brantford.....	243,153	.....	.....
A.1.—Sifton, Glass & Fleming, Ottawa ...	253,080	Included in con- struction.	July, 1876.
I.—Mackenzie, Grier & Co., Toronto.....	\$288,870 and profits whole line.	70,000	Sept. 1st, 1876.
I.—R. Fuller, Winnipeg.....	315,000	22,500	14 months.

Sheet No. 6 shows that there are twenty-two proposals for Section No. 6—Ottawa to Nepigon (say 543 miles),—the six lowest tenders of which appear to be as follows:—

Tender.	Construction.	Maintenance per Annum.	Time for completion.
	\$	\$	
G.—Sutton & Thirkell, Lindsay .....	249,780	Included in construction.	2 years.
Q.—Waddle & Smith, Kingston .....	251,592		
N.—Sutton, Thompson & Co., Brantford.....	320,370	\$6,400 and profits. Included in construction.	500 miles per year.
I.—Mackenzie, Grier & Co., Toronto.....	\$305,470 for 420 miles. \$395,575 for 543 miles and profits.		
L.—Andrew Randall, Grimsby .....	\$442,543, stations extra.	70,000	September, 1876.
E.—Lewis & Saxton, St. Catharines .....	434,400	543	Fall, 1877.
		543	November, 1877.

Sheet No. 7 furnishes a list of proposals for the whole line, to connect Ontario with British Columbia. There are in all fourteen tenders, of which the six lowest appear to be as follows:—

Tender.	Construction.		Maintenance per Annum.	Time for completion.
	For 2,190 Miles.	For 2,313 Miles.		
	\$	\$	\$	
O.—Waddle & Smith, Kingston.....		890,577	27,756	500 miles per year or more. Sept., 1876.
I.—Mackenzie, Grier & Co., Toronto.....	1,170,140	1,259,745	70,000	
A.—Sifton, Glass & Fleming, Ottawa.....	1,290,000		and profits. Included in construction.	July, 1876.
R.—Joseph Whitehead, Clinton.....		1,619,100		
F.—M. W. Thompson, Belleville.....		1,683,070	Not included in construction.	4 years.
H.—Wm. Joselyn, Upper Bedford.....		2,132,530 (offices extra).		

I herewith return all the tenders which you placed in my hands—A to K inclusive—along with the abstract of tenders lettered A A A.

I am, Sir,

Your obedient servant,

(Signed,)

SANDFORD FLEMING,

Engineer-in-Chief.

## SHEET No. 1.

## CANADIAN PACIFIC RAILWAY—TELEGRAPH LINE.

TENDERS for Section No. 1.—Length 250 miles, assumed to be 200 miles Wooded, and 50 miles Prairie.

	Tender.	Rate per Mile.	Gross for Construction.	For Maintenance.	Time for Completion.
I.	R. Fuller, Winnipeg.	\$155 00 .....	\$38,750 .....	\$6,000 per annum.....	This year.
F.	H. P. Dwight, for the North-western Tel. Company.	225 00 .....	56,250 .....	Gov't. pay \$7,500 per annum; \$30 per mile per year; Gov't. business free.	Sept. 1, 1875
O.	Waddle & Smith, Kingston.	225 00 prairie..... 475 00 forest.	106,250 .....	Gross \$3,000 with profits; \$24 per mile per year; \$12 per mile per year if profits allowed.	500 miles per year.
A.1.	Sifton, Glass, & Fleming, Ottawa.	492 00 forest..... 189 00 prairie.	107,850 .....	.....	Nov. 22, 1874
I.	Mackenzie, Grier & Co., Toronto.	400 00 clearing..... 107 00 tel. forest. 27 00 tel. prairie. 32 00 contingenc's	115,750 .....	Whole line, \$70,000 per year and profits.	Sept. 1, 1875
U.	Mitchell, Macdonald & Gough, Toronto.	.....	154,200 .....	\$865,000 per year whole line.	Dec. 31, 1874
V.	Electric Manufacturing Co., Toronto.	.....	159,250 .....	\$20,000 per year.....	Dec. 31, 1874
C.	W. S. Parmelee, Waterloo, Q.	650 00 .....	162,500 .....	Maintenance included..	Dec. 1, 1874
F.	M. W. Thompson, Belleville.	880 00 forest..... 175 00 prairie.	184,750 offices not included.	1½ per cent. of cost, forest; 5 per cent. of cost, prairie.	3 years.
T.	G. W. Taylor & Co., Orillia.	932 40 forest..... 294 60 prairie.	201,210 .....	.....	Jan. 1, 1875
D.	Rocque, O'Hanly & Co., Ottawa.	1,317 15 forest..... 550 00 prairie.....	211,350 tender.... 290,930 at rates given.	Prairie, \$100 per mile per year.	18 months.
H.1.	H. Wm. Josleyn, Belleville.	1,160 00 forest..... 250 00 prairie.	244,500 offices not included.	Maintenance included.	3 years.
P.	Humphrey & Co., Ottawa.	1,450 00 forest..... 200 00 prairie.	300,000 .....	\$100,000 per year.....	4 years.
B.	Allan McLean, Ingersoll.	1,600 00 .....	400,000 .....	\$120 per mile per year.	Nov. 1, 1875
B.1.	Geo. P. Drummond, Ottawa.	2,300 00 forest..... 375 00 prairie.....	425,000 tender.... 478,750 at rates given.	See tender.....	See tender.

## SHEET No. 2.

## CANADIAN PACIFIC RAILWAY—TELEGRAPH LINE.

TENDERS for Section No. 2.—Length 500 miles, assumed to be 200 miles Wooded, and 300 miles Prairie.

	Tenders.	Rate per Mile.	Gross for Construction.	For Maintenance.	Time for Completion.
I.1.	R. Fuller, Winnipeg.	\$180 .....	\$90,000 .....	\$12,000 per year.....	This year.
F.1.	M. W. Thompson, Belleville.	280 .....	140,000, offices and other matters not included.	1½ per cent. of cost, for-est; 5 per cent. of cost, prairie; say \$7,000 per annum.	3 years.
J.	Mackenzie, Grier & Co., Toronto.	400 clearing..... 127 telegraph. 32 contingencies	159,500 .....	\$70,000 per year and pro-fits.	Sept. 1st, 1876.
O.	Waddle & Smith, Kingston.	470 forest..... 225 prairie.	161,500 .....	Say, \$6,000 with profits; \$24 per year per mile; \$12 per year per mile if profits allowed.	500 miles per year.
D.1.	Rocque, O'Hanly & Co., Ottawa.	650 .....	325,000 .....	Say, \$50,000 per annum; \$100 per mile per year; Gov't. messages free.	18 months.
P.	Humphrey, & Co., Ottawa.	1,450 forest..... 200 prairie.	350,000 .....	\$100,000 per year.....	4 years.
G.	W. S. Parmilee, Waterloo, Q.	750 .....	375,000 .....	Maintenance included....	Sept. 1st, 1875.
U.	Mitchell, Macdonald & Gough, Toronto.	.....	423,000 .....	\$265,000 per year, whole line.	Aug. 1st, 1875.
V.	Electric Manufac-turing Company, Toronto.	.....	429,000 .....	\$420,500 per year... ..	July 1st, 1875.
B.1.	G. P. Drummond, Ottawa.	2,300 forest..... 375 } prairie. 400 }	525,000 tender... 578,750 at rates given.	See tender..... ..	See tender.

SHEET No. 3.

CANADIAN PACIFIC RAILWAY—TELEGRAPH LINE.

TENDERS for Section No. 3.—Length, 800 miles; assumed 200 miles to be wooded, and 600 miles prairie.

	Tender.	Rate per Mile.	Gross for Construction.	For Maintenance.	Time for completion.
I.1.	R. Fuller, Winnipeg.	\$195 .....	\$253,850 .....	\$19,000 per year .....	Nov. 1st, 1875.
I.	Mackenzie, Grier & Co., Toronto.	400 clearing ..... 127 telegraph. 32 contingencies	156,000 .. 202,900 ..	Whole line, \$70,000 per year and profits.	Sept. 1st, 1876.
F.1.	M. W. Thompson, Belleville.	280 .....	224,000 offices & other matters not included.	Say \$11,200 per ann.; 1½ per cent. of cost, forest; 5 per ct. of cost, prairie.	3 years.
O.	Waddle & Smith, Kingston.	476 forest ..... 225 prairie.	224,000 .....	Say \$9,600 per ann.; \$24 500 miles per mile per year; \$12 per mile if profits allowed.	year.
H.1.	W. Josleyn, Belleville.	350 .....	280,000, offices not included.	Included .....	3 years.
P.	Humphrey & Co., Ottawa.	1,450 forest ..... 200 prairie.	410,000 .....	\$100,000 per year, whole line.	4 years.
D.1.	Rocque, O'Hanly & Co., Ottawa.	700 .....	560,000 .....	\$100 per mile per year ...	2 years.
U.	Mitchell, Macdonald & Gough, Toronto.	.....	642,000 .....	\$265,000 per year, whole line.	Dec. 31st, 1876.
B.1.	G. P. Drummond, Ottawa.	2,300 forest ..... 375 } prairie. 400 } 840 }	645,000 tender 698,750 at rates given.	See tender .....	See tender.
G.	W. S. Parnillee, Waterloo, Q.	840 .....	672,000 .....	Included .....	Nov. 1st, 1875.
V.	Electric Manufg Co., Toronto.	.....	690,560 ..	\$67,500 per year .....	Dec. 31st, 1875.
Z.	Gaherty, Fréchette & Co., Montreal.	1,750 .....	1,400,000 .....	.....	.....
C.1.	Jas. Cotton & Co., Ottawa.	1,800 .....	1,440,000 .....	.....	.....

## SHEET No. 4.

## CANADIAN PACIFIC RAILWAY—TELEGRAPH LINE.

TENDERS for Section No. 4.—Length, 550 miles; assumed to be 400 miles wooded, and 150 miles prairie.

	Tender.	Rate per Mile.	Gross for Construction.	For Maintenance.	Time for completion.
E.	W. R. Macdonald, B. Columbia.	.....	\$133,225 .....	Included, except salary of operators.	9 months.
O.	Waddle & Smith, Kingston.	\$475 forest 230 prairie.	224,500 .....	Say \$6,600; \$24 per mile per year; \$12 per mile per year if profits allowed.	500 miles per year.
C.	F. J. Barnard, B. Columbia.	495 .....	272,250 .....	.....	July 1st, 1876.
D.	G. W. Wright, B. Columbia.	300 prairie 800 forest. 450 Thompson.	365,000 .....	\$30,000 per year .....	Dec. 1st, 1875.
I.	Mackenzie, Grier & Co., Toronto.	700 clearing 118 telegraph. 50 contingencies	372,400 .....	Whole line; \$70,000 per year and profits.	Sept. 1st, 1876.
U.	Mitchell, Macdonald & Gough, Toronto.	.....	582,000 .....	\$265,000 per year, whole line.	Dec. 31st, 1876.
F.1.	M. W. Thompson, Belleville.	1,440 forest 240 prairie.	612,000 offices & other matters not included.	1½ per ct. of cost, forest; 5 do prairie.	4 years
U.	Electric Manufg Co., Toronto.	.....	634,205 .....	\$45,000 per year .....	Dec. 31st, 1876.
D.1.	Rocque, O'Hanly & Co., Ottawa.	.....	736,300 at rates 781,300	\$165 per mile per year .....	5 years.
H.1.	William Josleyn, Belleville.	1,800 forest 300 prairie.	765,000 offices & other matters not included.	Included .....	4 years.
L.1.	R. Fuller, Winnipeg.	1,590 .....	874,500 .....	\$30,000 per year .....	
P.	Humphrey & Co., Ottawa.	2,200 forest 225 prairie.	913,750 .....	\$100,000 per year, whole line.	4 years.
B.1.	G. P. Drummond, Ottawa.	2,500 forest 250 prairie.	1,067,500 at rates given.	\$280,000 whole line, 5 years.	2 seasons.
C.1.	Jas. Cotton & Co., Ottawa.	2,000 .....	1,043,500 1,100,000 .....	.....	
Z.	Gaherty, Fréchette & Co., Montreal.	2,000 .....	1,100,000 .....	.....	

## SHEET No. 5.

## CANADIAN PACIFIC RAILWAY—TELEGRAPH LINE.

TENDERS for Section No. 5,—L. S. L. M.—Length 420 miles, assumed to be 390 miles Wooded, and 30 miles Prairie.

Tenders.	Rate per Mile.	Gross for Construction.	For Maintenance.	Time for Completion.
O. Waddle & Smith, Kingston.	\$220 00 prairie..... 468 00 forest.	\$189,120 .....	\$2,400 per 100 miles; \$12 per mile with profits; say, gross \$5,040.	500 miles per year, or more if required.
G. Sutton & Thirkell, Lindsay.	530 00 forest..... 275 00 prairie.	214,950 including maintenance.		2 years.
A. Sutton, Thompson & Co., Brantford	590 00 forest..... 430 00 prairie.	243,150 .....		
A.1. Sifton, Glass & Fleming, Ottawa	629 00 forest..... 259 00 prairie.	263,080 including maintenance.		July 22nd, 1876
I. Mackenzie, Grier & Co., Toronto.	600 00 clearing.... 118 50 prairie. 88 50 forest. 40 00 conting'cs.	288,870 .....	\$70,000 per annum and profits, whole line.	Sept 1st, 1876.
I.1. R. Fuller, Winnipeg.	750 00 .....	315,000 .....	\$22,500 by Dawson route; \$350 per mile or total \$126,000.	14 months.
E.1. Lewis & Saxton, St. Catherines.	800 00 .....	336,000, not including house and bridges.	\$1 per mile per annum....	Nov. 1st, 1877.
Z. Andrew Randall, Grimsby.	815 00 .....	342,300 .....	\$1 per mile per annum....	Fall 1877.
G. W. S. Parmilee, Waterloo, Q.	825 00 .....	346,500 .....	See tender.....	Nov. 1st, 1875.
F.1. M. W. Thompson, Belleville.	880 00 .....	369,600, not including cost of offices, &c.	1½ per cent. on cost, forest; 5 per cent. on cost, prairie.	2 years.
K.1. E. M. Carruthers,	960 00 .....	403,200, not including large bridges.		
X. McEvilla, Miller & Co., Upton, Q.	997 50 .....	418,950 .....	\$43.71 per mile per annum	2½ years.
H.1. W. Josleyn, Belleville.	1,160 00 forest..... 175 00 prairie.	457,650 including maintenance, but not offices, &c		2 do
W. Duclos & Co., St. Hyacinthe.	1,100 00 forest..... 1,000 00 prairie.	459,000 .....	\$55 per mile per annum....	3 do
U. Mitchell, Macdonald & Gough, Toronto.	.....	404,000 .....	\$265,000 per annum per whole line.	Dec. 1876.
K. James McKay, Fort Garry.	1,200 00 .....	504,000 .....		
V. Electric Manufacturing Co., Toronto.	.....	519,375 .....	\$25.00 per annum each 30 miles.	Dec. 31st, 1876
P. Humphrey & Co, Ottawa.	1,350 00 forest..... 175 00 prairie.	531,750 .....	\$100,000 per annum, whole line.	4 years.
D.1. Rocque, O'Hanly & Co., Ottawa.	1,307 15 .....	549,000 .....	\$150 per mile per annum.	5 do
Y. White & Smith, Ottawa.	1,500 00 .....	630,000 including maintenance.		2 do
C.1. Jas. Cotton & Co., Ottawa.	1,500 00 .....	630,000 .....		



SHEET No. 5.—*Concluded.*

## CANADIAN PACIFIC RAILWAY.—TELEGRAPH LINE.

TENDERS for Section No. 5,—L. S. L. M.—Length 420 miles, assumed to be 330 miles Wooded, and 30 miles Prairie.

	Tender.	Rate per Mile.	Gross for Construction.	For Maintenance.	Time for Completion.
A.	Allan McLenn, Ingersoll.	1,500 00 .....	630,000 .....	\$110 per mile per annum.	Nov. 1st, 1876.
Z.	Gaharty, Fréchette & Co., Montreal.	1,600 00 .....	672,000 .....	.....	.....
H.	Robert Mitchell & Co., Port Robinson.	1,740 00 forest..... 530 00 prairie.	694,500 .....	.....	1 year.
B.1.	G. P. Drummond, Ottawa.	2,300 00 forest. .... 350 00 prairie.	907,500 at rates given. 526,000 at tender.	\$280,000 whole line, 5 years.	5 2 seasons.

SHEET No. 6.

CANADIAN PACIFIC RAILWAY—TELEGRAPH LINE.

TENDERS for Section No. 6.—Length, 543 miles; assumed to be all wooded.

Tender.	Rate per Mile.	Gross for construction, 450 Miles.	Gross for construction, 543 Miles.	For Maintenance.	Time for completion.
C. Sutton & Thirkell, Lindsay.	\$460 forest 257 prairie		\$ 249,780	Included in construction.	2 years.
O. Waddle & Smith, Kingston.	464 forest 215 prairie		251,592	Say \$13,032 pr. ann.; 2½ per mile per yr., or, with profits, \$6,400.	500 miles per yr. or more
W. Sutton, Thompson & Co., Brantford.	590 forest 435 prairie		320,370	Included in construction.	
I. Mackenzie, Grier & Co., Toronto.	600 clearing 88 50 telegraph. 40 contingencies	305,970	395,575	Whole line, \$70,000 per year; and profits.	Sept. 1, 1876.
L. Andrew Randall, Grimsby.	815		442,543 stations not included	\$1 per year per mile, say \$543 per ann.	Fall, 1877.
E. Lewis & Saxton, St. Catharines.	800		434,400	\$1 per year per mile, say \$543 per ann.	Nov., 1877.
F. M. W. Thompson, Belleville.	880 forest 106 prairie		477,840	1½ per cent. on cost, offices and other matters not included	2 years.
T. Geo. W. Taylor & Co., Orillia.	924 60		502,058		Sept. 1, 1876.
X. McEvilla, Miller & Co., Upton, Q.	997 50		541,642	\$4,371 per mile per annum.	2½ years.
D. Rocque, O'Hanly & Co., Ottawa.		549,000	709,782	\$150 per mile per year.	5 years.
M. Augustus Corney, Mattawan.	1,050		570,150	\$50,000 per year	1877.
H.I. William Josleyn, Belleville.	125 clearing 765 forest or settlement.		629,880	Included	2 years.
C.I. Jas. Cotton & Co., Ottawa.	1,160 forest 1,250		675,750		
K. E. M. Carruthers, Toronto.	1,250		678,750		
Q. J. Bangs, Ottawa	1,275		692,325	\$48,000 per year	Dec. 1, 1877.
P. Humphrey & Co., Ottawa.	1,350 forest 175 prairie		733,050	\$100,000 do	4 years.
Z. Gaherty, Fréchet & Co., Montreal.	1,500		814,500		
U. Mitchell, Macdonald & Gough, Toronto.		898,000		\$256 pr. yr. on whole line.	Dec. 31, 1876.
H. Robert Mitchell & Co., Port Robinson.	1,740 forest 530 prairie		944,820		1 year.
V. Electric Manufng Co., Toronto.		944,528		\$40,000 per year	Dec. 31, 1876.
B.I. G. P. Drummond, Ottawa		966,000			3 seasons
W. Duclou & Co., St. Hyacinthe.	11,000		5,973,000	\$55 per month	3 years.

SHEET No. 7.

CANADIAN PACIFIC RAILWAY—TELEGRAPH LINE.

TENDERS for the Whole Line.—Length assumed to be 2,313 miles ; 1,533 Forest and 780 Prairie.

Tenders.	Rate per Mile.	Gross for Construction, 2,190 Miles.	Gross for Construction, 2,313 Miles.	Maintenance per annum.	Time for Completion.
O. Waddle & Smith, Kingston.	469 forest... 220 prairie.		\$890,577	\$27,756 and profits.....	500 miles a year or more
I. Mackenzie, Grier & Co., Toronto.		1,170,140	1,259,745	\$70,000 and profits.....	Sept. 1st, 1876.
A.1. Sifton, Glass & Fleming, Ottawa		1,290,000		Included.....	July 22nd, 1876
R. Joseph Whitehead, Clinton.			1,619,100	Included.....	13 months.
F.1. M. W. Thompson, Belleville.			1,683,440	Does not include offices and other matter or maintenance.	4 years.
H.1. W. Josleyn, Upper Bedford, Q.			2,132,530	Included .....	4 do
S. Jno. Murray, Brockville.		2,117,250	offices extra.	Included .....	1 or 2 years.
P. Humphrey & Co., Ottawa.			2,588,550	\$100,000 .....	4 years.
D.1 Rocque, O'Hanly & Co., Ottawa.		2,394,300		307,950 .....	Jan. 1880.
U. Mitchell, Macdonald & Gough, Toronto.		3,194,200		265,000 .....	Dec. 31st, 1876.
V. Electric Telegraph Co., Toronto.		3,376,919		200,000 .....	Dec. 31st, 1876
B.1. G. P. Drummond, Ottawa.	Patent.....	3,480,000		56,000 .....	3 years.
C.1. Jas. Cotton & Co., Ottawa.		3,371,000	3,848,750		
Z. Gaherty, Fréchette & Co., Montreal.			3,986,500		

## CANADIAN PACIFIC RAILWAY.

OFFICE OF THE ENGINEER-IN-CHIEF,

OTTAWA, August 12th, 1874.

Hon. A. MACKENZIE,  
Minister of Public Works.

SIR,—With regard to the Tenders for the construction of the Pacific Railway Telegraph, the following are the lowest :—

Tender by Section.	Construction	Maintenance per annum.	Time for Completion.
	\$	\$	
Section No. 1—I.1—R. Fuller, Winnipeg.....	38,750	6,000	This year.
do No. 2—I.1—R. Fuller, do .....	90,000	12,000	This year.
Tenders.	Construction.	Maintenance per annum.	Time for Completion.
	\$		
Section No. 3—I—R. Fuller, Winnipeg.....	156,000	\$19,000 .....	Nov. 1875.
do No. 4—E—Wm. R. Macdonald, B. Columbia....	132,225	Included, except salary of operators.	9 months.
do No. 5—O—Waddle & Smith, Kingston .....	189,120	\$5,040 and profits included in construction.	500 miles.
do No. 6—G—Sutton & Thirkell, Lindsay .....	249,780	.....	2 years.
Total for the whole by Sections.....	\$728,125	\$24,040	
Tenders for the Whole Line.	Construction.	Maintenance.	Time for Completion.
	\$		
Tender O.—Waddle & Smith, Kingston.....	890,577	\$27,756 and profits.	500 miles a year
do I.—Mackenzie, Grier & Co., Toronto....	1,170,140	\$70,000 and profits.	Sept. 1876.
do A.1—Sifton, Glass & Co., Ottawa.....	1,290,000	Included in construction.	July 1876.
do L.—Joseph Whitehead, Clinton.....	1,619,100	Included in construction.	13 months.

In order to make a more accurate comparison of these tenders, the cost of maintenance for five years should be added to the cost of construction in those cases where maintenance is not included in the sum for construction.

Exclusive of interest, the tenders will, therefore, stand as follows:—

The whole line by sections..... \$848,325

TENDERS FOR THE WHOLE LINE.

Tender O.—Waddle & Smith, Kingston.....\$1,029,357  
 A.—Sifton, Glass & Co., Ottawa..... 1,290,000  
 I.—Mackenzie, Grier & Co., Toronto..... 1,520,140  
 L.—Joseph Whitehead, Clinton..... 1,619,000

It is clear from the above that if the work can be completed for the lowest tenders, it would be best to let the contracts by sections.

As there is not the same urgency respecting Section 6, this may stand over for consideration.

I would recommend, however, that immediate steps be taken to enter into contracts for the construction and maintenance of the telegraph line on Sections 3, 4 and 5. That section three be placed in the hands of R. Fuller, Winnipeg, and section five in the hands of Waddle & Smith, of Kingston, provided these gentlemen can satisfy the Government of their ability to complete the work with the necessary despatch, and maintain it for the specified time.

With regard to Section 4,—from the telegraph system in British Columbia to Edmonton,—it is most important that this portion of the work should be placed in the hands of a contractor whose ability to carry it out cannot be called in question.

The lowest tender is that of William R. Macdonald, of Yale; the price he asks for the work is, in my judgment, so low, and the time within which he would undertake to complete it so short, that I have grave doubts as to the tender being *bona fide*. The next lowest is the tender of Waddle & Smith, of Kingston, but as these gentlemen are the lowest for Section 5, which, if awarded to them, would require all their energies to complete it, and as Section 5 extends from Fort Garry to Lake Superior, while Section 4 is for a great extent beyond the Rocky Mountains, I do not think it would be advisable to place both sections in the hands of the gentlemen last referred to. The next lowest tender is that of F. J. Barnard, of Victoria, this gentleman is well and favourably known in British Columbia, and is believed to possess sufficient energy and resources to carry out anything he may undertake. I have no hesitation therefore, in recommending that Section 4 be placed in his hands. I observe, however, that he gives no price for maintaining the line after its erection; I would, therefore, recommend that before his tender be accepted, he be required to state some reasonable rate for maintenance.

The three tenders which I have recommended are as follows:—

Section No. 3, Fort Garry to Edmonton, R. Fuller, Winnipeg.....	Construction. \$156,000
Section No. 4, Edmonton to Saltches, F. J. Barnard, Victoria.....	272,250
Section No. 5, Fort Garry to Nepigon, Waddle & Smith, Kingston.	189,120

\$617,370

(Signed), SANDFORD FLEMING,  
*Engineer-in-Chief.*

CANADIAN PACIFIC RAILWAY,

OFFICE OF THE ENGINEER IN CHIEF, August 20th, 1874.

SIR,—By Mr. Trudeau's instructions, I beg to hand you at foot copy of a telegram received to-day from F. J. Barnard.

I have the honor to be, Sir,

Your obedient servant,

The Hon. R. W. SCOTT,  
 Minister of the Interior.

SANDFORD FLEMING, C.E.,  
 per CH. O. PALMER, Acct.

CACHE CREEK, B.C.

To SANDFORD FLEMING.

"It does not impossible to estimate with any accuracy in cost of maintenance on any such meagre information. Prefer going to Ottawa. See you personally. Will leave Victoria twenty-sixth. Is this satisfactory.

" F. J. BARNARD."

You must make your own proposition for cost of maintenance. I do not advise your coming to Ottawa. The Government cannot undertake to leave the subject open.

(Signed), R. W. SCOTT.

CANADIAN PACIFIC RAILWAY,  
OFFICE OF THE ENGINEER IN CHIEF,  
August 20th, 1874.

SIR,—I beg to hand you herewith copy of a telegram received to-day from Mr. F. J. Barnard relating to the Telegraph tender.

I have the honor to be, Sir,

Your obedient servant,

SANDFORD FLEMING,  
per CH. O. PALMER, Acct.

F. BRAUN, Esq.,  
Secretary, Department of Public Works,  
Ottawa.

" CACHE CREEK, B.C.

" To SANDFORD FLEMING.

"It does not impossible to estimate with any accuracy on cost of maintenance on such meagre information. Prefer going to Ottawa to see you personally. Will leave Victoria twenty-sixth. Is this satisfactory?

" F. J. BARNARD."

" A "

## CANADIAN PACIFIC RAILWAY.

## TELEGRAPH LINE.

Proposals are invited for the erection of a line of telegraph along the general route of the Canadian Pacific Railway, as may be defined by the Government. The proposals to embrace the following points, viz:—

The furnishing of all materials, labour, instruments and everything necessary to put the line in operation.

The maintenance of the line for a period of five years after its completion.

In the wooded sections, the land to be cleared to a width of 132 feet, or such greater width as may be necessary to prevent injury to the telegraph from fires or falling trees.

Distinct proposals to be made for each of the following sections; such proposals in each case to state the time when the party tendering will undertake to have the telegraph ready for use:—

- (1.) Fort Garry to a point opposite Fort Pelly, about 250 miles.
- (2.) Fort Garry to the bend of the North Saskatchewan, about 500 miles.
- (3.) Fort Garry to a point in the longitude of Edmonton, about 800 miles.
- (4.) Lac La Hache, or other convenient point on the existing telegraph system in British Columbia, to Fort Edmonton, about 550 miles.
- (5.) Fort Garry to Nepigon, Lake Superior, about 420 miles.
- (6.) Ottawa to Nepigon, Lake Superior, about 760 miles.

The above distances are approximate. They are given for the general guidance of parties desiring information. Any increase or diminution in the ascertained mileage after construction will be paid for or deducted, as the case may be, at a rate corresponding with the sum total of the tender.

Parties tendering must satisfy the Government as to their ability to carry out the work and maintain it for the specified time.

Proposals addressed to the Minister of Public Works will be received up to the 22nd day of July next.

By Order,

F. BRAUN,  
*Secretary.*

Department of Public Works,  
18th June, 1874.

MEMORANDUM.

*Information for Parties Proposing to Tender.*

It is deemed best to make no binding stipulation as to the form of proposals, so that parties tendering may be at liberty to state their own terms and conditions, leaving the Government to except the offer which, in the interests of the public, may be found most advantageous.

At the same time it is considered advisable to furnish some data for the guidance of parties tendering, in order that proposals may be made on the same basis and be uniform in essential points.

The following is, therefore, with this object in view, submitted:—

- 1st. It is intended that the telegraph shall be built along the line to be adopted by the Government, for the railway across the Continent.
- 2nd. The general character of the country to be traversed by the railway, is described in the Reports relating to the Exploratory Surveys recently published.
- 3rd. The several routes now under consideration and survey, are also referred to in the above report.
- 4th. When the route is adopted by the Government on any particular section, the line to be followed by the telegraph will be defined on the ground, by the Government officers.
- 5th. Through forest the timber must be cut down and completely burned (cleared) to a width of two chains, (132 feet,) to prevent injury to the telegraph from falling trees or fire. At the option of the contractor valuable timber may be cut in lengths, piled and reserved at his risk.
- 6th. Along the cleared ground a pack trail or road to be made for the purpose of carrying material for constructing the telegraph, and for effecting repairs.
- 7th. Through forest, the poles should be of moderately large dimensions and of the best available timber to be had in each locality.
- 8th. In prairie sections, when suitable timber for permanent poles cannot be obtained until the railway be constructed, and the means of conveying them from a distance thus provided, the poles may be of an average light description, and of such timber as can most conveniently be procured.
- 9th. In forest sections the poles may be erected 132 feet apart, and the wire to be used may be that known as No. 11.
- 10th. In prairie sections the poles may be erected 176 feet apart, and the wire to be used may be that known as No. 9.
- 11th. Each tender will specify the kind of insulator, as well as all other apparatus and materials proposed to be used.
- 12th. Parties tendering may stipulate for maintaining and operating the line for five years, or a longer period.
- 13th. On account of the difficulties in the way of transporting building material, it is not expected that the telegraph will, in the first place, be so permanently con-

constructed as could be desired. The main object, however, is to provide a pioneer line throughout the whole extent of the country, to assist in the building of the railway and settlement of the country. On the completion of the railway through any section, the telegraph may then be reconstructed under new arrangements.

14th. In the advertisement the sections are placed in the order in which parties tendering may propose to finish the erection of the telegraph, and they are at liberty to make a distinct proposal for each separate section, or for the whole line.

15th. The whole of the section between Lake Nipissing and Fort Garry is wooded, with the exception of about thirty miles of prairie east of the Red River.

16th. Between Fort Garry and Fort Pelly the country is partly wooded and partly prairie, the exact proportions are not yet known.

17th. Between Fort Pelly and Edmonton the country is prairie.

18th. Between Fort Edmonton and the telegraph system in British Columbia the country is generally wooded, although some mixed prairie and woodland is met west of Fort Edmonton, as well as unwooded bunch grass land in portions of the central plateau of British Columbia.

19th. In the valley of the River Thompson there is a growth of timber from six to ten feet diameter. It will not be necessary to clear in that locality to the full width of 132 feet, it will be sufficient to clear and burn up the underbrush and lower branches of the trees, so as to render the telegraph secure from danger.

20th. The advertisement describes the 6th section as extending from Nepigon to Ottawa; but the object being to connect the Pacific Telegraph Line with the seat of Government, it will be sufficient to make a connection with the telegraph system of Ontario at the most convenient point. It is reported that a telegraph line will be completed to the S.E. angle of Lake Nipissing before the close of this season. The distance from Lake Nipissing to Nepigon is about 420 miles.

21st. It should be understood that Section No. 1 is embraced in Section No. 2, and both are covered by Section No. 3.

22nd. Tenders should give a distinct rate per mile for the line through wooded and prairie land respectively for the sections where both exist.

DEPARTMENT OF PUBLIC WORKS,

June 18th, 1874.

ARTICLES OF AGREEMENT entered into on the tenth day of November, in the year of our Lord one thousand eight hundred and seventy-four, and made in duplicate between Francis Jones Bernard, of Victoria, in the Province of British Columbia, contractor, of the first part; and Her Majesty Queen Victoria, represented herein by the Minister of Public Works of the Dominion of Canada, of the second part: Witness that the party of the first part hereby binds and obliges himself, to and in favor of Her said Majesty, Her heirs and successors, for and in consideration of the covenants, conditions and agreements hereinafter mentioned, to find all necessary labor, effects, apparatus, instruments, implements and materials whatsoever, and to perform, construct, complete and finish in every respect, to the satisfaction of the said Minister, in a good, substantial and workmanlike manner, agreeably to the true intent and meaning of the specification or memorandum hereunto annexed, marked "A."

All the works mentioned and contemplated in the said specification or memorandum, which are requisite and necessary in, about and for the purpose of clearing the ground and erecting a one-wire line of telegraph along that certain section of the general route of the Canadian Pacific Railway known as Section Number Four, between the existing telegraph office at Cache Creek, in the Province of British Columbia, and a certain point at or near Fort Edmonton, in the North-West Territory, as may hereafter be established by the Department of Public Works; it being understood and agreed that the insulators to be used on this section of the line shall be glass screw insulators, and screw brackets, with poles of the best quality that can be got along the line. The party of the first part shall maintain the line in good running order, and



shall operate the same as hereinafter specified for a period of five years from the date of completion of the line; and shall build, establish and maintain during the same period telegraph stations at a distance of about thirty miles apart, and shall keep at all times such force as may be requisite to operate the line and keep it in efficient repair.

The whole to be completed and finished, and to be in every respect ready for use, on or before the second day of October, A.D., one thousand eight hundred and seventy-six, time being of the essence of this contract. In consideration whereof Her Majesty Queen Victoria, represented by the said Minister as aforesaid, doth hereby promise and agree to pay the party of the first part, or to the heirs, assigns or lawful representatives of the party of the first part (according to the provisions of the Act thirty-first Victoria, chapter twelve), that is to say:

For the whole of the works herein contemplated to be done the sum in the whole of four hundred and ninety-five dollars of lawful money of Canada, per mile. (\$495.00.)

For the maintenance and operation of the line for five years as aforesaid, without profits, a sum of forty-six dollars and fifty cents per mile per annum (\$46.50.)

It being hereby agreed and understood that the party of the first part and his agents, shall keep an accurate account of all receipts or messages sent or received after completion of construction, and during maintenance, and shall pay over the same to Her Majesty's Government of Canada to such person, and in each month, or at such other periods as the Department of Public Works may hereafter determine.

All payments to be made for maintenance to the party of the first part shall be made quarterly.

The party of the first part shall, during the construction of the line and until its completion, have the use of the Government line of telegraph now in operation in British Columbia.

Any necessary supplies or telegraph equipment that shall be left over on the completion or other sooner determination of the contract, shall be handed over to the Department of Public Works, and paid for at a valuation to be made by an arbitrator appointed by each of the parties to these presents; the said arbitrators appointing the third arbitrator or umpire.

And the said party of the first part, and Her said Majesty represented as aforesaid, do hereby declare, covenant and agree that the said contract and undertaking shall be, and is further made and entered into by the said party of the first part, and Her said Majesty represented as aforesaid, do hereby declare, covenant and agree that the said contract and undertaking shall be, and is further made and entered into by the said party of the first part, and Her said Majesty represented as aforesaid, under the express agreements, stipulations, covenants, and conditions following, that is to say:—

*Firstly.* That payments of the price hereinbefore mentioned shall be made to the party of the first part within ten days after an estimate of the engineer or officer in charge shall have been received by the Minister, specifying the amount of work done, to the satisfaction of the said Minister, or his successors in office, or his engineer or person in charge of the works during the month then ended, but, that nevertheless it shall be lawful for Her Majesty to withhold from the party of the first part, and retain ten per cent. out of the amount of the several estimates, until the perfect completion of the contract (that is to say, work and maintenance) or until the Department of Public Works is satisfied as to the efficient construction of the line of telegraph. The Minister may then relinquish, at his discretion, portions of the said ten per cent., say one-fifth thereof at the end of each of the said five years, interest at the rate of six per centum per annum being allowed on the amount so retained from the date of completion of the work. The monthly progress payments shall be made in Victoria, British Columbia.

*Secondly.* That if by the report of the engineer or superintendent employed by the Minister in that behalf, it shall appear that the establishment and rate of progress at and in the said works, are not such as to ensure the completion of the same within

the time herein prescribed, or if the party of the first part shall persist in any course violating the provisions of this contract, Her said Majesty shall have the power at Her discretion, by the Minister aforesaid or his successors in office, without previous notice or protest, and without process or suit at law, either to take the work or any part thereof, out of the hands of the party of the first part, and to relet the same to any other contractor or contractors, without its being previously advertised, or to employ additional workmen, and provide materials, tools, and other necessary things at the expense of the party of the first part, and the party of the first part in either case shall be liable for all damages and extra costs and expenditures which may be incurred by reason thereof, and shall in either of such cases likewise forfeit all moneys then due under the conditions and stipulations, or any or either of them herein contained.

*Thirdly.* That in case of failure in the contract, the party of the first part shall thereby forfeit all right and claim to the said ten per cent., or any part thereof remaining unpaid, as well as to any moneys whatever due on this contract.

*Fourthly.* That all materials for the said work shall be inspected and approved of before being used either by the Minister or such person as he may appoint, and any materials disapproved of shall not be used in the work, and if not removed by the party of the first part when directed by the Minister, his Engineer, or person in charge to such place as he may deem proper, at the cost and charge, and at the risk of the party of the first part; but it is distinctly understood and agreed that the inspection and approval of materials shall not in any wise subject Her said Majesty to pay for the said materials, or any portion thereof, unless employed or used in the said works, nor prevent the rejection afterwards of any portion thereof which may turn out unsound or unfit to be used in the work, nor shall such inspection be considered as any waiver of objection to the work on the account of the unsoundness or imperfection of the materials used.

*Ninthly.* Should any difference of opinion arise as to the construction to be put upon any part of the specifications, the same shall be determined by the Minister alone, and such determination shall be final and conclusive and binding upon the parties to this contract, and every of them.

*Tenthly.* That any notice or other paper connected with these presents which may be required or desired on behalf of Her Majesty, to be served on the party of the first part, may be addressed to the party of the first part at his or their domicile or usual place of business, or at the place where the work hereby contracted for is to be carried on and left at the Post Office, and any paper so addressed and left at the Post Office, shall, to all intents and purposes, be considered legally served.

*Eleventhly.* That should the party of the first part not complete the work herein contracted for at the period agreed upon as above mentioned, the said party of the first part shall be liable for and shall cause to be paid to the party of the second part all salaries or wages which shall become due to the person or persons superintending the work on behalf of the said Minister from the above named period for completion, until the same shall actually be completed and received.

*Twelfthly.* That, should the amount now voted for this service by Parliament be at any time expended previous to the completion of the work now contracted for, the said party of the first part, may or not, as may be seen fit on receiving a notice in writing from the said party of the second part to the above effect, stop the work, but in any case the party of the first part shall not be entitled to any further payment for work done after the service of the notice above referred to, until the necessary funds shall have been voted by Parliament, nor shall the said party of the first part have any claim for compensation or damages for the said suspension of payment.

*Thirteenthly.* In this agreement to the words "the party of the first part" shall include and comprehend (where the context admits of it) the heirs, executors and administrators of the party of the first part.

*Fourteenthly.* The specification marked "A" hereunto annexed, shall be deemed, taken and read as part and parcel of this agreement, and shall be considered as if the same were actually embodied herein.

In witness whereof, the party of the first part, and the said Minister representing Her Majesty as aforesaid, have hereunto signed their names and set their seals, and the Secretary for the said Public Works hath also countersigned these presents—thirteen hundred and seventy-six words obliterated are *nil*—and one marginal note approved of is good.

Signed and sealed by the said party of the first }  
part, in presence of } F. J. BARNARD.  
A. N. RICHARDS,  
JAS. J. SÆGISERD.

Signed and sealed by the said Minister of Public }  
Works, and countersigned by the Secretary, in } A. MACKENZIE.  
presence of }  
H. A. FISSIAULT.

F. BRAUN,  
*Secretary.*

OTTAWA, 13th February, 1875.

SIR,—I have the honor to send you the enclosed cheque on \$8,000 on account of work performed for telegraph line, Cache Creek to Edmonton.

(Signed), F. BRAUN,  
*Secretary.*

Mr. F. J. BARNARD,  
Contractor, Victoria, B.C.

CANADIAN PACIFIC RAILWAY,  
OFFICE OF THE ENGINEER IN CHIEF,  
OTTAWA, 5th April, 1875.

SIR,—Mr. E. Dewdney has been requested by Mr. F. J. Barnard, Contractor for the telegraph in British Columbia, to enquire if the Government will sell a number of the pack mules which have been used on the survey in that Province.

Mr. Barnard offers to purchase 60 head of fair average mules, with rigging complete, at \$75 each. I have made enquiries and ascertained that the price is fair, but we do not know what mules can be spared until the work for the coming season is defined. We have over 400 mules in British Columbia, some of which I think could be spared, and it would be advantageous to part with them on reasonable terms, but it would be better to wait until say the 1st May, when Mr. Smith returns to Victoria, by which time we will know what work is to be done.

I write now for the information of the Minister, and in order that he may authorize the sale of the mules should he consider it advisable to do so.

A general order would probably be the best, authorizing the new Commissariat Officer in British Columbia to sell what mules may not be required at a valuation, to be made by competent persons after the surveying parties arrive in the Province.

I am, Sir,  
&c., &c., &c.,

(Signed), SANDFORD FLEMING,  
*Engineer in Chief.*

F. BRAUN, Esq.,  
Secretary Public Works Department.

OTTAWA, 9th April, 1875.

Discontinue building of telegraph line, British Columbia, under contract with this Department. You will not be called upon to proceed with the work for some

months. At what price would you erect telegraph, say, forty-five (45) miles from Quesnel on old telegraph trail, clearing twenty (20) feet wide?

(Signed),

F. BRAUN,  
*Secretary.*

F. J. BARNARD,  
Victoria, B.C.

OTTAWA, 9th April, 1875.

SIR,—I beg to state, for your information, that Mr. Barnard has been this day notified by wire to discontinue the building of the telegraph line in British Columbia under his contract (3rd) with this Department, and that he would not be called upon to proceed with the work for some months to come. Also, that he has been requested to say at what price he would erect a telegraph, say, 45 miles from Quesnel on old telegraph trail, clearing 20 feet wide.

I have, &c.,  
(Signed),

F. BRAUN,  
*Secretary.*

S. FLEMING, Esq.,  
Engineer in Chief,  
Canada Pacific Railway.

CANADIAN PACIFIC RAILWAY,  
OFFICE OF THE ENGINEER IN CHIEF.

Will erect and equip, by July, at six hundred and fifty dollars per mile, with maintenance at former rate; provisions and materials at Kamloops. Distance to Quesnel and cost of transport so great that I will have to purchase at Quesnel, where prices range much higher. Hope Department will allow me to commence soon, as workmen are scattering.

(Signed), F. J. BARNARD.

(No. 1710.—Time 6:55.)

MONTREAL TELEGRAPH COMPANY,  
OTTAWA, 14th April, 1875.

*By Telegraph from Victoria, B.C., to F. Braun, Department Public Works.*

Have large supplies at Kamloops which must be utilized. Have purchased a steamer now there, ready. Can carry by her one hundred miles up North Thompson, to pack thence to Yellow Head, and boat down Fraser to Quesnel. Will cost much less than to pack to Quesnel and boat up. Think Kamloops decidedly best point for furnishing supplies to work either eastward or westward from Yellow Head. Stuff should go up Thompson at high water, or season will be lost, unless by great additional outlay for transportation.

(Signed), F. J. BARNARD.

VICTORIA, B.C., 26th April, 1875.

DEAR SIR,—The telegram lately received from your Department, stopping telegraph construction in this Province from Cache Creek (as called for in my contract), until location of the railway line has greatly surprised and inconvenienced me, particularly as up to within a few days of the receipt of the telegrams, I had been assured that no alteration would be made in the line, and I consequently felt perfectly secure in purchasing all the available supplies raised in the neighbourhood of the proposed works.

On the arrival of Mr. Dewdney, I learned from him the political position of the case, and that, coupled with the report of a favorable route to the north, now makes

it perfectly clear to me that no other course was left to you but delay, until further information was obtained.

Although I have been put to considerable expense, and shall still be obliged to keep on the services of three experienced men at high wages, which I have secured at a distance, and whom I am unable to discharge, I have taken the earliest opportunity of curtailing all unnecessary expenditure, and have transferred to the railway surveys as much of the supplies of staples as possible. Yet the amount transferred is very small compared with that left on hand. I have purchased a steamboat, pack animals and work cattle, to forward supplies for the work at considerable outlay, all of which are now lying idle. The engineer and pilot of steamer I have also brought from a distance, and cannot discharge them without paying compensation, which I am unwilling to do until I am satisfied that work will not be resumed this season, such men not being available in this country.

It was this circumstance that led to my telegram of the 13th April, 1875, as follows:—

“Have large supplies at Kamloops, which ought to be utilized; have purchased steamer there, now ready; can carry by her 100 miles up North Thompson, to pack thence to Yellow Head Pass and boat down Fraser, will cost less than to pack to Quesnel and boat up. Think Kamloops decidedly best point for furnishing supplies to work either eastward or westward from Yellow Head Pass. Stuff should go up Thompson River at high water, or season will be lost, unless great additional outlay for transportation.”

My object in sending you this telegram was to apprise you of the position of matters, and leave it to you to say whether it would not be well to utilize the steamboat and animals to forward supplies, material and wire to Tête Jaune Cache and the Yellow Head Pass, should it have been determined that that Pass would be a common point to either route; as under any other circumstances the expense incurred in preparation for the season will be a total loss.

I shall be glad to hear from you on this subject at your earliest convenience; and I beg to assure you that, although the change puts me to considerable inconvenience and loss of time, I shall hold myself prepared to assist you in carrying out the views of your Government.

I have the honor to be, dear Sir,

Your obedient servant,

(Signed), F. J. BARNARD.

The Honorable A. MACKENZIE,  
Minister of Public Works,  
Ottawa.

(Memorandum.)

CANADA PACIFIC RAILWAY,

OFFICE OF THE CHIEF ENGINEER,

OTTAWA, 10th May, 1875.

With regard to the letter of Mr. F. J. Barnard, dated 26th April last, respecting the telegraph contract in British Columbia, nothing whatever has yet been heard from Mr. Jarvis since he wrote from the North Branch of the Fraser River on the 10th of February last. I assume, however, that he has crossed the Mountains, and daily expect to hear of his arrival at Fort Garry. In the event of Mr. Jarvis reporting that he has not discovered a pass much more eligible than the Yellow Head, it would be well I think to utilize Mr. Barnard's preparations in transporting wire, &c., to Tête Jaune Cache, or other points, where it would be convenient to the line, for erection, as soon as location is completed. If Mr. Barnard intends carrying the wire for his contract all the way to Edmonton from Kamloops, there is nothing to prevent him that I am aware of from at once transporting nearly all the wire required on the eastern side of the Mountains, as far, at all events, as Arthabaska depot in Jasper Valley, some thirty miles east of Yellow Head Pass. Arthabaska Depot will be a good point to store it, and be convenient to any line that may hereafter be located.

If the Minister approves, I would suggest telegraphing Mr. Barnard to this effect.

(Signed), SANDFORD FLEMING.

To the Honorable  
The Minister of Public Works.

OTTAWA, 14th May, 1875.

SIR,—With reference to your letter of the 26th ultimo, on the subject of the telegram despatch from this Department ordering the stoppage of the construction of the telegraph lines from Cache Creek, and suggesting that the steamboat, animals, &c., gathered for the service of the above-named line, be used to forward supplies, &c., to Tête Jaune Cache and Yellow Head Pass.

I am to inform you that the Department hopes to be able to give you a definite answer on these matters in a few days.

I have, &c.,  
(Signed), F. BRAUN,  
Secretary.

F. J. BARNARD, Esq.,  
Contractor, Victoria, B.C.

OTTAWA, 21st May, 1875.

SIR,—Referring to your letter of the 10th inst., recommending that the Department utilize Mr. Barnard's preparation in connection with his contract to transport wire, &c., for the Canadian Pacific Telegraph Line to Tête Jaune Cache, or other point where it will be convenient to the line for erection when the location is established, and suggesting Arthabaska Depôt, Jasper Valley, as a good point to store it, I beg to inform you that the Minister approves of your recommendations.

I have, &c.,  
(Signed), F. BRAUN,  
Secretary.

S. FLEMING, Esq.,  
Chief Engineer C.P.R., Ottawa.

VICTORIA, B.C., 26th May, 1875.

SIR,—I beg leave to lay before the Department of Public Works, a statement of the position of my contract for the construction of the Western Section of the Canadian Pacific Railway Line at the time that your telegraphic despatch of 13th ultimo ordered the discontinuance of the work.

I stood prepared to send two hundred and fifty (250) men forward, and to secure the successful carrying on of the work; I had during the past winter made every possible preparation at the outlay of such a sum as will cripple me financially, if the Government do not come to my assistance. The following is an approximate exhibit of the liabilities which I have incurred, and of the property on hand, and I respectfully request that the Government will render me what assistance they can under the circumstances:

1st. I purchased the steamer "Martin," which was built by the Hudson's Bay Company, at a cost of \$63,000, in 1866. She ran for two months, and was then laid up for want of trade. She is therefore a new boat. Since the purchase was made, she has been completely overhauled and fitted up, and has made a trip to a point 16 miles above Clearwater, showing she is a success for the purpose for which she was obtained. This has been effected at a cost of.....\$16,000

2nd. For purposes of transport and for working the line, I purchased 10 yoke of work cattle, with yokes and chains; 65 head of pack mules, with rigging complete; two team mules, and two large waggons, all at a cost of..... 7,720

3rd. Contractor's plant—tents, blankets, axes, shovels, tinware, bars, brush knives, kitchen stuff, camp outfit, &c., &c., at a cost of..... 2,500

- 4th. I have contracted for (now on the way here) 90 tons of wire and 16,000 brackets and insulators, invoices of which are yet to arrive, at a cost of. 13,500
- 5th. I have a contract with S. McDonald to carry 100,000 pounds of freight to Saconas Ferry, if not permitted to go on, have no other course but to settle by compensation..... 4,000
- 6th. I have also contracted with Messrs. Mara & Wilson for the supplies for 250 men for one year. As this is a continuing contract, all the supplies are not necessarily on hand, but enough to make a good start, of which I have turned over a portion to Mr. Robson, Purveyor of the Canadian Pacific Railway Survey, and hope still further to reduce this item that way.....
- 7th. I had completed 50 miles of the line, with the exception of erecting the poles and attaching the wire (which can be done at a small cost) receiving a certificate for \$8000, which has been paid.....

\$43,720

This statement, then shows that I have incurred liabilities to the extent of \$43,720, exclusive of the liability to Messrs. Mara & Wilson, with whom I had arranged as above mentioned, to keep me supplied at Kamloops with every thing necessary in the way of provisions. They have already made large purchases on my account, which of course are not necessarily lost, but which I shall have to carry over until construction is re-commenced.

In view of these circumstance I now ask :—

- 1st. That I may be granted certificate and payment for the wire and material to arrive on my handing the same over to the Government Agent here.
- 2nd. That the Government advance me the sum of twenty-five thousand dollars, (\$25,000) on the security of the steamer " *Martin*," the animals, and the plant.
- 3rd. That the Government issue instructions to the Purveyor of the Canadian Pacific Railway Survey, to take over at market price any provisions that he may require for the survey, with a view to relieve me of the burden of my contract with Mara & Wilson.

Should the Government see proper to accede to my present request I will feel thankful if they will communicate by telegraph. I would respectfully remind the Government that the current rate of interest here is one per cent. per month; and that the burden of carrying this load for one year, for to lose this summer is to lose a year, will seriously embarrass me.

From the preceding brief review of the case, I think the Government will readily perceive the difficult position in which I have been placed, and that by no act of my own, but purely in the legitimate determination to place myself in a position to carry out faithfully a weighty contract amid the obstacles incident to a frontier territory like British Columbia,—a contract for the due fulfilment of which I am held under heavy bonds; and that it is only reasonable that, inasmuch as I was and still am prepared to accomplish my undertaking, I should not, when the Government has felt it to be necessary to suspend operations for the time, be made to suffer, as suffer I must, if they do not apply an adequate remedy.

I have, &c.,  
 (Signed), F. J. BARNARD,  
*Contractor.*

F. BRAUN, Esq.,  
 Secretary Department of Public Works,  
 Ottawa.

OTTAWA, 1st June, 1875.

You are authorized to transport wire to Tête Jaune Cache and Arthabaska depot.

(Signed), F. BRAUN.

F. J. BARNARD,  
 Victoria, B.C.

CANADIAN PACIFIC RAILWAY,  
OFFICE OF THE ENGINEER IN CHIEF,  
OTTAWA, June 14th, 1875.

SIR,—Respecting the letter dated May 26th last of F. J. Barnard, contractor for the telegraph in British Columbia, I beg to send you the following extract from a letter which I sent to Mr. Marcus Smith, on the 9th June:—

“Yours of the 27th May received. Respecting Barnard’s matter, so soon as the wire is landed in British Columbia he will be entitled to an estimate on account of material delivered; the wire will then, however, become the property of the Government. You can ascertain its value by the invoices. He will also be entitled to be paid on account of any work actually performed under the contract; I do not see, however, that he can get any advance on account of plant without the special authority of the Minister, who is now in England. I told the Secretary of Public Works some time ago that there was nothing to prevent the contractor forwarding this wire to Tête Jaune Cache and Arthabaska Depôt, to be there stored until the line was located; and I asked him (the Secretary) to telegraph to this effect.”

The above deals with all the points referred to in Mr. Barnard’s letter (herewith returned) except the last, but Mr. Smith had already told Mr. Barnard that the best way was for him to tender for the furnishing of supplies required by the Purveyor by public advertisement.

I am, &c.,  
(Signed), SANDFORD FLEMING.

F. BRAUN, ESQ.,  
Secretary, Public Works.

OTTAWA, 4th June, 1875.

No objection to wire for line between Tête Jaune Cache and Edmonton being forwarded to former place and Arthabaska Depôt.

(Signed), F. BRAUN.

F. J. BARNARD,  
Victoria, B.C.

CANADIAN PACIFIC RAILWAY,  
OFFICE OF THE ENGINEER,  
OTTAWA, 17th January, 1876.

SIR,—Enclosed I send certificate in duplicate, No. 38, being on account of work performed and materials delivered, and being delivered on the 3rd contract, Canadian Pacific Railway, up to the 31st December, 1875.

I am, &c.,  
(Signed), SANDFORD FLEMING.

F. BRAUN, ESQ.,  
Secretary, Public Works.

P.S.—You will observe that the sum of \$1,900 only is now payable on this certificate.

(Signed), S. F.

Please have warrant issued to-day. Mr. Barnard will call at Finance Department himself for cheque.

(Signed), T. R. B.



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(No. 83.)

## R E T U R N

To an ORDER of the HOUSE OF COMMONS, dated 2nd March, 1876;—For a Return of all Gypsum or Plaster of Paris imported from the United States into Canada, giving the ports or places whence imported, as also the ports in Canada where entered; the quantity entered in a crude state; that entered as ground for purposes of manure; that entered as ground for purposes of manufacture; that entered as calcined plaster; also at prices entered; the rate of duty upon each class, and the amount of duty collected from the same.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 14th March, 1876.

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

(No. 84.)

**R E T U R N**

To Two ADDRESSES of the HOUSE OF COMMONS, dated 2nd March, 1876;—  
For copies of correspondence in reference to remission of duties on tea.

By Command.

R. W. SCOTT,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 27th March, 1876.

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(No 85.)

**S T A T E M E N T**

In detail of the Bonds or Securities registered in the Department of the  
Secretary of State of Canada.

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

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(No. 86.)

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 2nd March, 1876 ;--For a Return of all Licenses to fish with hoop and trapnets issued during 1875, for the Province of Ontario ; all petitions and communications to and with the Minister or the Department of Marine and Fisheries in favor of or opposing the use of such nets ; and reports, &c., showing the effect of the system of fishing with hoop and trapnets on the quantity of fish in the waters where such nets are used.

By Command.

R. W. SCOTT,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 27th March, 1876.

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

(No. 87.)

## R E T U R N

To an ORDER of the HOUSE OF COMMONS, dated 2nd March, 1876;—For copies of Tenders, Plans and Specifications for building a Light-House at Guyon Island; and all correspondence relating to the same; also, a copy of the contract for building the same.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 27th March, 1876.

(No. 88.)

## R E T U R N

To an ADDRESS of the HOUSE OF COMMONS, dated 29th March, 1876;—For a Return of all expenses connected with the collection of Customs at Montreal during the Fiscal Years 1873, '74 and '75, respectively; and also a statement of the Revenue collected at that Port for the same years, respectively.

By Command

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 5th April, 1876.

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

## RETURN

To an Order of the HOUSE OF COMMONS, dated 2nd March, 1876;—For a Return of the names and ages of all Employés of the Montreal Custom House, who have been superannuated within the last two years, with causes of such superannuation; names of all persons who have been taken into the Public Service during the same period in connection with the Custom House, whether as permanent Employés or as Supernumeraries, and the salary paid to each, and for what period, and shewing whether they are still employed.

By Command.

R. W. SCOTT,

*Secretary of State*

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 27th March, 1876.

STATEMENT, shewing the Names, Ages of Employés of the Montreal Custom House, who have been Superannuated within the last two years, with the causes of such Superannuation; also the names of all persons who have been taken into the Public Service during the same period in connection with same Custom House, whether, as permanent Employés or as Supernumeraries, and the salary paid to each and for what period, and shewing whether they are still employed, as required by an Order from the House of Commons, bearing date 2nd March, 1876.

## SUPERANNUATED.

Name of Officer.	Name of Office.	Age.	Cause of Superannuation.	Amount of Superannuation.	Date of Order in Council.
				\$ cts.	
James Struthers	Ticket Clerk.....	74	Age .....	300 00	15th Jan., 1875.
Afred Turgeon	1st Class Tide Waiter..	44	Ill-health, since dead.....	114 00	do
James Casey.....	do .....	59	Ill-health, very lame and practically useless .....	216 60	7th May, 1875.
F. Clarke.....	do .....	69	Deaf and inefficient .....	114 00	19th May, 1875.
*W. Peatman.....	do .....	35	Infirm and ill, not competent and often absent.....	114 00	do
*G. Tuck.....	do .....	45	Very deaf and unfit for duty	114 00	do
Alex. Symmes ...	do .....	71	Age and nearly blind .....	125 40	do
Wm. Fest .....	do .....	72	Age .....	273 60	do

## NEW APPOINTMENTS.

Name of Officer.	Name of Office.	Whether Permanent or Temporary.	Amount of Salary.	Date of Appointment
			\$ cts.	
Geo. Faulkner.....	Assistant Appraiser.....	Permanent .....	900 00	Order in Council, 26th May, '74.
Henri R. S. Trestler..	" Cashier .....	do .....	1,000 00	do do
H. A. Lemieux .....	Clerk .....	do .....	1,000 00	do do
E. H. Mercier.....	Landing Waiter and Searcher .....	do .....	750 00	do do
J. W. Guy.....	2nd Class Tide Waiter..	do .....	550 00	do do
Jos. Clupin.....	Landing Waiter and Searcher at St. Hyacinthe .....	do .....	200 00	do 15th Sept., '74.

\* See J. W. Dunscombe's report last page

CUSTOMS.—PORT OF MONTREAL.

STATEMENT shewing the Names of all Persons taken into the Public Service as Supernumeraries at the Port of Montreal, between 1st January, 1874, and 31st December, 1875, the rates of Pay, amounts paid them, and whether they are still employed.

Names.	Office.	When First Employed.	When Last Employed.	Rates of Payment per Diem.	Total Payments to each Officer.	Remarks.	
				\$ cts.	\$ cts.		
W. Clark.....	Act as Tide Waiters or Lockers, as required.	May, 1874.....		2 00	601 59		
D. Lemieux.....		do .....		2 00	596 50		
A. Rogers.....		do ... Dec., 1875		2 00	560 00		
H. Brossard.....		do ... Nov., 1875		2 00	346 00		
A. Schultz.....		do ... Sept., 1874		2 00	123 50		
F. A. Fuhrer.....			June, 1874	Nov., 1875	2 00	530 00	
G. R. Locker.....			do ... do 1874		2 00	150 00	
D. Leduc.....			do ... do 1875		2 00	367 00	
W. Elliot.....			July, 1874	do ...	2 00	480 00	
J. M. MacKay.....			May, 1875.....		2 00	402 00	Clerk.
M. O'Hara.....			do ... Nov., 1875		2 00	303 00	
H. Lotinville.....			do ... Oct., 1875		2 00	174 50	
M. Higgins.....			do .....		1 50	343 50	
R. P. Barrett.....			do .....		2 00	373 00	Clerk.
C. Rouillard.....			do ... Nov., 1875		2 00	255 00	
O. Bann.....			do ... Dec., 1875		2 00	395 10	
M. Beausoliel.....			do .....		2 00	389 00	
A. T. Brisson.....			do ... Aug., 1875		2 00	128 00	
J. B. Bouchard.....			do ... Nov., 1875		2 00	247 50	
H. A. Lanthier.....			do ... Sept., 1875		2 00	88 00	
J. Brady.....			do ... do ...		2 00	124 00	
J. Brosseau.....			do ... May, 1875		2 00	4 00	
F. De Longchamps.....			do ... Dec., 1875		2 00	341 50	
J. M. Dixon.....			do .....		2 00	377 35	
R. McBratney.....			June, 1875.....		2 00	366 00	
C. Curran.....			do ... Nov., 1875		2 00	344 50	
G. Janson.....			do ... do ...		2 00	134 00	
J. A. Grose.....			do .....		2 00	365 70	
H. Ohren.....			do .....		2 00	346 00	
T. Robinson.....			do ... Aug., 1875		2 00	134 00	
H. N. Isaacson.....			July, 1875.....		2 00	344 00	
L. D. Demers.....			do .....		2 00	334 00	
J. Z. Corbeil.....		do .....		2 00	330 00		
P. Donovan.....	Clerk.....	do .....		2 00	338 00		
J. B. Couillard.....	T. W., Locker, &c.	do ... July, 1875		2 00	8 00		
H. Flanagan.....	Clerk.....	Aug., 1875.....		2 00	266 00		
M. Fitzgibbon.....	T. W., Locker, &c.	do 1874.....		1 75	758 00		
J. McClusken.....	do ... do 1875	Aug., 1875		2 00	5 05		
T. Losey.....	do ... Sept., 1875			2 00	212 00		
J. Mercier.....	Asst. Appraiser.....	Oct., 1875.....		*75 00	225 00	* Per month.	
J. Miller.....	Clerk.....	June, 1875.....		*50 00	325 00	* Per month.	

## CUSTOMS.—PORT OF MONTREAL.—Continued.

## LABOURERS, &amp;c.—EXAMINING WAREHOUSE.

Names.	Office.	When First Employed.	When Last Employed.	Rates of Payment per Diem.	Total Payments to each Officer.	Remarks.
				\$ cts.	\$ cts.	
W. Wallace .....	Fireman .....	Feb., 1874 .....		1 50	976 00	
W. Reilly .....		Mar., 1874 .....	Mar., 1874	1 50	22 50	
G. E. Mercier .....		do .....	do .....	1 50	25 50	
J. Murray .....		May, 1874 .....		1 50	774 00	
T. Reilly .....		Mar., 1874 .....	May, 1875	1 50	39 00	
R. Groves .....		Aug., 1874 .....	Nov., 1874	1 50	145 50	
P. Cullen .....		do .....		1 50	450 00	
T. A. Cummins .....		do .....		1 50	645 00	
S. Going .....	Watchman .....	do .....	Aug., 1874	2 00	42 00	
W. O. Maher .....		do .....	do .....	2 00	10 00	
D. Duncan .....	Clerk .....	Sept., 1874 .....		{ 1 50	660 00	* At \$1.75 from May, 1875.
P. Cushing .....		Nov., 1874 .....	Nov., 1874	{ * 1 75		
W. Meade .....		May, 1875 .....	May, 1875	1 75	22 50	
E. Carey .....		do .....	do .....	1 50	6 00	
J. Delaurie .....		do .....	Dec., 1875	1 50	276 00	
C. Dempsey .....		June, 1875 .....	do .....	1 50	270 00	
A. Sewell .....		do .....		1 50	274 50	
P. Fitzpatrick .....	Nightwatch .....	Aug., 1875 .....		2 00	308 00	Including Sundays

## NIGHT WATCHMEN, &amp;c.

J. Preston .....		July, 1875 .....	Aug., 1875	Paid at the rate of \$2 per diem to 22nd Sept., 1875, and at \$1.50 after that date, including Sundays.	112 00	* Paid as Tide Water in May and June.
J. B. Larin .....		do .....	Nov., 1875		269 50	
T. G. Phillips .....		do .....	do .....		271 50	
T. Conway .....		do .....	do .....		271 50	
P. Meehan .....		do .....	do .....		271 50	
J. Pheelan .....		do .....	do .....		271 50	
* J. B. Sicotte .....		do .....	do .....		312 50	
C. E. Rouleau .....		do .....	Aug., 1875		96 00	
G. Patenaude .....		do .....	Nov., 1875		255 50	
R. Power .....		do .....	do .....		247 50	
G. Cummings .....		Aug., 1875 .....	do .....		175 50	
J. Shelley .....		do .....	do .....		115 00	
P. Lynch .....		do .....	do .....		159 50	
E. Kitts .....		do .....	do .....		112 50	
P. J. Kinnery .....		Sept., 1875 .....	do .....		105 00	
M. Choquette .....		do .....	do .....	103 50		
M. Grady .....		Oct., 1875 .....	do .....	91 50		

(Signed),

J JOHNSON,

Commissioner.

CUSTOMS DEPARTMENT,

OTTAWA, 22nd March, 1876



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Extracts from Report of J. W. Dunscombe, Esq., Collector of Customs of the Port of Quebec, upon the superannuation of Geo. Tuck and Wm. Peatman, 1st Class Tide Waiters, port of Montreal.

The first, George Tuck, is very deaf, so much so that he applied to me to be heard by Mr. Demers, to explain his position, and I actually did hear Mr. Demers on his behalf.

That the poor fellow is very, very deaf, there is no doubt about it. Mr. Lewis says that he is not more deaf now than when he was first employed; this I think is satisfactory so far, for if he had become deaf in the service, it would perhaps have been considered a hardship to discontinue his employment.

The second, W. Peatman, poor fellow, produces certificates to show that he is now in good health, but his record shows that he was habitually sick and unfit for duty. His superannuation likewise seems to have been a necessary act of the Hon. the Minister of Customs.

(Signed), J. W. DUNSCOMBE.

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This Report was the result of an examination of the Port of Montreal, made by order of the Minister of Customs, by Mr. Dunscombe, in September and October, 1875.

(Signed), J. JOHNSON,  
*Commissioner.*

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## RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 3rd April, 1876 ;—For a Statement of the condition of the Wallace Accounts ; said Accounts being part of the Canadian Pacific Railway Survey expenditure.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 12th April, 1876.

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OTTAWA, 7th April, 1876.

Sir,—I have to report as follows on the present state of the accounts of the expenditure on the Eastern division of the Pacific Railway, from May, 1871, to May 31st, 1873, known as the Wallace Accounts, now in this Department for adjustment.

An examination of the vouchers taken credit for by Mr. Wallace, in his ledger, shows that a sum of \$15,021.92 has to be struck out for the same vouchers sent in more than once, namely: \$13,405.24 for vouchers sent in and taken credit for twice and \$1,616.68 for vouchers sent in and taken credit for three times. Therefore, the amount of \$39,305.46, reported as unaccounted for by vouchers in March, 1875, is now increased to \$54,327.38 and vouchers for this sum have to be obtained before the whole expenditure is satisfactorily accounted for. No vouchers have been discovered that had not been already credited to Mr. Wallace.

The work done, so far, in this Department has been to charge out individually, all payments made during the two years named above, on cheques issued by Messrs. Fleming, Wallace, Rowan and Forrest, from the original cheques and from accounts obtained from the Banks. Against these charges vouchers good and sufficient (except that a large proportion are without the ordinary certification), have been credited, and in this way 825 accounts have been closed and 1133 are still open, principally those of employes, who received money apparently on account of services or as cash to be expended and accounted for; and the work still to do is to get vouchers from those by whom the money was ultimately expended. The difficulties in the way of accomplishing this, are:

- 1st. The many unsettled claims that exist, only a few of which are as yet before the Department.
- 2nd. The numerous and imperfectly attested cash transfers between employes.
- 3rd. The incomplete and irregular character of many of the vouchers.
- 4th. The fact that several persons through whose hands money passed are deceased or otherwise beyond our reach, as, for example, Mr. J. P. Robson, and Mr. N. L. Price, both of whom are dead, and against whom, in Mr. Wallace's ledger, are balances of \$29,905.37 and \$1,299.63 respectively.

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During the past year Mr. Taylor has been wholly occupied with these accounts, and about four months ago Mr. Grant was put to work with him, with the object of bringing them to a close as quickly as possible.

The case of Thomas Steers, Jun., of Mr. Wallace's office, who "is indebted to the Canadian Pacific Railway Survey to the amount of \$878.51 irregularly received by him, being proceeds of sale of Survey Stores," is, I believe, still before the Master in Chancery for adjudication.

The balance of \$1,844.21 due from Mr. Ralph Jones, who was employed under Mr. Wallace, is being reduced by his (Mr. Jones) refunding the Department \$50 per month.

The account of Mr. Rowan is still unclosed. The difficulty in this case is, that Mr. Rowan states that the fire which occurred in the Survey Offices early in 1874, destroyed his papers, including vouchers, so that there is but little chance of obtaining vouchers to close this account.

It will thus be seen that considerable time and labor will still be required before these complicated accounts are brought into such a shape as to be finally reported on.

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

(Signed),

F. W. RADFORD.

F. BRAUN, Esq., Secretary,  
Department of Public Works,  
Ottawa.

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(No. 90.)

## RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 13th March, 1876;—For copies of all correspondence between the Dominion Government and the Imperial Government; also between the Local Governments of the Maritime Provinces and the Dominion Government, relating to certificates of service granted by the Dominion to Captains in the Merchant Service before 1871.

By Command.

R. W. SCOTT,

*Secretary of State*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 30th March, 1876.

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(No. 91.)

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 8th March, 1876;—For a Return shewing the respective sums paid in 1875-76 for transporting freight and passengers in British Columbia, belonging to the Canadian Pacific Railway Survey; the said Return showing the rate per pound for freight, whether packed or waggoned, the distance carried and where carried; also the fare for each passenger, the distance carried and where carried, and also shewing the persons other than Indians, to whom the same may have been paid; also copies of any tenders and calls for tenders for transporting the said freight and passengers; also copies of any Departmental instructions issued to the Paymaster or Chief Engineer in charge of the Western Division of the Canadian Pacific Railway, or any correspondence respecting the giving of the said freight and passengers to any one or more persons.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 30th March, 1876.

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

(No. 92.)

## RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 8th March, 1876 ;—For a copy of all correspondence or reports in the possession of the Government respecting the loss of the steamship *Pacific*.

By Command

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 31st March, 1876.

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(No. 93.)

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 23rd February, 1876 ;—For Engineer's Report of surveys of the St. Lawrence, and Estimates for improvements so as to give 14 feet of water.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 24th March, 1876.

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

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## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 2nd March, 1876 :—For copies of Advertisements asking for Tenders for the erection of an Examining Warehouse in Montreal; of all Tenders submitted to the Department of Public Works in answer to such advertisements; of all correspondence with any party tendering in respect of such Contract; a statement of all alterations, if any, made in any of the Tenders after their submission to the Department, and correspondence, if any, relating to such changes; and copy of the Contract entered into for the erection of the said Examining Warehouse.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 3rd April, 1876.

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### NOTICE TO CONTRACTORS.

#### EXAMINING WAREHOUSE, MONTREAL.

New tenders addressed to the undersigned and endorsed "Tender for Examining Warehouse" will be received at this office until Wednesday, the fifth day of May, next, at noon, for the erection and completion of the above building. Plans and specifications can be seen at the office of Messrs. Bourgeau and Leprohon, architects, Montreal, on and after Thursday, the twenty-second day of April next.

Tenders will not be considered unless made strictly in accordance with the printed forms, and in the case of firms except there are attached the actual signature and the nature of the occupation and place of residence of each member of the same.

Satisfactory security will be required on real estate, or by deposit of money, public or municipal securities, or bank stocks to an amount of five per cent. on the bulk sum of the contract.

To the tender must be attached the actual signatures of two responsible and solvent persons, residents of the Dominion, will become sureties for the carrying out of these conditions as well as for the due performance of the works embraced in the contract.

This Department does not, however, bind itself to accept the lowest or any tender.

By order,  
(Signed),

F. BRAUN,  
*Secretary.*

DEPARTMENT OF PUBLIC WORKS,  
OTTAWA, 12th April, 1875.

Memo.— Insertions, not more than 50 lines, will be allowed.  
This notice to accompany the account.

EXAMINING WAREHOUSE, MONTREAL, QUÉ.

TENDERS.

Date.	Name and Residence of Tenderers,	Name and Residence of Sureties.	No. 1.—Tender for the whole of the works as shown on the drawings, both coloured and uncoloured, comprising Excavators, Bricklayers, Masons, Cut-Stone, Carpenters, Joiners, Plasterers, Plumbers, Gas Fitters, Founders, Smiths, Painters, Glaziers, and Galvanized Iron Work, with.		No. 2.—Tender for that portion of the works only, as shown coloured on Plans; and temporary Gabie Walls, &c., as described in Specification.		For excavation to foundations, below depth shown, per cubic yard of 27 feet.		For rubble masonry in foundations, below depths shown, per cubic yard of 27 feet, net.	
			\$	cts.	\$	cts.	\$	cts.	\$	cts.
1875.										
May 4	Bourgoin & Lamontagne, No. 241, Germain Street, Montreal	Joseph Brunet, No. 501, Mignonne Street, Montreal; Octave Bourgoin, No. 209, St. Denis Street, Montreal	166,865	00	119,530	00	0	55	6	50
do 4	Moise Martin, No. 627, Ontario Street, Montreal	Onésime DeBlois, No. 289, St. Lawrence Street, Montreal; Joseph Brunet, No. 501, Mignonne Street, Montreal	167,625	00	120,910	00	0	60	4	30
do 4	Charles Berger, No. 155, St. Constant Street, Montreal	Auguste Larose, No. 448, St. Catherine Street, Montreal; Jean Baptiste Herrier, No. 409, Dorchester St., Montreal	170,000	00	121,500	00	0	55	7	00
do 4	Denis Dufort, No. 46, St. Janvier Street, Montreal; Jean Baptiste Galipeau, No. 282, St. Charles Borromée Street, Montreal; Louis Hughes, No. 384, St. Dominique Street, Montreal; Godfric Chapleau, No. 320, St. Lawrence Street, Montreal	Joseph Brunet, No. 501, Mignonne Street, Montreal; Patrick Grace, No. 591, St. Mary Street, Montreal	178,400	00	123,180	00	0	50	6	00
do 4	James Howley, Sash Factory, St. Gabriel, and No. 385, St. Antoine Street, Montreal	J. Devlin, N. P., Great St. James Street, Montreal; E. I. Charlton, No. 4, Molson's Terrace, Montreal	201,500	00	148,000	00	0	60	4	50
do 1	James Iabester, Sherbrooke, P.Q.	Alex. McDonell, Quebec; Thomas M. Quigley, Sherbrooke, P.Q.	224,639	00	157,862	03	0	30	5	50

## NEW TENDERS received for Examining Warehouse, Montreal.

	Extra excavation per yard.	Extra masonry per yard.	Coloured portion.	No of Tender.	Whole work.
	\$ cts.	\$ cts.	\$ cts.		\$ cts.
A.—C. Berger, Montreal.....	0 55	7 00	121,500 00	3	170,000 00
B.—M. Martin, do .....	0 60	4 30	120,910 00	2	167,625 00
C.—Bourgouin & Lamontagne, Montreal....	0 25	6 50	119,530 00	1	166,865 00
D.—James Howley, do .....	0 60	4 50	148,000 00	5	201,500 00
E.—James Isbester, Sherbrooke .....	0 30	5 50	157,862 00	6	224,639 00
F.—Duford, Galipeau, Hughes & Chapleau, Montreal.....	0 50	6 00	123,180 00	4	178,400 00

Opened by

(Signed),

{ T. TRUDEAU AND  
THOS. S. SCOTT.DEPARTMENT OF PUBLIC WORKS,  
May 7, 1875.

(No. 19.—Time 10:35.)

MONTREAL TELEGRAPH COMPANY,  
OTTAWA, May 7th, 1875.*(By telegraph from Montreal to F. Braun, Department of Public Works.)*

Please let me know the three lowest tenders for Montreal Examining Warehouse.

(Signed),

V. O. W. DORION.

OTTAWA, 11th May, 1875.

*(Telegram to Bourgouin & Lamontagne, 241 Germain St., Montreal.)*

Minister of Public Works would like to see you immediately in reference to your tender for Examining Warehouse.

(Signed),

F. BRAUN,  
*Secretary.*

OTTAWA, 13th May, 1875.

*(Telegram to Moise Martin, 627 Ontario St., Montreal.)*

Minister of Public Works wishes to see you in reference to your tender for Examining Warehouse, Montreal.

(Signed),

F. BRAUN,  
*Secretary.*

(No. 39.—Time 10:25.)

MONTREAL TELEGRAPH COMPANY,  
OTTAWA, May 14th, 1875.

To F. BRAUN,—

Not in town yesterday. Rec'd your telegram this morning. Will be with you to-morrow.

(Signed),

M. MARTIN.



OTTAWA, May 15th, 1875.

SIR,—With reference to your telegram of the 7th inst., requesting to be informed of the three lowest tenders for the Montreal Examining Warehouse, I am to inform you that no information can be given by the Department on the above named subject until the matter is closed.

I have, &c.,

(Signed),

F. BRAUN,

Secretary.

V. O. W. DORION, Esq.,  
Montreal.

CHIEF ARCHITECT'S OFFICE,

OTTAWA, May 21st, 1875.

SIR,—I beg to inform you that since the time of making out plans &c., of the "Examining Warehouse," Montreal, I have received information from Mr. Hutchison of this Department, as also from Mr. Bourgeau and Leprohon, Architects of Montreal, that foundation walls will have to go deeper than shown on drawings, owing to one portion of them resting on ground already excavated, and other portions not being sufficiently good to bear the superstructure (see papers 43,263 and 49,736 in reference thereto).

As this extra depth will entail an extra amount of money to be expended, and as per the tenders received, I find in those marked B and C respectively (being the two lowest) the prices for extra works are, for excavation :—

In B at the rate of 60 cents per cubic yard.

" C " " 55 " " "

And for masonry :—

In B at the rate of \$4<sup>30</sup>/<sub>100</sub> per cubic yard.

" C " " \$6<sup>50</sup>/<sub>100</sub> " " "

and as the difference in above rates would, when extra depth is taken into account, make a difference in the total amount of tender, I have taken out quantities for the extra work to show the total amount of tender and extras added thereto, which are as follows :—

TENDER B.

Bulk sum for the whole work.....	\$167,625 00
1,356 yards excavation @ 60 cents per yard.....	813 60
869 yards masonry @ \$4.30 per yard.....	3,736 70

\$172,175 30

TENDER C.

Bulk sum for the whole work.....	\$166,865 00
1356 yards excavation @ 55 cents per yard.....	745 80
869 yards masonry @ \$6.50 cents per yard.....	5,648 50

\$173,259 30

Or a difference of..... \$1,084

I have the honor to be, Sir,

Your obedient servant,

(Signed),

THOS. S. SCOTT,

Chief Architect.

F. BRAUN, Esq., Secretary,  
Department Public Works, Ottawa.

OTTAWA, May 25th, 1875.

MEMORANDUM,—The undersigned reports that tenders having been invited for the erection and completion of the Examining Warehouse, at Montreal, six offers were received as follows :—

	Extra excavation per cubic yard.	Extra masonry per cubic yard.	Portion of work.	Whole work
	cts.	\$ cts.	\$	\$
Bourgouin & Lamontagne.....	55	6 50	119,530	166,865
M. Martin.....	60	4 30	120,910	167,625
C. Berger .....	55	7 00	121,500	170,000
Dufort, Galipeau & Co.....	50	6 00	123,180	178,400
James Howley.....	60	4 50	148,000	201,500
James Isbester.....	30	5 50	157,862	224,639

The undersigned recommends that Messrs. Bourgouin & Lamontagne's tender be accepted, viz., \$166,865 for the building, 55 cents for extra excavation, and \$6.50 for extra masonry, provided they will undertake to do any additional masonry required in foundation at \$5 per cubic yard.

Respectfully submitted.

(Signed), A. MACKENZIE,  
*Minister of Public Works.*

(Translation.)

OTTAWA, May 29, 1875.

SIR,—I have the honor to inform you that the tender of Messrs. Bourgouin and Lamontagne, for the erection of the Examining Warehouse at Montreal, having been considered the most advantageous, has been accepted by the Government.

I have, &c.,  
(Signed), F. BRAUN,  
*Secretary.*

Mr. M. MARTIN, Contractor,  
627, Ontario Street, Montreal.

OTTAWA, May 29, 1875.

GENTLEMEN,—I am directed to inform you that your tender for the erection and completion of the Examining Warehouse at Montreal, for \$166,865.00 for the building, (55 cts.) fifty-five cents per cubic yard for extra excavation, and (\$6.50) six dollars and fifty cents per cubic yard for extra masonry, has been accepted, provided you will undertake to do any additional masonry required in the foundation at (\$5.00) five dollars per cubic yard. A contract will be prepared forthwith accordingly.

You will be pleased to state, as early as possible, the nature of the security you intend to put in for the five per cent.; whether bonds, bank stock, cash or real estate.

I have, &c.,  
(Signed), F. BRAUN,  
*Secretary.*

Messrs. BOURGOUIN & LAMONTAGNE, Contractors,  
214 Germain Street, Montreal.

*(Translation.)*

MONTREAL, 1st June, 1875.

SIR,—We, the undersigned, acknowledge the reception of your official letter, dated the 29th May last, respecting the erection of the Examining Warehouse at Montreal, which conditions we accept.

The total amount of the contract, \$166,865.00 (one hundred and sixty-six thousand eight hundred and sixty-five dollars); 55 cents (fifty-five cents) per yard extra on excavation in the foundations, and \$6.50 (six dollars and fifty cents) per yard extra for masonry; it is also well understood that we accept \$5.00 (five dollars) per yard for the extra masonry which will be required for the foundations, as mentioned in your official letter.

We will give as security, instead of the payment of five per cent. upon the contract, a property situate on St. Denis Street, which we shall point out, in this place, on the day when the contract is signed.]

We are, Sir,  
Your most humble servants,

(Signed), BOURGOUIN & LAMONTAGNE.

F. BRAUN, Esq., Secretary,  
Department of Public Works,  
Ottawa.

*(Translation.)*

MONTREAL, 2nd June, 1875.

SIR,—I was greatly astonished by your letter informing me that the tender of Messrs. Bourgoûin & Lamontagne had been accepted; when the Government had excepted mine as being the lowest, it was only fair.

I wish to know for what reason the Government have set aside their first decision, and have rejected my tender.

I trust your will honor me with a reply.

I am, your obedient servant,

(Signed), MOISE MARTIN.

F. BRAUN, Esq., Secretary  
Department of Public Works,  
Ottawa.

OTTAWA, June 3rd, 1875.

SIR,—I am desired to refer for your examination the enclosed articles of agreement by Messrs. Bourgoûin & Lamontagne, for the construction of the Montreal Examining Warehouse, and to request you, if found correct, to send them with the accompanying plans to your agent at Montreal for execution, and instruct him to procure from the contractors a mortgage of \$8,600 on real estate, as security for the due performance of the works contracted for.

I have, &c.,

(Signed),

F. BRAUN.

Secretary.

To the Hon. Minister of Justice,  
Ottawa.

*(Translation.)*

MONTREAL, 8th June, 1875.

SIR,—Having asked you in my last letter for the reasons which had induced the Government to alter its decision in relation to my tender for the building of the Examining Warehouse at Montreal, and prayed you to honor me with an answer—which I am still awaiting—am I to conclude from this that I am not deserving of any further attention on the part of the Government. But in as much as my reputation is at stake, and for my own reputation as well as for that of the public in general, I shall not be satisfied until I am informed why I am denied justice, since my tender is the lowest and therefore the most advantageous for the Government.

I trust you will honor me with an answer this time.

Your very humble servant,

(Signed),

MOISE MARTIN.

F. BRAUN, Secretary,  
Department of Public Works,  
Ottawa.

*(Translation.)*

OTTAWA, 10th June, 1875.

SIR,—I am instructed to acknowledge the receipt of your letter of the 2nd inst., complaining of the fact that the tender of Messrs. Bourgouin & Lamontagne for the building of the Examining Warehouse at Montreal, has been accepted in preference to yours.

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

F. BRAUN,  
Secretary.

Mr. M. MARTIN, Contractor,  
Montreal.

*(Translation.)*

MONTREAL, 11th June, 1875.

SIR,—I acknowledge the receipt of your letter, dated 10th June. It is not the reply I expected to receive from the Government. Having received a telegram dated 13th May, informing me that the Honorable the Minister of Public Works desired to see me in relation to my tender for the Examining Warehouse at Montreal, in compliance with that request I went to Ottawa; and there, in the office of Mr. Trudeau, Deputy Minister, he said to me: "Your tender is the lowest," and asked me several questions, and amongst others that as to security. I answered that I would either make a deposit of bank stock or give a mortgage on my property. Thereupon he told me to return home, the papers to sign them in Montreal. Now what I desire to know is this: whether the Government did not find me competent, or whether it is because I have the misfortune to be a Conservative, having been informed of this by the Montreal Club?

I hope the Government will honor me with a more detailed answer.

Your very humble servant,

(Signed),

MOISE MARTIN.

F. BRAUN, Esq., Secretary,  
Department of Public Works,  
Ottawa.

COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Administrator of the Government in Council on the 4th June, 1875.

On a report dated 25th May, 1875, from the Honorable the Minister of Public Works, stating that tenders having been invited for the erection and completion of the Examining Warehouse at Montreal, six offers were received as follows, viz. :—

	Extra excavation per cubic yard.	Extra masonry per cubic yard.	Portion of work.	Whole work
	cts.	\$ cts.	\$	\$
Bourgouin & Lamontagne.....	55	6 50	119,530	166,865
M. Martin.....	60	4 30	120,910	167,625
C. Berger .....	55	7 00	121,500	170,000
Dufort, Galipeau & Co.....	50	6 00	123,180	178,400
James Howley.....	60	4 50	148,000	201,500
James Isbester.....	30	5 50	157,862	224,630

The Minister recommends that Messrs. Bourgouin & Lamontagne's tender be accepted, viz., \$166,865 for the building, 55 cents for extra excavation, and \$6.50 for extra masonry, provided they will undertake to do any additional masonry required in foundation at \$5 per cubic yard.

The Committee submit the above recommendation for Your Excellency's approval.

Certified.

(Signed),

W. A. HIMSWORTH,  
Clerk, Privy Council.

To the Hon. Minister of Public Works,  
&c., &c., &c.

(Enclosures.)

OTTAWA, 22nd June, 1875.

Montreal Examining Warehouse, Messrs. Bourgouin & Lamontagne, Contractors.

SIR,—Pursuant to your instructions of the 2nd instant, I have the honor herewith to return your contract in triplicate, duly executed notarial mortgage on real estate, and the architect's plans all duly signed, through the intervention of Mr. Dorion, the Minister's agent at Montreal, who reports that the mortgage of \$8,600 is upon property of sufficient value to cover more than the amount.

I am, Sir, your obedient servant,

(Signed),

HUGH RICHARDSON,  
Acting Deputy Minister of Justice.

F. BRAUN, Esq., Secretary,  
Department of Public Works,

## "A."

**SPECIFICATION** of works to be performed, and materials furnished, for the erection and completion of an Examining Warehouse, proposed to be erected by the Dominion Government, on the line of Common and McGill Streets, in the City of Montreal, according to certain plans (numbered from 1 to 10 inclusive) and this specification.

**GENERAL CLAUSES.**

All the materials to be of the best quality, and the whole of the work to be done in the most solid and workmanlike manner, to the entire satisfaction of the Honorable the Minister of Public Works. or any party he may appoint, who shall have the power to reject all defective materials or work not in accordance with the plans and this specification.

It is to be understood that all work shewn and marked on the plans and not mentioned in the specification, or mentioned in the specification and not shewn on the plans, shall be considered binding as if shewn and mentioned on both.

It is also to be understood that the Contractor shall provide for and furnish all the necessary labour and materials for the full completion of the work; also furnish all tools, implements, scaffolding, plant, &c., &c., that may be required for and during the progress of the works; also to perform all works as required by the plans and specification, without taking advantage of any omissions in either or both of them; and whenever a description of any portion of the works shall have been omitted, it is to be understood that such portion shall be executed in the same manner as that of any similar portion of the work which has been fully described.

The Honorable the Minister of Public Works shall have the right to alter the plans, or to add to or deduct from the works to be performed, as he may deem necessary, without in any way invalidating the contract, the amount or cost of same to be added to, or deducted from, the original contract amount.

The works of the building shall be commenced immediately after the signing of the contract, and must be entirely completed on or before the first day of May, one thousand eight hundred and seventy-seven.

The Contractor to keep a foreman on the premises for each respective branch of the works, who shall attend to their execution to the satisfaction of the Architects or Clerk of Works.

A copy of the drawings and specification will be furnished to the Contractor, who shall prepare a convenient place on the premises to keep them and exhibit them when necessary; these drawings, &c., must be kept with great care, and will have to be given back to the Architects at the completion of the works before receiving the final payment.

The Contractor shall also keep on the premises a blank book into which all information regarding the works shall be written down, as well as the recording of the execution of all orders received and entered in said book, which must be given over with the plans.

The care of the building and appurtenances, from commencement until entire completion, shall be at the charge and risk of the Contractor, as also all damages that may happen to any part or parts of the building during the progress of the works.

In all cases the dimensions figured on the plans will have to be taken in preference to measurements by scale, and the Contractor will be bound to execute the whole works as shewn on plans and detail drawings and described in this specification.

The Contractor will be required to furnish two responsible securities for the due and perfect execution of his contract to the satisfaction of the Honorable the Minister of Public Works.

For the due fulfilment of the contract, satisfactory security will be required on real estate, or by deposit of money, public or municipal securities, or bank stock, to an amount of five per cent. on the bulk sum of the contract.

For further security a drawback of ten per cent. in cash will be kept on the amount of contract until perfect completion and acceptance of the works.

The Superintendent or Clerk of Works will have full power, in the absence of the Architects, to decide upon the quality of the work, to order the removal of any materials which may be deemed improper or not equal to that contracted for, or unsound, and have any defective work re-executed in accordance with the contract; he will also, when necessary, give instructions about the performance of different portions of the works, see that proper and especially that sufficient bond be made in brickwork and masonry; he will also direct the size, quantity, quality and proper location of all stones and other materials used in the works; and finally, he will give such general instructions as will insure the execution of the work according to the plans and specification.

The different drawings referred to are numbered as follows, viz. :—

No. 1	Plan of Basement Floor.
" 2	" of Ground "
" 3	" of First "
" 4	" of Second "
" 5	" of Third "
" 6	" of Roof "
" 7	Section "C—D"
" 8	" "A—B"
" 9	Elevation on Common Street.
" 10	" on Lane.

Further detail and full size detail drawings will be furnished as the works progress.

All said plans and details, with the figures and writing thereon, are considered as forming part of contract and of this specification, referring to each other.

#### EXCAVATION.

*Digging.*—All the necessary excavations for basement, foundation walls, piers, pillars, drains, gas and water pipes, &c., will be made level at the depths shewn on the sections, or required, and to be not less than one foot wider on either side than the walls, piers and footings, so as to allow of the working freely of masonry and pointing of same.

*Drains.*—The excavation for drains will be made to the proper depths to join the corporation or city drains.

*Filling in, &c.*—Fill in and well ram the earth all round the walls, piers, &c., &c., when the pointing and mortar are perfectly dry, or when directed. The filling in to internal area of warehouse to parts shewn on sections above the present ground level, to be of dry, clean, broken stone, spalls, or chippings, or brick debris with earth free from all vegetable or other refuse; to be put in in layers of not more than 8 inches thick, well rammed, and to be done directly the first floor joists are on so as to allow time for same to consolidate.

*Rubbish.*—No rubbish, debris or other similar encumbrance will be allowed to remain in the lane, building, or on the grounds during the progress of the work. The whole site and building must be left perfectly clean at completion of contract.

*Fees, Fines, etc.*—The Contractor to abide by the by-laws of the city corporation, and pay any necessary fines, fees or charges that may be incurred.

*Water Supply.*—The Contractor must make his own arrangements for obtaining supply of water for carrying out the works.

*Drains.*—The drains marked on the Basement Plan to be of sound, glazed stoneware socket jointed pipes, of English make, jointed in clay and cement, well wiped out at every joint as laid; laid to proper fall and properly connected with public drain on McGill Street, for which permit must be obtained by the Contractor, who will have to pay all costs and charges for same;—drains to be of the sizes figured, and provided with all required bends, junctions, T's, syphons, taper pipes, &c.

Drains not to be covered in before being inspected by the Architects and properly tested, and then the trenches are to be filled in and carefully rammed, the filling in stuff to be free from stones liable to injure the pipes.

*Cesspool.*—Build cesspool in basement of stone, set in cement mortar, with walls 18 inches thick; cesspool to be 3 feet x 2 feet and 4 feet deep, flag bottom, cut stone-flag top, dished out and rebated, and 12 inches square wrought iron grating hinged to same; cesspool to be properly trapped with 3-inch flag drip, and the pipe outlet communicating with drain to turn down with bend inside cesspool.

*Scaffolding.*—All scaffolding required to be supplied and put up by the Contractor, and left for general use until completion of the works, and must be made very strong and solid, and well braced and trussed. Ladders to be supplied by the Contractor, and put at convenient places as will be directed; the scaffolding to be arranged to allow working from both sides of walls, as no put-log holes will be allowed on the exterior face of walls; the whole to be done to the satisfaction of the Architects. It is also understood that the Contractor is to furnish all ropes, cables and tackle required for the execution of the works.

#### MASONRY.

*Rubble Work.*—All the walls, piers, &c., &c., coloured purple on drawings (except parts hereafter specified to be cut stone) to be first class quality of rubble work, and will be built of Montreal grey limestone, put together in the most solid and substantial manner possible.

*Footings.*—The footings will be of large "Bastard" stones of not less than 12 feet area, well bonded together, not less than 8 to 9 inches in thickness, the interstices being well filled with hand-packed broken stone and mortar.

*Bond.*—Each running yard of footing will have to contain a header stone of the whole width of footing, and where the footing will exceed the width of three feet two headers will have to be put in and made to pass each other on centre of footing. The rubble walls above footings to be built in the same manner as the footings, but in stones not less than 8 inches thick, with a sufficient quantity of bond stones, or one at least to every square yard of surface, and the whole thickness of the walls.

*Mortar.*—The mortar for rubble work will consist of two parts of Chateauguay River sand and one part of grey stone lime, fresh burnt, well mixed together in a pug-mill with clear water; no mortar to be used until eight days have expired after its composition, and to be then turned over.

*Pointing.*—All the rubble masonry in trenches under surface of ground, and to foundation and basement walls below ground floor level, will be flush pointed with the above described mortar.

The foundation walls to be carried through under all openings and external walls, and to have frost batter of 4 inches, as shewn on sections.

*Inverted Arches.*—Inverts to be formed in basement and foundation walls (under arched openings over) as shewn on sections, &c.; also under openings of large external doorways at rear and side of building, and under external and internal openings to front hoists, &c. The stones for inverted arches to be very carefully cut, to the several required radii, and dressed true on all faces, the full thickness of the respective walls, and to have large bedded thick stones for abutments or springers; stones to be set in mortar as described for rubble work, with  $\frac{1}{4}$  inch joints; wall under arches to be very truly prepared to receive the inverted arches.

*Pointing.*—The face of all stone walls inside building to be neatly pointed as the work proceeds; the outside face of external stone walls and walls of staircase, front hoists and chimneys above roof, to have the joints raked out to a depth of 1 inch, stone work cleaned down, &c., and then Canadian pointed. Portion of the wall, next proposed site for Engineer's Office, to the height shewn, will be pointed as for inside of building.

*Facings.*—The external face of all stone walls to be in picked stones of uniform tint, and carefully hammered, dressed with vertical joints, and level beds.



*Arches.*—The arches over internal openings in stone walls, and window arches on inside of walls, to be in stone (except part of window arches next McGill Street and Harbour Commissioners' property); arches to be as deep as possible; stones to go from inside face to cut stone of outside arch, and cut to proper radii.

*Quoins.*—All angles to openings in internal stone walls, and all angles to inside jambs of windows, to have jambs or quoins of large stones, in and out bond, laid perfectly plumb.

*Chases, &c.*—Toothings or chases are to be left in the external faces of wall next site of proposed Engineer's offices, as will be hereafter directed. Leave or cut openings in walls for iron bolts, &c., drains, gas, water, steam or other pipes, as shall be directed, and build up round same when in.

*Damp Course.*—Asphalte damp course  $\frac{3}{4}$  inch thick, to go over all walls, above footings, and again to outer walls under plinth course.

*Generally.*—Build in, bed and point, in lime and hair mortar, all door and window frames; bed all plates, ends of beams, and other woodwork; beam-fill between ends of all timbers on stone walls. Build in iron eaves cornice; fix cast iron tops to the two large chimneys; form corbelling to ends of parapet walls of small roofs; cut all required chases for flashings to galvanized iron roofing.

#### OUT STONE.

*Stone.*—All cut stone-work to be of Montreal grey limestone, of uniform color, free from specks and veins, or any other defects, laid as far as possible on the natural bed.

*Mortar.*—All cut stone to be laid in blue mortar.

All cut stonework to be cut square with sharp arrises, laid with a close joint, and jointed with a jointer, washed and cleaned off on setting, and again after the work is finished.

All cut stonework to be half rough, boucharded on beds and joints, and fine boucharded on faces, unless otherwise specified.

*Moulds.*—The contractor to provide all galvanized iron moulds required by stone-cutter.

*Plinth.*—The top course of plinth, next Common Street, McGill Street and Back Lane, to be in long stones, 10 inches deep by 12 inches average bed, with chamfer on edge, and to project 4 inches from face of wall over.

*Sills.*—All window sills to be 13 inches x 8 inches, in one stone each, sunk, weathered and throated.

*Window Jambs and Heads.*—The windows throughout the building to have lansis and boutisse jambs; lansis 8 inches wide on face, and 6 inches reveal back to frame, checked out for frame, and going back beyond face of frame; the boutisses to go through the whole thickness of the walls; heads to be in two stones, with key-stones, all rebated and checked out for frames.

*Doorways and Archways.*—The lansis and boutisses to inner and outer openings of front hoists, and to large doorways at rear and next McGill Street, to be both the whole thickness of the walls; also the arch and key stones, and worked as shewn.

*Quoins.*—The quoins to the several angles of buildings to be in large stones, as shewn, worked upright on back and ends, to carry back the sizes shewn on face, and well bonded into the backing.

*Thoroughfare Walls.*—The side walls of the three thoroughfares on ground floor to be faced with cut stone, in courses 15 inches deep, averaging 10 inches in bed, well bonded into the rubble backing.

*Curb to Thoroughfares.*—Curb on either side of the three thoroughfares on ground floor of building to be 24 inches x 9 inches in straight part of thoroughfare, rough boucharded on all faces and slightly rounded on one edge; stones to be in long lengths and to be worked to proper curves, &c., next doorways.

*Post Stones.*—Provide and fix to each post in attic floor a base stone 16 inches x 16 inches x 8 inches, slightly weathered on top and holed for dowelling.

*Coal Shoot Doors.*—The two coal shoot doorways (see dotted lines on basement plan) opening from coal cellars in basement to thoroughfares, to have cut stone sills, jambs and heads, the full thickness of the wall, and properly rebated and prepared for iron doors.

*Small Door at Rear.*—The small doorway at rear to have cut stone jambs, head, &c., to match windows; jambs to be rebated inside and outside for iron and wood doors.

*Door Steps.*—Put in 6-in. cut stone thresholds to each doorway in basement and staircases, and to small back door to lane.

*Pediments.*—The pediments or terminals above parapet over front hoists on Common Street to be all of cut-stone worked to detail, and to be the whole thickness of the parapet wall. The letters "Examining Warehouse" to be in letters raised 2-in.

*Stone Fenders.*—Provide and fix to two external angles of building next doorways on lane, fender or guard posts, fitting on angle of plinth, roughly boucharded above ground line; let into ground 6 feet, and run round with concrete. Stones 9 ft. by 1 ft. 6 in. by 1 ft 6 in.

*Coping.*—Coping to parapet walls to be of the sizes figured, weathered and throated on both sides, in long lengths, cramped at all joints with iron cramps, run in with sulphur.

*Cutting.*—Cut holes for dowels to feet of door frames.

*Generally.*—Case and protect all cut-stone work from injury during progress of works; any broken, chipped, defective, or damaged stones will have to be taken out and renewed, as no stopping or making good with cement, &c., will be allowed. Do every matter or thing required to complete the masonry and cut-stone work, according to the drawings, although the same may not be herein specified, and leave the whole of the masonry complete and perfect at completion.

#### BRICK WORK.

*Bricks.*—The whole of the brick-work for the buildings, except otherwise described, will be built of well chosen hard Montreal front brick; all bricks to be well steeped in water before being used, if required by the Architects.

*Mortar.*—The mortar to consist of two parts of clear Chateauguay or sharp grit sand to one part of grey stone lime well burnt, and well mixed together in a pug mill with clear water, and must be made at least eight days and then turned over. The piers and arches of cross walls to be built in Thorold cement and mortar, half and half, cement to be not more than one month old before being used.

*Jointing.*—All exposed faces of brickwork to have neatly struck joints.

*Bond.*—The whole of the brickwork to be of "English Bond;" every fifth course to be composed of "headers."

The following constitutes the brickwork to be done, viz.: All the piers and arches forming division walls, chimneys, walls of staircases and other parts coloured like on drawings. The angle bricks to piers to be purpose made bull-nosed bricks.

*Chimney Flues, &c.*—The chimney flues, or ventilators to be of 9-in. fire clay pipes, well jointed and cemented, and surrounded with 4-inch brick; the flues of large chimneys from basement will be 24 in. diameter, the inside cased with fire brick to a height of 20 feet, and above that with common bricks, well pointed.

*Concrete.*—Provide and lay over the whole area of the basement a layer of concrete 6-in. thick; over the three thoroughfares on ground floor 12 in. thick; and over the remaining portion of ground floor area (except back staircase) 9-in. thick, all properly levelled off to receive the flooring; concrete to be composed of fresh burnt grey stone lime 1 part, and 5 parts of pit gravel, broken bricks or stones (not larger than will pass through a 2-in. ring,) clean sharp sand and clean water, all to be mixed dry, by measure, then water to be gradually added by a watering-pot, wheeled in, levelled and well rammed.

*Arches.*—Turn closely set arches over all openings to cross walls, in half brick rims, well bedded and flushed in mortar. Centres not to be removed until directed by the Architects. The window openings next McGill St. and Harbour Commissioners' Offices, to have brick rim arches part of the thickness of walls as shown. Point under side, &c., of arches on completion.

*Hoop Iron Bond.*—Provide and lay in brick piers and over arches of cross walls, on each floor 1½-in. hoop iron bond, No. 15 B.W. gauge, tarred, sanded and built in, three rows to every sixth course to piers, and six rows over arches on each floor; to be properly turned up at ends over a brick.

*Carrying up Work.*—The brickwork to be carried up at the same time as outer stone walls, but the stone walls are to be kept one scaffold high in advance of the brickwork.

*Soot Doors, &c.*—Each flue to be provided with cast iron sweep doors in frame. Those for the large flues to be 24 in. square, all to be properly built into walls; provide and fix iron pipe collars to all flues, and proper tin stopper for same.

*Doors for Fire Hose.*—Provide and build into walls of staircases as directed, twelve cast iron doors 10-in. square in proper wrought iron frames, with proper fastenings, &c., complete.

*Protecting Works.*—If works are not previously finished, the Contractor to protect the same from injury during the winters of 1875 and 1876, placing a sufficient quantity of dung and straw all round walls inside of building, and cover top of walls with straw and planks, loaded with heavy stones, taking all necessary precautions, and keep building secure against rain and frost from the day the work will be stopped in the fall, until such time as the works will be resumed.

#### PLASTERER.

*Limewhiten.*—Twice limewhiten all walls inside building on all floors; also deafening boards and joists to third floor ceiling.

*Plaster of Paris, &c., Fireproofing.*—Provide and lay over the corrugated iron to basement, ground, first and second floor ceilings, and ceilings of staircases, and front lift, Plaster of Paris, mixed in small quantities, and 1½-in. thick over crown of corrugation, and slightly filleted up against side of joists.

Provide and lay on top of the Plaster of Paris, 3-in. of fine concrete made with clean coarse gravel, &c., and fresh burnt lime, in proportions of 1 of lime to 5 of other materials.

*Deafening.*—Provide and lay between joists of main roof (on boards fixed by the carpenter) 1½-in. of mortar, and 2 of lime riddlings and smith's ashes on top of mortar.

#### CARPENTER AND JOINERS' WORK.

*Timber.*—All timber to be used in the buildings, except otherwise specified, to be pine; very sound, free from shakes, large or unsound knots, or any other defects, and be not less than two seasons old for carpenters' work, and three seasons (or kiln dried) for joiners' work.

*Centering.*—All centering for arches of cross walls, &c., in basement, ground, first, second and third floors, also for windows and doors, and wherever required, will be furnished, and put in place by the carpenter; each opening to have a separate centre. All centers to be set on wedges and bearers, and to be struck and taken down only when ordered by the architects.

*Roofs.*—The main roof, and roofs over staircase and front hoists, to have joists of the dimensions figured, placed at 24 inches from centre to centre; the ends on walls to rest on plates 4-in. x 2 in. The joists to be in long lengths, going at least across two bays of the building, and well spiked to the running beams and plates; joists to butt-joint over centre of running beam, and every sixth joist, where they so abut over running beams, to have a wrought-iron strap 2½ in. x ½ in., and 4 feet long, spiked to side of joists with No. 8 strong iron spikes; every fifth joist resting on the walls to have a wrought-iron strap 2½ in. x ½ in., and 42 inches long, spiked to side of joist with four strong iron spikes, the end of strap to be twisted and turned down in wall 8 inches. The roof joists as above to have 3 in. x 2 in. herring-bone bridging, two rows to each bay of main roof, and one row to each small roof—all to be well nailed to the joists. Form proper gutter in main roof, as shown and directed. Roofs to be

covered with  $1\frac{1}{2}$  in. second quality dry pine boards, not more than 6 inches wide, grooved and tongued at all joints, and laid folding; all heading joints to be over a joist, and all to be well side-nailed to the joists.

*Posts and Running Beams.*—The posts and running beams on third floor supporting roof to be dressed and stopped chamfered, and of the sizes figured; on top of each post there will be a template of white oak 5-in. thick, wrought and chamfered at ends; the running beams to be in as long lengths as obtainable, butting with a square joint over a post and kept together with a wrought-iron strap  $2\frac{1}{2}$  in. x  $\frac{3}{4}$  in., and 4 feet long, both ends coggled into beams and fastened with strong spikes to beams. Foot of posts to be dowelled to stone with  $1\frac{1}{2}$  in. square iron dowels 6 in. long. The running beams will further be bolted to each oak template by two 1 in. round iron bolts, with screwed ends, nuts and cast-iron moulded washers, the bolts going through beams, straps and templates.

The ends of each running beam will also be securely fastened to the walls by a  $2\frac{1}{2}$  in. x 1 in. wrought iron strap, 4 feet long, on top of beam, well bolted to the beam at one end, and the other end bent down into the thickness of the walls.

*Floor Joists, &c.*—The floor joists of third, second and first floors and portion of ground floor over basement to be of the sizes figured, laid 18 in. from centre to centre, resting on plates 4 in. x 2 in., which plates will rest on corbelling built out to the outside walls, and to pier portions of cross walls, and on the walls in arched openings of cross walls. Joists to be in long lengths going through arched openings over two bays and breaking joint; ends of every fourth joist on outer walls to have wrought iron strap and bolt, strap part to be  $2\frac{1}{2}$  in. x  $\frac{1}{2}$  in. and 24 in. long, well spiked with four 4 in. strong spikes to side of joist, and 1 in. bolt, 18 in. long, with nut and large plate washer built into wall. The ends of joists abutting under arched openings of cross walls on each floor to have wrought iron straps  $2\frac{1}{2}$  in. x  $\frac{1}{2}$  in. and 4 feet long, spiked to sides of joists with No. 8 strong 4 in. spikes. All the above joists to have two rows of herring-bone bridging as before described to each bay. Properly trim for hoist openings; trimmers to be two joists bolted together with  $\frac{1}{2}$  in. bolts.

The ground floor (except thoroughfares and over basement) to have joists of sound cedar, flatted and not less than 8 in. thick, laid breaking joints, and truly bedded on concrete foundation.

*Iron Ties.*—As shewn by blue lines on plans of first and second floors, a 2 in. x  $\frac{1}{2}$  in. wrought iron strap tie to be let into top of joists, and well spiked to each joist with 8 in. iron spike to resist thrust of cross arches against the outer walls.

*Flooring.*—The third, second, first and ground floors (except to staircases and thoroughfares) to be laid with flooring cut out of 4 in. clean dressed, white spruce plank, cut 3 in. widths, dressed and laid narrow side up, and well spiked on edge to joists, and to each other with 6 in. spikes. Floors to be laid, breaking joint, all heading joints to be over a joist, and all to be cleaned and dressed off at completion.

Put 10 in. x 9 in. curb along edge of floor next thoroughfares, rounded on edge and secured to cedar sleepers and through pier walls by 1 in. bolts, and nuts and washers every 3 feet apart; and provide and fix on curb a wrought iron nosing turning down over front of curb, &c.,  $\frac{1}{2}$  in. thick and 18 in. girt, and well screwed to curb and floor with 3 in. heavy screws with counter sunk holes.

*Frame round Well Holes.*—A frame of birch 9 in. x 6 in. to be put on top of joists all round each place for inside hoists throughout building; top to be rounded off and covered with  $\frac{1}{2}$  in. boiler plate; girting well screwed to frame with 3 in. screws; holes counter-sunk; carpenter to furnish iron and screws.

*Ballard Paving.*—The flooring to centre part of alleys or thoroughfares for carts and trucks will be on the "Ballard" principle, like the roadway on St. James' Street, Montreal, but of better workmanship. The whole to be done under the directions of the architects.

*Wood Bricks.*—Provide all required wood bricks for building in walls for fixing window frames and window boards to.

*Doors.*—The large external doors next McGill Street and back lane to be the widths figured, of oak  $3\frac{1}{2}$  in. thick, framed, braced, and filled in with  $1\frac{1}{2}$  in. tongued,

grooved, and V-jointed boards, put in diagonally, and not more than 4½ in. wide. Doors to be segment-headed, and hung to 6 in. by 6 in. rebated and beaded oak frames, with 42 in. extra strong wrought-iron band hinges bolted to door, and hooks bolted through frames. Frames to be bolted to wall with six 1 in. bolts to each frame, and to have 6 in. x 1½ in. square iron dowels at bottom of frame let into stone sill. Doors to be fastened at top with 1 in. square, hand-made, long, monkey-tailed bolts, and similar bolt at bottom, but shorter. Strong wrought-iron locking bar fastening, 36 in. long, on outside of these doors, with hasp, centre, and staple plates secured to doors with small bolts and nuts.

A moveable sill of oak, 6 in. x 3 in., to be provided for each doorway, to fit into track-way between stone curbs of thoroughfare. The three front entrance doorways on ground floor will be similar in all respects to the above, but will be square-headed, with 6 in. by 6 in. transom, and filled in over transom with framing to match doors. The doors to front hoists on first, second, and third floors will be as first above described, but square headed, and will require no moveable sill, and will have strong hand-made plate hasp, and secured to doors with small bolts. Each of these doorways on upper floors will have a hardwood sill 12 in. x 6 in., with nosing slightly rounded, and ½ in. iron plate girting, 18 in. bent over same, strongly screwed to sill with 3 in. screws, heads counter-sunk in plate.

Three of the large doors on ground floor will have, as will be directed, a small door in one of the panels, hinged with patent butts, and supplied with a first-class approved mortice latch with three keys.

Inner doors to entrance to staircase from Back Lane to be 2½ in. 4 panel; bead butt and square, segment headed, hung with 4 in. butts to 5 in. x 4 in. rebated and beaded frame, and secured with first-class stock lock and three keys.

*Windows.*—The whole of the windows throughout the building, except basement to have 2 in. fixed and moulded sashes, segment headed in 4 in. x 4 in. rebated and beaded frames, 4 in. oak sunk sills, and 1½ in. rounded window boards, 1½ in. square fillet round outside of frame, and 2 in. x 2 in. chamfered fillet scribed to wall round inside of frame. Sash to have 2 in. x 1 in. bars, and one pane to each window, to have hardwood casement to open on centres and secured by small turnbutton. Basement windows to have 2 in. sashes, 4 in. x 4 in. frame, oak sill, sashes hung on centres and secured with small bolt;—fillets and window board as above described.

*Deafening.*—The main roof to have 2½ in. x 1 in. fillets, nailed to sides of joists and 1 in. deafening boards laid with ½ in. open joints. Plasterer will provide and lay the deafening mortar.

*Cutting, &c.*—The joiner to do all necessary cutting in floors for gas-pipes, water-pipes, heating-pipes, &c., throughout the building, and make and renew all necessary traps in floors with corresponding stuff fixed with screws; all exposed water-pipes, and gas-pipes, &c., to be laid on wall boards, and encased in wood where necessary; provide all necessary wood plugs in walls, and for drains, &c.

*Generally.*—The whole of the joiners' work to be done with the best materials of their several kinds, and of well seasoned stuff of the dimensions required; well tenoned, glued, nailed and put together in the strongest possible manner, subject to the approval and entire satisfaction of both the Clerk of Works and the Architects, and the whole left in perfect working order at the completion of the works.

#### GALVANIZED IRON WORK.

*Galvanized Iron Roofs.*—The roof of building, including roofs of rear staircase and front hoists, to covered with "Morewood's" best No. 26 Galvanized Iron on top of English hair felt, and neatly turned over wooden rolls to be furnished by Roofer, as well as tilting fillets. The heading joints to be rivetted and soldered on both sides, and where they lap on top of rolls the sheets will be nailed with 1½ in. roughed galvanized iron nails, not more than 1 in. apart, and well soldered. The galvanized iron to turn up against all stonework at least 12 inches.

*Flashings.*—The same description of iron (No. 26) will be employed for flashings round parapets, staircases, front hoists, and chimneys, above level of roofs. Flashings to be let into joists of stonework lin., plugged with lead, and pointed in oil cement by the roofer. All chases for same will be cut by mason.

*Gutter.*—The main central gutter to roof to be formed as shewn with galvanized iron as above described, all properly nailed and soldered, with openings for fall-pipe heads, and shoot through rear wall to top of external fall pipe.

*Conductors.*—The three large conductors inside building from roof will be 8in. diameter, made of No. 18 Morewood's B. B. galvanized iron, rivetted at every inch apart with copper rivets, and well soldered. The mouthpiece will be 2 feet in diameter, and will have a concave cover of boiler plate pierced with  $1\frac{1}{4}$ in. holes, said cover to be properly secured to flange of mouthpiece and roof boarding with red lead and bolts. They will be carried down inside the building against posts and piers, and each will be protected from injury by  $1\frac{1}{2}$ in. hardwood casing from floor to floor, all fastened to the walls, &c., by iron hinging and screwing straps 2in. x  $\frac{1}{2}$ in., placed every two feet in height, the whole according to instructions to be given by the architects; said iron strap to be furnished and put up by the contractor for galvanized iron work. The external conductor to be of galvanized iron, 8in. diameter, No. 14 gauge; Morewood's B. B. properly rivetted and soldered with head at top, and strong cast-iron length at bottom, with toe, and secured to wall with wrought-iron hinging holdfasts with screw and nut. These first mentioned water conductors will be carried down to the drain tiles in ground laid for that purpose, and be well and tightly connected with strong lead flanges, well soldered near bottom end of conductors.

The Contractor for this portion of the works will be held responsible for their durability, and will give a guarantee to keep the roofs perfectly water and snow tight for a period of five years from the completion of the building.

*Ceilings.*—The ceilings of basement, ground, first and second floors, ceilings of staircases, and ceilings of external or front hoists to have corrugated, galvanized iron, No. 26 gauge, suspended from the floor joists to form fire-proof ceilings. The corrugations to go crossways to the run of the joists; the joists will have  $\frac{3}{4}$ in. diameter wrought iron rods 24in. apart, passing through centre of depth of joists; from these rods the galvanized iron will be suspended by  $\frac{1}{2}$ in. diameter iron hooks 36in. apart with nuts and washers, at ends of galvanized sheets, the lap to be  $1\frac{1}{2}$ in., and at sides the corrugations, to fit into each other, and both to be well rivetted with galvanized iron rivets, a space of  $1\frac{1}{2}$ in. to be left between under side of joists and top of corrugation. This space will be afterwards filled in with plaster, &c., by the plasterer. See sketch.

#### PLUMBING AND GAS FITTING.

The plumber's and gas-fitter's work is to be done in the best manner, the pipes to be securely jointed, fixed and fastened to the walls, ceilings, &c., &c., with strong holdfasts, zinc tags, lead grasps, or other fastenings, as the case may require, and no pipe to be put against a wall, ceiling or partition, without a back lining of wood, and all to be so laid that they will clear themselves of water.

The carpenter will do all necessary woodwork, cutting, trimming, &c., but the plumber and gas-fitter must attend to see that it is done as he requires for his work, and the plumber and gasfitter will be responsible for any unnecessary cutting he or they may cause to be made, as also any damage done by their negligence in not attending to their work in proper time. Whenever it may be necessary to cut any joist more than half an inch for either a supply pipe or gas pipe, the plumber or gas-fitter must himself then bore the timbers with an auger, taking care to cut the holes the exact size required, and in the proper place. The plumber and gas-fitter will further be required to do any cutting or drilling required in the stone or brick walls, and arches, as also drains or drain pipes to carry out his contract.

*Water Supply.*—There will be two connections with the City Service, one from McGill St. and one from Common Street. The supply pipes will be of cast iron, 4in.

diameter, and to be carried up inside staircases, to above roof level to rear staircase and to third floor on front staircase.

Each of these supply pipes to have two 4in. compression stop and sludge cocks in such positions as directed, and in accordance with corporation regulations, also connection on each floor and above roof, with all necessary brass attachments for fire hose.

*Boiler Supply.*—From McGill Street supply provide 30 feet lineal of 2½in. diameter wrought iron pipe, to be laid as hereafter directed, with reducing T piece to 4in. supply, the supplies to boiler to be screw plugged at ends.

*Generally.*—All the before-mentioned pipes to be strongly put together with red lead and tightly screwed, and to have all required bends, crosses, T pieces, &c.

*Pipes.*—All pipes for gasfitting to be of wrought iron, well and tightly screwed together, and well and strongly fastened to beams, wall boards, &c. The Gas Company's service pipe is to be continued from meter stand with 2in. pipe, carried straight up through floors to attic story; the main pipe to be 2in. up to ceiling of first story, 1½in. to ceiling of second, and 1½ inch to ceiling of third or attic story. with all necessary bends, crosses for set-offs, and reducing T pieces, &c. Branches to be run all along the runbeams and cross walls; to be 1½ inch for ground and first stories, diminishing to 1 inch at last light on each branch; and to be 1½ inch for second and third stories, diminishing to ¾ inch at last light on each branch. From these branches ¾ inch pipe to be brought down the side of all piers, on each floor with all necessary reducing T pieces and elbows, and left there, with iron plugs, ready to receive the fittings; the elbows for nipples to be "wing elbows" and to be well screwed to piers. On each floor a ¾ inch pipe will be brought to inside of staircase for bracket burners.

In basement, the main branch will be also 1½ inch, reduced as those in other stories, with branches to run along ceilings, supplying say 6 lights placed as directed. All these pipes to be well secured to walls and arches with strong iron holdfasts, the whole to be left perfectly tight and ready for fixtures.

The plumber and gasfitter to leave his work complete in every respect, and to test all the pipes if thought necessary by the Chief Architect of the Department of Public Works.

#### PAINTING AND GLAZING.

The whole of the joiners' work inside and outside of building (except posts and running beams to third floor) also all iron work—such as iron doors, iron cornice, fall pipes, ironwork of stairs, corrugated ironwork to ceilings, &c., &c.,—to be painted three coats to inside, and four coats to outside work, of best oil and colour finished such tints as directed. The paint to be mixed in large bodies with best white lead, linseed oil, turpentine, &c., and after the priming is on the work to be well puttied and well rubbed down between each coat. All sashes and frames to be well primed, before glazing, and before they are fixed. The oak platforms, landings, and steps of staircases, to be twice oiled on top face, and nosing, and well rubbed in each coat.

The whole of the glazing to be 16 oz. merchantable sheet glass, free from large spots or waves; all to be properly bedded, bradded, puttied, and back puttied. All panes to be left perfect when the building is finished. The Contractor will be responsible for all or any broken glass. All panes to be cleaned off after painting is finished. The Contractor will further be obliged to do all that is usual and necessary in works of this class, and leave the works complete.

#### FOUNDER AND SMITHS' WORK.

*Moulds, Models, &c.*—The founder to provide and furnish all moulds, models and patterns necessary to carry out designs and full size details which will be furnished by the Architects.

*Brand of Iron.*—The brand of the metal for cast-iron work, hereafter specified, to be the best grey cast-iron metal, mixed with one-fifth scrap.

All castings to be of the best description, to carry true and perfect for the various thicknesses, marked in all their parts, free from flaws, cracks, sand-holes, or other

defects, and to be well and properly filed down to a fair and true face, and properly cleaned.

The founder to provide any iron packings, and drill at his workshop all holes that may be required.

*Painting.*—All cast and wrought iron supplied by the founder and fitter to be after inspection and acceptance, painted one coat before being brought to the buildings and set in their places.

*Rolled Joists.*—Provide and fix to landing of each staircase (on each floor) two 6in. rolled iron joists 18in. longer than the full length of landing and weighing 30lbs per yard lineal.

*Staircases.*—The staircases will be (with the exception of treads) wholly built of iron, the whole according to plans, details and full size drawings to be hereafter given. Front plates of landings to be of boiler plate or of rolled iron  $\frac{3}{4}$ in. thick, and 11in. deep, cut to the proper lengths. Strings to be also of boiler plate or of rolled iron of same thickness and depth; to be cut to fit true, and all properly rivetted together and to rolled joists at top and bottom, with angle irons as required; inside or wall strings to be well secured to the brick wall, with six, five, and three one-inch iron bolts to each length as required, going through brick wall and well screwed up; nuts on outside of wall to have proper cast iron washers. The landings to be of cast-iron  $\frac{3}{4}$ in. thick, with 1in. rounded nosings, landings to be in large pieces with diamond or star shaped roughing on top surface, and  $\frac{3}{4}$ in. flanges cast on underside for strengthening landing. Handrails and guard bars to be  $1\frac{1}{2}$  inch iron bar, with ends fitting into cast iron newels at each angle, newels to be  $2\frac{1}{2}$  inch square, moulded and properly bolted to strings. The steps to be formed with two 1in. stop shouldered iron bars of the width of staircase; one end let into holes in inside or wall string, and the other screwed end going through similar holes in outside string, and fastened tight with nuts, as shewn; each tier of iron bars to receive a 2in. oak step 12in. wide with rounded sides, to fit between strings, and made *fast* to bars with two  $1\frac{1}{2}$ in. x  $\frac{3}{4}$ in. iron straps, (near strings), counter sunk on top of step, with rounded and screwed ends bent down, and passing through holes, in step outside of iron bars, under which will be a cross strap with hole at each end to receive the screwed ends of top strap, and the whole tightly screwed with nuts.

The Contractor for this work to supply all the oak and birch required for steps, &c., and to leave this portion of the work solid and complete in every respect; the whole according to the plans, sections and detail drawings, and directions of the Architects.

*Wrought Iron Gates.*—Iron gates to be also made and fixed to outer openings of hoists on Common Street; to be made of  $1\frac{1}{2}$  inch round iron bars, with  $2\frac{1}{2}$ in. x  $\frac{3}{4}$ in. iron rails, and frame to each fold, and 2in. x 2in. suspending bars according to detail drawing. These gates will be suspended on sides of stone jambs, and to be made in four folds or leaves, two each side of entrances.

They will be hung at top with a flat iron collar 2in. x  $\frac{1}{2}$ in. keyed to lug let into stone jamb, well wedged and run in with molten lead, and at bottom by pivot turning in a cast iron socket sunk and well run in with molten lead into stone base. The gates to have proper iron stoppers let into stone sill and well run in with molten lead.

The gates to be fastened with a 3in. x  $\frac{1}{2}$ in. hinged iron strap bar in middle of height, with hole at end and strong round iron eye; the whole well and strongly rivetted together and each gate supplied with a strong approved padlock with three keys.

*Chimney Caps.*—The chimney caps to the two large chimneys to be of cast iron,  $\frac{1}{2}$ in. metal, made in sections with flanges, and bolted together and fixed with four inch bolts 6 feet long, built into stonework of chimney.

*Cornice.*—The main cornice, brackets, fascia, and moulding beneath fascia, to be of cast iron  $\frac{3}{4}$ in. metal, to have strong cast iron brackets inserted into walls to fasten castings to. Brackets to be 1in. thick and flanged all round, and placed at 4 feet centres. All brackets to be carefully cast and well fastened with proper bolts, nuts and screws; the joints in cornice to be made with flanges and small bolts inside; over top joints to be leaded and made water tight, to be set in red lead, screwed and rivet-



ted wherever practicable; the cornice itself to be well screwed to bracketting placed in walls, with all necessary flanges and small bolts. All mitres and mitred angles to be cast separately; butts to be carefully wrought, as well as all street angles, &c., to be truly cast to the respective angles. Note: no brackets on side next lane.

*Guard Bars.*---The basement windows and all windows on ground floor to have 1in. square guard bars put in diagonally at 5in. centres, and rivetted at top and bottom into 3in. x  $\frac{3}{4}$ in. cross bars, and passing through two 3in. x  $\frac{3}{4}$ in. cross bars in height to ground floor windows. These top, bottom and cross bars to be 24in. longer than the opening, and to be built in.

*Iron Doors.*---Each inner doorway on staircases, including door on to roof, to have a double iron door, the outer door to lane to have single iron door, the three openings in cross wall on third floor to have double iron doors in two leaves each.

These doors to be first class, made of  $\frac{1}{2}$ in. plate with  $\frac{1}{2}$ in. frame well rivetted at every 3in. apart, and rivets round headed; doors to be strongly hung to 4in. x  $\frac{5}{8}$ in. frames on each side of wall, well bolted together with 1in. bolts; to be provided with proper fastening bar 3in. x  $\frac{1}{2}$ in. strongly secured on central pivot, with strap catches, &c., for same; doors to have proper iron knobs. The double hung doors to be similarly provided with fastening bars and iron knobs, one of the latter to each leaf, and to have proper iron stops at bottom let and leaded into stone sill underneath. These doors to be of Thornycroft's best brand iron, strongly made and left complete in every respect.

*Iron Lintels.*---Provide 4in. x 1 $\frac{1}{2}$ in. bar iron lintels 7 feet long to all windows next McGill Street and Harbour Commissioner's Office.

*Generally.*---The whole of the founder and smith's work to be executed in the best, strongest and most workmanlike manner, and left complete in all respects to the satisfaction of the Architects.

#### MEMORANDUM.

All dimensions given on the drawings and in the specification are English measurement.

No. 1. Tender to include the whole of the works shewn on plans, sections and elevations, coloured and uncoloured; the portions not coloured, being executed similarly to portions coloured.

No. 2. Tender to include that portion of the works coloured on *Plans*, and so much of Elevations and Sections as corresponds with that portion of the plans coloured; this Tender must include building up the archways marked "B" on ground, first, and second floors, and the three doorways on third floor, with a 12in. brick wall, with hoop iron bond in same, as specified; it will also include building up temporarily with stonework the window openings on each floor marked "B."

A price to be given in tender for extra excavation, and rubble stonework that may be required in any extra foundations below the depth shewn.

(Signed), H. BOURGOUIN.  
 " L. J. LAMONTAGNE.  
 " JOS. BRUNET.  
 " O. BOURGOUIN.  
 " L. S. HUNTINGTON.  
 " F. BRAUN, *Secy.*

Signed by the Contractor and sureties  
 in presence of  
 (Signed), H. A. A. BRAULT, N.P.  
 " S. HUET, N.P.

Signed by the Acting Minister and Secretary of Public Works, in presence  
 of  
 (Signed), H. A. FISSIAULT.  
 " A. FISHER.

DEPARTMENT OF PUBLIC WORKS,  
 OTTAWA, April 21st, 1875.

## ARTICLES OF AGREEMENT,

Entered into on the twelfth day of June in the year of our Lord one thousand eight hundred and seventy-five, and made in Triplicate between Hyacinthe Bourgouin, of the City of Montreal, in the District of Montreal, in the Province of Quebec and Dominion of Canada, and Louis Joseph Lamontagne, of the same place, carrying on together the business of builders and contractors as partners under the name, style and firm of "Bourgouin & Lamontagne," of the first part; and Her Majesty Queen Victoria, represented herein by the Minister of Public Works of the Dominion of Canada, of the second part; and Messrs. Joseph Brunet, of the said City of Montreal, contractor, and Octave Bourgouin, of the same place, contractor, of the third part;—WITNESS, that the parties of the first part hereby bind and oblige themselves to and in favor of Her said Majesty, Her Heirs and Successors, for and in consideration of the covenants, conditions and agreements hereinafter mentioned, to find all necessary labor, scaffolding, plant, and all other contingencies, tools, implements and materials whatsoever, and to construct, complete and finish in every respect, to the satisfaction of the said Minister, in a good, substantial and workmanlike manner, agreeably to the true intent and meaning of the specification, marked "A" hereunto annexed, and duly signed "ne varietur" by the parties hereto, and in accordance with the plans, also so duly signed, remaining on record in the Department of Public Works, where reference thereto may be had:

All the works required for and connected with the erection and completion of a certain building proposed to be erected by the Dominion Government on the line of Common and McGill streets, in the said City of Montreal, and intended for the purposes of an Examining Warehouse. The whole to be completed and finished, and to be in every respect ready for use on or before the first day of May A.D. one thousand eight hundred and seventy-seven, time being of the essence of this contract.

In consideration whereof, Her Majesty Queen Victoria, represented by the said Minister as aforesaid, doth hereby promise and agree to pay to the parties of the first part, or to the heirs, assigns, or lawful representatives of the parties of the first part (according to the provisions of the Act Thirty-first Victoria, chapter Twelve), that is to say:

For the whole of the works as shown in the drawings or plans above referred to, both colored and uncolored, comprising excavators', bricklayers', masons', cutstone, carpenters', joiners', plasterers', plumbers', gasfitters', founders', smiths', painters', glaziers', and galvanized iron work, and works connected therewith, the sum in the whole of one hundred and sixty-six thousand eight hundred and sixty-five dollars of lawful money of Canada (\$166,865.00.)

And for the following *extra works*, viz.:

For excavation to foundations, below depth shown, fifty-five cents per cubic yard of twenty-seven feet.

For rubble masonry the contractors may be required by the said Minister, or his officer in charge, to build above ground floor, in addition to the masonry shown on said plans or provided for in the said specification six dollars and fifty cents per cubic yard of twenty-seven feet, nett.

And for any masonry the contractors may be so required to build below ground floor in addition to foundations shown or specified, five dollars per cubic yard of twenty-seven feet, nett \$5.00.

The whole subject to the agreements following:—

And the said parties of the first part, and Her said Majesty, represented as aforesaid, do hereby declare, covenant and agree that the said contract and undertaking shall be and is further made and entered into by the said parties of the first part and Her said Majesty, represented as aforesaid, under the express agreements, stipulations, covenants and conditions following, that is to say:—The parties of the first part will be held responsible for the correct and proper setting out of the work previous to the commencement of the same, and will have to make good any errors at their own cost and charges,

FIRSTLY.—That payments of the price hereinbefore mentioned, shall be made to the parties of the first part within ten days after an estimate of the Architect or officer in charge shall have been received by the Minister, specifying the amount of work done to the satisfaction of the said Minister, or his successors in office, or his Architect, or person in charge of the works, during the month then ended; but that, nevertheless, it shall be lawful for Her Majesty to withhold from the parties of the first part and retain ten per cent. out of the amount of the several estimates until the perfect completion of the work, and the acceptance of the same by the Minister, which ten per cent. so withheld and retained, shall be paid with the last instalment, within ten days after the Architect or Officer in charge, shall have delivered to the Minister his final estimate of the work performed, and the materials furnished, in virtue of these presents, and his certificate of the work having been fully completed and finished, if the Minister shall so soon have accepted and approved of the work; and that in forming his final estimate, the Architect or other officer, shall not be bound or governed by the preceding monthly estimates, which shall be taken and considered merely as approximate. Provided always, and it is further agreed, that Her said Majesty, from time to time, during the progress of the works, may pay to the parties of the first part the whole or any portion of the ten per cent. so withheld and retained.

SECONDLY.—That if, by the report of the Architect or Superintendent employed by the Minister in that behalf, it shall appear that the establishment and rate of progress at and in the said works, are not such as to ensure the completion of the same within the time hereinafter prescribed, or if the parties of the first part shall persist in any course, violating the provisions of this contract, Her said Majesty shall have the power, at Her discretion, by the Minister aforesaid, or his successors in office, without previous notice or protest, and without process or suit at law, either to take the work or any part thereof, out of the hands of the parties of the first part, and to relet the same to any other Contractor or Contractors, without its being previously advertized, or to employ additional workmen, and provide materials, tools and other necessary things at the expense of the parties of the first part; and the parties of the first part in either case shall be liable for all damages and extra costs and expenditure, which may be incurred by reason thereof; and shall in either of such cases likewise forfeit all monies then due, under the conditions and stipulations, or on either of them herein contained.

THIRDLY.—That in case of failure in the contract, the parties of the first part shall thereby forfeit all right and claim to the said ten per cent., or any part thereof remaining unpaid, as well as to any moneys whatever due on this contract.

FOURTHLY.—That all materials for the said work shall be inspected and approved of before being used, either by the Minister or such person as he may appoint, and any materials disapproved of shall not be used in the work, and if not removed by the parties of the first part, when directed by the Minister, or his Architect, or person in charge, then the rejected material shall be removed by the Minister, his Architect, or person in charge, to such place as he may deem proper, at the cost and charge, and at the risk of the parties of the first part; but it is distinctly understood and agreed that the inspection and approval of materials shall not in anywise subject Her said Majesty to pay for the said materials, or any portion thereof, unless employed or used in the said works, nor prevent the rejection, afterwards, of any portion thereof, which may turn out unsound or unfit to be used in the work, nor shall such inspection be considered as any waiver of objection to the work on the account of the unsoundness or imperfection of the materials used.

FIFTHLY.—That it shall be in the power of Her said Majesty to make payments or advancements on materials, implements, vessels or tools of any description, procured for the works, or used, or intended to be used, about the same in such cases, and upon such terms and conditions, as to the said Minister may seem proper; and that whenever any advance or payment shall be made to the parties of the first part, upon any tools, implements or materials of any description, the tools, implements or materials upon which such advance or payment shall be made, shall thenceforward

be vested in and held as collateral security by Her Majesty, Her Heirs and Successors for the due fulfilment by the parties of the first part, of the present contract; it being, however, well understood that all such tools, implements or materials of any kind are to remain at the risk of the parties of the first part, who shall be responsible for the same, until finally used and accepted as part of the work by the Minister; but the parties of the first part shall not presume to exercise any act of ownership or control whatever over any tools, implements or materials upon which any advance or payment shall have been so made, without the permission in writing of the Minister. The parties of the first part are to take upon themselves the entire risk of, and be answerable for all accidents and damages of any kind, which may occur during the performance of the contract, whether arising from fire, storms or otherwise. In case of damage to the works, they are to repair and make good the same as soon as possible at their own cost and charge; and in respect of any other kind of accident or damage, they are forthwith to reimburse and compensate the injured parties as the case may require, for all expenses, losses and injuries they may have sustained in consequence of such accident or damage.

SIXTHLY.—That should any foreman, overseer, mechanic or workman employed on or about the work, give any just cause of complaint, the parties of the first part shall, immediately upon the application of the Minister, his *Architect* or person in charge, dismiss such person or persons forthwith from the works, and he shall not be employed again thereon, without the consent of the Minister; and should the parties of the first part continue to employ such foreman, overseer, mechanic or workman, the parties of the first part shall forfeit to Her Majesty, Her Heirs and Successors, the sum of twenty dollars, current money aforesaid, for each and every day during which such foreman, overseer, mechanic or workman shall be employed on the works, after such application as aforesaid; and all sums so forfeited shall be deducted from and out of the amount which the parties of the first part may be entitled to receive from Her said Majesty, at the commencement of the month next ensuing such forfeit, or at a later period, as Her Majesty shall deem proper.

A competent foreman to be kept on the ground, during all the working hours, to receive the orders of the Architect, and Clerk of the Works; but should the person so appointed be deemed by the Architect incompetent, or conduct himself improperly, he shall be discharged, and another appointed in his stead; such foreman, in the absence of the parties of the first part, shall be considered as their lawful representative, and shall have full power to make alterations or deviations in any works that the Architect may consider not in accordance with the contract.

With regard to the drawings, it is to be understood that wherever the dimensions are marked on the drawings or described in the specification, such dimensions are to be worked from, and considered correct, although not exactly corresponding with the admeasurements by scale, which are to be referred to only when the dimensions are not so marked or described on the drawings. Drawings to larger scales, and those showing particular parts of the work, are to be taken as more correct than those to smaller scales. It is to be understood that the parties of the first part are to execute the several parts of the work, in strict compliance with the working or detail drawings which may from time to time be furnished; provided always that they are not at variance with the true intent and meaning of the original drawings.

SEVENTHLY.—That if any change or alteration, either in position or details of any part of the work, shall be required by the said Minister during the progress thereof, the parties of the first part are hereby bound to make such alteration or change; and if such alteration or change shall entail extra expense on the said parties of the first part, either in labour or materials, the same shall be allowed to the said parties of the first part, or, should it be saving to the said parties of the first part in either labour or materials, the same shall be deducted from the amount of this contract; in either case the amount is to be determined by the estimate made by the Minister, his *Architect* or Officer in charge. But no such change or alteration, whatever may be the extent or quality thereof, or at whatever time the same may be

required to be made, pending the said contract, shall in any wise have the effect of suspending, superseding, annulling or rescinding this contract, which shall continue to subsist, notwithstanding any such change or alteration; and every such change or alteration shall be performed and made by the said parties of the first part, under and subject to the conditions, stipulations and covenants herein expressed, as if such change or alteration had been expressed or specified in the terms of this contract; and should the said parties of the first part be required by Her Majesty, represented as aforesaid, to do any work, or furnish any materials for which there is not any price specified in this contract, the same shall be paid for at the estimated prices of the Architect in charge of the works; but no change or alteration as aforesaid whatever, and no extra work whatever, shall be done without the WRITTEN AUTHORITY of the Architect in charge, given prior to the execution of such work, nor will any allowance or payment whatever be made for the same, in case it should be done without such authority.

EIGHTHLY.—That the parties of the first part shall not in any way dispose of, sublet or relet any portion of the work embraced in this contract, except the procuring of materials. The parties of the first part are to maintain, uphold and guarantee the stability of the works and keep them in perfect repair and condition for six months after the completion of the contract, and if during this term any defects shall appear, they are forthwith to be made good by the parties of the first part at their own cost and charge, to the satisfaction of the Architect, so that the works may be delivered up in a perfect condition at the end of the above named period; the true intent and meaning of the specifications and contract being, that the whole of the works are to be satisfactorily and completely finished, and to be perfect in all their parts.

NINTHLY.—Should any difference of opinion arise as to the construction to be put upon any part of the specifications or plans, the same shall be determined by the Minister alone, and such determination shall be final and conclusive, and binding upon the parties to this contract, and every of them.

TENTHLY.—That any notice or other paper connected with these presents, which may be required or desired, on behalf of Her Majesty, to be served on the parties of the first part, may be addressed to the parties of the first part, at his or their domicile or usual place of business, or at the place where the work hereby contracted for is to be carried on, and left at the Post Office; and any paper so addressed and left at the Post Office shall, to all intents and purposes, be considered legally served.

ELEVENTHLY.—That should the parties of the first part not complete the work herein contracted for, at the period agreed upon as above mentioned, the said parties of the first part shall be liable for, and shall cause to be paid to the party of the second part, all salaries or wages which shall become due to the person or persons superintending the work, on behalf of the said Minister from the above named period for completion, until the same shall actually be completed and received.

TWELFTHLY.—That none of the foregoing clauses or conditions shall be considered comminatory (*comminatoires*) but on the contrary shall be strictly observed and enforced; the said clauses and conditions being essential for the preservation of the interests of the public and expressing the exact intention of the parties thereto, and without the said clauses and conditions, and each of them, the present contract would not have been entered into.

THIRTEENTHLY.—That should the amount now voted for this service by the Legislature, be at any time expended previous to the completion of the work now contracted for, the said parties of the first part, may or not, as may be seen fit, on receiving a notice in writing from the said party of the second part to the above effect, stop the work; but in any case, the parties of the first part, shall not be entitled to any further payment for work done, after the service of the notice above referred to, until the necessary funds shall have been voted by the Legislature; nor shall the said parties of the first part have any claim for compensation or damages for the said suspension of payment.

FOURTEENTHLY.—In this agreement the words “the parties of the first part” shall include and comprehend (where the context admits of it) the heirs, executors and administrators of each of the parties of the first part respectively.

FIFTEENTHLY.—The specification marked A, hereunto annexed, together with the plans or drawings of the said works so to be executed as aforesaid, and herein or therein referred to, shall respectively be deemed taken and read as parts and parcels of this agreement, and shall be considered as if the same respectively were actually embodied herein.

And for the fulfilment of all and every the covenants and obligations, undertakings and clauses hereinbefore expressed, and every part thereof, the parties of the first part, do hereby bind and oblige themselves to and in favour of Her said Majesty, Her Heirs and Successors, and the parties of the third part for themselves, their heirs and assigns do also hereby bind and oblige themselves, jointly and severally the one for the other, and for and with the said parties of the first part, to and in favor of Her said Majesty, Her Heirs and Successors for the due and faithful performance and fulfilment of all and every the covenants, obligations and undertakings hereinbefore expressed, so to be performed and fulfilled by the said parties of the first part, the parties of the third part making the same their own affair, as if they were themselves the Contractors for the work, and renouncing the benefit of the exceptions of division, discussion and fidejussion, and all other advantages allowed by law to sureties in ordinary cases.

IN WITNESS WHEREOF, the parties of the first part and the said Minister representing Her Majesty as aforesaid, as also the parties of the third part, have hereunto signed their names and set their seals, and the Secretary for the said Public Works hath also countersigned these Presents.

(Signed),	H. BOURGOUIN,	[L.S.]
“	L. J. LAMONTAGNE,	[L.S.]
“	Jos. BRUNET,	[L.S.]
“	O. BOURGOUIN,	[L.S.]
“	L. S. HUNTINGTON,	[L.S.]
“	F. BRAUN, <i>Sec'y.</i>	[L.S.]

Signed and sealed by the said parties }  
of the first part in the presence of }  
(Signed), H. A. A. BRAULT, N. P.  
“ S. HUET, N. P.

Signed and sealed by the Acting Minister }  
of Public Works and countersigned by }  
the Secretary in presence of }  
(Signed), H. A. FISSIAULT.  
“ A. FISHER.

(No. 95.)

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 22nd March, 1876 :—For a copy of the Report and Plan made by Mr. Perley, in the summer of 1873, for the enlargement of St. Peter's Canal, with all subsequent Reports, Orders in Council, Advertisements, Tenders and Contracts appertaining to that work.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 30th March, 1876.

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

(No. 96.)

**R E T U R N**

To an ADDRESS of the HOUSE OF COMMONS, dated 14th February, 1876 :—

For, 1st. Copies of all accounts and pay-lists presented to the Government and also of all accounts and pay-lists paid by the Government for the construction or repair in 1875, of the Wharves at Malbaie, Les Eboulements and Baie St. Paul ; 2nd. A list of the foremen and clerks employed in connexion with such construction or repairs ; 3rd. A statement in detail of the travelling expenses and salary paid to each of the said foremen and clerks ; 4th. A list of the schooners and barges employed for the said work or in connexion with the said work, showing their tonnage and the amount paid for each trip, and the system of calculation of such payments ; 5th. A separate statement of the cost of the work done on each of the said Wharves and an estimate of the cost of what remains to be done on each of them ; 6th. A statement showing the total cost of the timber purchased for each of the said works, showing the price of such timber per foot, the name of the person from whom it was purchased, and what quantity was purchased for the purpose ; 7th. A statement showing the total amount paid by the Government for the said works ; 8th. A statement showing the amount claimed and remaining to be paid for the said works ; 9th. The Report or Reports of Henry R. Symmes, Esq., and also the Report or Reports of F. Baillaigé, Esq., Assistant Chief Engineer of the Department of Public Works, in the years 1874, 1875 and 1876.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 1st April, 1876.

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



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(No. 97.)

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 23rd February, 1876;—For

- 1st. A Return of the names of persons who have ceased to belong to the Cullers' Office, since 1st January, 1875, through death, superannuation or otherwise, distinguishing the cause and employment in each instance, with the allowance in each case of superannuation;
- 2nd. Of the names of those who have been added to the staff in either a temporary or permanent capacity, during the same time.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 3rd April, 1876.

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

(No. 98.)

## R E T U R N

To an ORDER of the HOUSE OF COMMONS, dated 2nd March, 1876;—For copies of instructions given to the officer in charge of the Steam Dredge, employed clearing the bar at the entrance of Miramichi River, with all reports from the officer in charge or parties under him as to the amount of work done in that locality; stating the number of yards removed and the character of the material; the depth to which the channel has been deepened and the width thereof; the length of the cutting or dredging yet to be done; also stating the contemplated depth and width to which the Government propose to improve said channel; the number of days during which such vessel has been actually at work; also, copies of the Report or Reports of the Engineers or other officers on which such improvements are based, and the depth of water which it is proposed to obtain; also, the amount already expended on such work, with an estimate of the amount required to complete it.

By Command.

R. W. SCOTT,

*Secretary of State*

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA. 3rd April, 1876.

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

(No. 99.)

**R E T U R N**

To an ADDRESS of the HOUSE OF COMMONS, dated 29th March, 1876 ;—For copies of all correspondence between the Dominion and British Columbia Governments with reference to the appointment of a County Court Judge for New Westminster, British Columbia.

By Command.

R. W. SCOTT,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 4th April, 1876.

(No. 100.)

**R E T U R N**

To an ADDRESS of the HOUSE OF COMMONS, dated 3rd April, 1876 ;—For copies of all Reports of Engineers, Plans and Correspondence in possession of the Government, relating to the construction of a Harbor at some point on Lake Erie, between Rond Eau Point and the Village of Clearville, in the County of Kent.

By Command.

R. W. SCOTT,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 12th April, 1876.

(No. 101.)

**R E T U R N**

To an ORDER of the HOUSE OF COMMONS, dated 29th March, 1876 ;—For a statement showing the names of the rivers for which fishing-leases have been renewed or granted since 1st December, 1873 ; when, in favor of whom, for what period, and for what yearly sum each of these leases has been thus renewed or granted.

By Command.

R. W. SCOTT,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 5th April, 1876.

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

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(No. 102.)

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 27th March, 1876 ;—For copies of any communication, report of engineers or other parties, relating to the construction of a Branch Railway from St. Charles, County of Bellechasse, to St. Joseph de Lévis.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 4th April, 1876.

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(No. 103.)

## RETURN

To an ADDRESS of the SENATE, dated 21st February, 1876 ;—For a Statement showing the work performed by the Government Steam Dredge *Canadian* during the past year, with total cost of said work ; the harbors dredged, with the quantity and cost of the work in each harbor ; the number and classification of the crew, and the wages paid to each of them ; also, the quantity of coal consumed by said dredge on each work, when and by whom supplied, and the cost per ton or chaldron ; also, if any extra hands have been employed on any of the works or in the service as pilots or otherwise, if so, where ; the service performed, and the wages paid.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 4th April, 1876.

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

## R E T U R N

To an ADDRESS of the SENATE, dated 18th February, 1876 :—For a detailed Statement showing the total amounts expended on the grounds and fences in front of the Parliamentary Buildings from the 1st day of January, 1870, to the 1st day of January, 1876, with the estimated cost of completing the same ; also a detailed Statement showing the total expenditure on the new Library, distinguishing between the expense of the outward construction and the cost of completing the interior, during the same period ; also, a detailed Statement shewing the total expenditure on the addition to the Western Departmenta Building, with an estimate of the amount required to complete the same.

By Command.

R. W. SCOTT,

*Secretary of State*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 3rd April, 1876.

STATEMENT of Expenditure on Parliament Grounds, Ottawa, from 1st January, 1870, to 1st January, 1876.

		\$	cts.	\$	cts.
Expenditure from 1st January to 30th June, 1870, as per					
	Public Accounts.....			289	29
	do in 1871 do do .....			2,405	68
	do in 1872 do do .....			883	27
1872-73	James Goodwin .....	43,565	00		
	D. H. Williams, gravel.....	425	00		
	G. H. Perry.....	100	00		
	J. W. Harper.....	2,060	23		
				46,150	23
1873-74	Jas. Goodwin.....	13,000	00		
	J. W. Webster, tramway over Rideau Canal Locks.....	1,674	00		
	B. Gibson, excavation .....	15,740	00		
	Ives & Allen, railing.....	7,645	00		
	Wm. Farquhar, gravel.....	83	80		
	E. Chanteloup, iron seats.....	107	00		
	Alex. Fleck, castings.....	128	22		
	Calvert Vaux, plan for grounds.....	447	50		
	G. Mann, hardware.....	81	40		
J. W. Harper, laborers, &c.....	3,347	62			
				42,254	54
1874-75	B. Gibson.....	32,497	64		
	J. W. Harper, laborers, &c.....	4,977	37		
	W. M. Semerville, drain pipes.....	2,806	32		
	G. Mann, hardware.....	45	01		
	Advertizing.....	59	64		
	H. R. Ives & Co., railing and gates.....	2,915	00		
	H. Robillard, stone.....	399	00		
	B. Gibson.....	388	95		
	E. Chanteloup, lamps.....	91	00		
Cox & Sons do .....	75	68			
Advertizing, (walls).....	94	72			
				44,350	33
1875-76	B. Gibson .....	17,574	96		
	Harrow & Sinclair, terrace walls, &c.....	32,350	00		
	Alex. Fleck, hand rails, &c.....	368	32		
	H. R. Ives & Co., gate .....	2,700	00		
	Blyth & Kerr.....	153	20		
	J. W. Harper, masons, laborers, &c., to 31st Dec., 1875.....	6,469	86		
	A. Mutchmor, sods.....	100	00		
G. Mann, hardware.....	93	15			
Geo. Bailey, smiths work.....	148	00			
				59,957	49
Total Expenditure.....				\$196,290	83

ESTIMATED Cost of completing Grounds, in front of Parliament Building, Ottawa.

	\$	cts.
Balance due on Contract for Terrace Walls and completion of flag staffs.....	5,800	00
Fountain .....	5,000	00
Roads and side walks.....	11,000	00
Grading in front of Parliament Building and Terraces, eastern front.....	7,000	00
Gardening, say.....	1,000	00
Contingencies .....	2,500	00
Total Estimated Cost.....	\$32,300	00

STATEMENT of Expenditure on Exterior of Library.

		\$	cts.	\$	cts.
1870-71...	J. W. Harper, to pay advertizing for tenders.....		70 20		
	do Clerks, works.....		1,000 00		
	do J. Cuddie, cartage iron roofing.....		97 71		
	H. & A. Allan, freight and charges on iron roofing.....		1,346 57		
	D. Murpby, do cartage for do.....		456 08		
	W. H. Harman, Manchester, iron work for roofing.....		11,122 88		
	C. F. Kierzkowski, London, do.....		708 10		
	Wm. Farquhar & Co., materials delivered and work done....		22,428 72		
	Sundry parties for advertizing.....		98 25		
				37,328	51
1871-72...	Wm. Farquhar & Co., contractors, work done.....		34,500 63		
	Sundry parties for advertizing.....		18 30		
	Clerks of works, proportion.....		2,000 00		
				36,518	93
1872-73...	Wm. Farquhar & Co., contractors.....		27,711 00		
	Peter Kilduff, contractor.....		4,806 00		
	J. M. Currier & Co., lumber.....		893 66		
	Perkins & Co., iron shoes.....		192 00		
	Wm. McKay, painting roof.....		148 00		
	Robt. Wilson, passage and disbursements from Liverpool to superintend erection of iron roof.....		614 04		
	J. W. Harper, to pay workmen and petty accounts.....		1,509 48		
	do Clerk of works.....		2,000 00		
	Wright, Batson & Currier, lumber.....		1,715 34		
	Sundry parties, advertizing.....		57 80		
				39,647	32
1873-74...	Wm. Farquhar & Co., contractors.....		11,598 30		
	E. G. Laverdure, contractor, roofing.....		6,617 00		
	Batson & Currier, lumber.....		2,690 09		
	J. McLaren & Co., do.....		542 22		
	Hugh Mason, iron straps for roof.....		930 73		
	McDougal & Co., hardware.....		1,156 91		
	Peter Kilduff, smith work.....		4,088 91		
	George Brush, iron mast.....		300 00		
	E. S. Perkins, iron cresting.....		752 19		
	Fairbairn Engineering Co., advances to R. Wilson, superin- tending erection of roof.....		116 80		
	Thos. Dunn, plastering roof.....		285 90		
	Wm. McKay, painting, gilding and glazing.....		1,695 00		
	J. W. Harper, workmen, Clerks of works, &c.....		18,355 54		
	Sundry persons, advertizing.....		494 74		
				49,604	33
1874-75...	J. W. Harper, labor and workmen.....		21,457 69		
	do petty accounts.....		1,268 96		
	do freight of stone.....		457 94		
	do lumber, freight and cartage.....		405 71		
	John Bowes, Clerk of works, travelling expenses and bonus.....		2,166 90		
	Wm. Henderson, do bonus.....		1,180 00		
	C. T. Bate & Co., plaster.....		201 00		
	Wm. McKay, painting, glazing, &c.....		3,748 70		
	Peter Kilduff, smith work.....		333 23		
	Mason & Co., plumbers and gas fitters.....		705 00		
	Workington and Sons, stone.....		865 39		
	Clough Stone Co., stone.....		628 46		
	McDougal & Co., hardware.....		702 21		
	John Esson, stone.....		614 50		
	John Roberts, plaster.....		120 60		
	W. M. Somerville, enamelled tiles.....		239 40		
	Geo. Bailey, smith work.....		532 84		
	H. Robillard, limestone.....		60 20		
	D. H. Williams, sand.....		99 00		
	E. G. Laverdure, covering roof.....		5,042 80		
	J. W. Currier & Co., lumber.....		304 32		
	Batson & Currier, lumber.....		63 64		
	J. McLaren & Co., lumber.....		604 03		
	C. B. Wright, cement.....		495 00		
	L. G. Perkins, rollers.....		86 03		
	Thomas Dunn, plastering basement.....		169 00		
	D. Cockburn, carving.....		16 00		
	R. Hopkins, professional services.....		368 50		
	Sundry persons, advertizing.....		4 80		
				42,941	83

STATEMENT of Expenditure on Exterior of Library.—Continued.

		\$	cts.	\$	cts.
1875-76...	J. W. Harper.....	7,653	74		
	Geo. Bailey, smith work.....	381	65		
	H. Robillard, lime.....	44	15		
	Geo. Hughes, professional services.....	17	00		
	Thomas Dunn, plastering.....	121	46		
	W. M. Somerville, cement.....	36	00		
	B. Gibson, Ohio stone.....	60	13		
	Wm. McKay, on acct. painting.....	1,400	00		
	Hall, Kay & Co., iron tubes.....	1,000	00		
	McDougall & Co., hardware.....	150	40		
	Wm. McKay, new designs.....	549	25		
	B. Gibson, teaming.....	27	50		
	Wm. McKay, painting.....	1,550	00		
	do do.....	459	50		
	Clough Stone Co., stone.....	95	93		
	C. B. Wright, cement.....	115	00		
	Geo. Bailey, smith work.....	356	26		
	A. Ramsay & Sons, glass.....	362	19		
				14,380	16
				\$220,421	08

ESTIMATED cost of completing Interior of Library.

Inside fittings, furniture, &c., to finish from 1st January, 1876.

Fittings, furniture, carpenter and joiners work, floor (parquetry), warming, ventilation, gas fittings, decoration..... \$65,610 00

STATEMENT of Expenditure on Western Block Extension.

		\$	cts.	
1874-75...	B. Gibson, Contractor.....	25,900	00	
	W. M. Somerville, cement.....	1,270	00	
	Advertising.....	84	15	
				27,254 15
To 1st Jan. 1876.	B. Gibson, Contractor.....	20,380	00	
	Alex. Fleck, joist boxes.....	1,513	82	
	W. M. Somerville, cement.....	300	00	
	Geo. Hughes, Inspector.....	107	00	
	J. W. Harper, Clerk of works, &c.....	2,843	99	
	Webster & Atchison.....	6,500	00	
				31,644 81
	Total Expenditure.....			\$58,898 96

EXTENSION, West Block.

Estimated cost of completing the Building..... \$364,000 00



(No. 105.)

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 29th March, 1876 ;—For copies of all documents, correspondence and copies of the instructions given to Clovis Caron, Fishery Overseer, having connection with the fishing rights of Eugène Dumas, Joseph Lévesque and Zéphirin Duval, in the Parish of St. Jean Port Joli, County of L'Islet ; and also copies of the *enquête* held by one Grondin on a person called Damase Guay, formerly Fishery Overseer.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 5th April, 1876.

(No. 106.)

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 9th March, 1876 ;—For copies of documents relating to the construction by Messrs. Piton & Co., of certain buildings at Grosse Isle.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 6th April, 1876.

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

(No. 107.)

## R E T U R N

To an ADDRESS of the HOUSE OF COMMONS, dated 29th April, 1876 ;—For copies of the evidence taken before the Dominion Arbitrators on the claim of George Rochester against the Government.

By Command.

R. W. SCOTT,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 6th April, 1876.

(No. 108.)

## R E T U R N

To an ADDRESS of the HOUSE OF COMMONS, dated 23rd February, 1876 ;—For a copy of the contract between the Government and Mr. Charles E. Forgues, of Malbaie, for the construction of a Lighthouse upon Isle aux Coudres ; also copies of the correspondence which took place upon the subject, and a statement showing the amount claimed as compensation or damages by virtue of the said contract, and the amount paid to the said C. E. Forgues, or to any other person in this matter.

By Command.

R. W. SCOTT,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 6th April, 1876.

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

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(No. 109.)

## R E T U R N

To an ORDER of the HOUSE OF COMMONS, dated 29th March, 1876;—For a Return of all Licenses issued by the Inspector of Fisheries for fishing in Burlington Bay and the Dundas Marsh, during the years 1872, '73, '74, '75; the names of the parties to whom such licenses were granted, for what periods, and in what way the proceeds from said licenses have been applied; the return to include all manner of catching, taking or spearing fish; also, for a copy of all instructions issued to John W. Kerr, Inspector of Fisheries, as to the rights, rules and regulations for taking fish in said waters during such period.

By Command.

R. W. SCOTT,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 5th April, 1876.

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

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## R E T U R N

To an ADDRESS of the HOUSE OF COMMONS, dated 7th of April, 1876:—  
For copies of all correspondence between the Dominion Government and the Government of the United States, regarding the settlement of the Boundary Line between Alaska and British Columbia.

By Command.

R. W. SCOTT,  
*Secretary of State*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 12th April, 1876.

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*The Earl of Carnarvon to the Earl of Dufferin.*

(Canada—No. 251.)

DOWNING STREET,  
22nd October, 1875.

MY LORD,—I have the honor to transmit to your Lordship a copy of a despatch from Her Majesty's Minister at Washington, reporting a conversation with Mr. Fish, respecting the settlement of some British subjects at a point near the Stickeen River, alleged by American officers to be within United States Territory and below the British Custom House; which is also stated to be within the United States boundary.

In view of the circumstances represented by Mr. Fish, it appears to Her Majesty's Government desirable, that an officer should be sent by your Government, or by the Provincial Government of British Columbia, to ascertain whether the settlement alluded to and the British Custom House are within British Territory.

I should be glad to be informed whether your Government are prepared to take this course.

I have, &c.,  
(Signed), CARNARVON.

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*Sir Edward Thornton to the Earl of Derby.*

(No. 269.)

WASHINGTON, 27th September, 1875.

MY LORD,—During an interview with Mr. Fish on the 23rd inst., he read me a couple of letters which had been received from the United States Collector of Customs at Sitka, in Alaska, in which the Collector states that a party of British

subjects had settled near the bank of the River Stickeen, at a point which they declared was within the territory of British Columbia, but which American officers on the spot believed and asserted to be within the territory of the United States. The point was stated to be below the British Custom House, on the Stickeen, which Custom House was also supposed to be within the United States territory, that is, within the ten marine leagues from the coast, at which the boundary should be in accordance with the provisions of the 4th Article of the Convention of 28th February, 1825, between Great Britain and Russia.

The Collector's letter further stated that the British Deputy Collector on the Stickeen had given his opinion that the new settlement was within United States territory, and it added that the settlers were laying out the plan of a town, and that it was said that they had applied to the Government of British Columbia for titles to the land.

Mr. Fish asked what I thought could be done to settle the question of jurisdiction: I replied that the occurrence went to prove the wisdom of the recommendation of Her Majesty's Government that no time should be lost in laying down the boundary between the two territories. As it was, I could see no way of deciding the question except by sending officers on behalf of each country to take observations, and determine on whose territory the new settlers had established themselves.

I observed that when the question of laying down the boundary was discussed about two years ago, it was suggested that if the whole survey could not be made, the points where the territories meet could be fixed on the rivers which run through both of them.

Mr. Fish replied that even for this partial survey he feared that it would be difficult to obtain the necessary grant during the next Session of Congress, but he suggested that as the weight of evidence seemed at present to be in favor of the point in question being in United States territory, the settlers should be called upon to suspend operations for the present and until the question of territory could be decided.

Upon this subject Her Majesty's Government will, no doubt, take such steps as it may deem expedient. During the winter nothing can be done by the settlers, but as it is supposed that they have been attracted to that country by the supposed existence of large quantities of silver and gold, it is not likely that they will refrain from visiting the ground as soon as the season will allow them to work.

I have, &c.,

(Signed), E. THORNTON.

The Right Honorable  
The Earl of DERBY,  
&c., &c., &c.

*The Earl of Dufferin to Sir E. Thornton.*

(Canada—No. 34.)

GOVERNMENT HOUSE,  
OTTAWA, 23rd Nov., 1875.

SIR.—A copy of your despatch, No. 269, of the 27th of September last, addressed to the Earl of Derby, respecting the settlement of the British subjects near the Stickeen River has been communicated to me by the Secretary of State for the Colonies, and has been brought under the consideration of my Ministers, and I have now the honor to transmit to you for your information a copy of a report of the Privy Council of Canada, upon the question which I propose to forward by the next mail to the Earl of Carnarvon.

You will perceive from this Report, that my Ministers are anxious to secure an early determination of the boundary at the particular point referred to, and recom-

mend that steps for arriving at this result should be taken by the British Government in concert with the Government of the United States.

I have, &c.,

(Signed), DUFFERIN.

The Right Honorable

Sir E. THORNTON, K.C.B.  
Minister at Washington.

*The Earl of Dufferin to the Earl of Carnarvon.*

(No. 163.)

GOVERNMENT HOUSE,  
OTTAWA, CANADA, 24th November, 1875.

MY LORD,—With reference to Your Lordship's despatch, No. 251, of the 22nd October last, respecting the occupation by British subjects of territory near the Stickeen River, alleged to be within the United States, I have the honor to enclose herewith a Report of my Privy Council, from which Your Lordship will learn that my Ministers, recognizing the advisability of a more expeditious settlement of the matter than would appear possible were the point in dispute left to be decided with the larger question of the Alaska Boundary, in which it is embraced, recommend that measures for securing such settlement should be concerted between Her Majesty's Government and the Government of the United States, with as little delay as possible.

I have forwarded a copy of this Report for Her Majesty's Minister at Washington.

I have, &c.,

(Signed), DUFFERIN.

The Right Honorable

The Earl of CARNARVON.

The Committee of Council have had under consideration the despatch of the Right Honorable the Earl of Carnarvon to His Excellency the Governor General, transmitting a copy of a despatch from Her Majesty's Minister at Washington, on the subject of a settlement lately made by British subjects "at a point near the Stickeen River, alleged by American officers to be within United States territory" and below the British Custom House, which is also stated to be within the United States boundary."

In the discussion of the subject between Sir E. Thornton and Mr. Fish, the latter suggested that as the weight of the evidence seemed at present to be in favor of the point in question being in United States territory, the settlers should be called upon to suspend operations for the present, and until the question of territory could be decided.

In view of the circumstances represented by Mr. Fish, Her Majesty's Government deems it desirable that an officer should be sent by the Government of Canada or of British Columbia, to ascertain whether the settlement alluded to, and the British Custom House, are within British territory.

By the terms of the Treaty defining the international boundary between Alaska and the British possessions, that portion of it extending from the 56th degree of north latitude to the point where it intersects the 141st degree of west longitude, follows the summits of the mountains which extend in a direction parallel to the coast, and should these summits prove to be more than ten marine leagues from the ocean, the line shall then be parallel to the windings of the coast and shall never exceed a distance of ten marine leagues therefrom.

The Stickeen River intersects the International boundary in the vicinity of the 57° N. Lat., with so intricate a basis for determining the true line it appears to the Committee that a satisfactory solution of the question can only be arrived at by accurately defining the point where the boundary intersects the Stickeen River, and as settlements are likely to increase along the banks of that river, it seems to be obviously in the interests of both countries that the true line should be defined at this point without further delay.

The necessity for marking the boundary in other localities is not immediately pressing, but it is undoubtedly in the interests of both nations to encourage the settlement and development of the country in the vicinity of the Stickeen, and the cost of ascertaining the point where the boundary intersects that river cannot be so serious as to warrant its postponement to an indefinite period.

The Committee would therefore recommend that the United States Government be invited to join with the British Government in fixing the boundary at the single point indicated, and that a copy of this Minute, if approved by your Excellency, be transmitted to the Right Honorable the Earl of Carnarvon, with the request that should the suggestion herein contained meet with the approbation of Her Majesty's Government, the subject may be again brought under the notice of the United States Government with the hope that it may be favorably entertained.

(Signed), A. MACKENZIE,

Approved, 23rd November, 1875.

(Signed),

DUFFERIN.

*Sir E. Thornton to the Earl of Dufferin.*

(No. 55.)

WASHINGTON, 29th November, 1875.

MY LORD,—I have the honor to acknowledge the receipt of Your Excellency's despatch, No. 34, of the 23rd instant, and to thank you for the copy which it contained of the Report of the Privy Council, relative to the International boundary between Alaska and the British possessions.

I had intended to take an opportunity of again urging Mr. Fish to take measures to induce Congress to make a grant for the purpose of laying down that boundary, or at least of deciding the point of division between the two countries on the Stickeen, but as it is now probable that I shall receive instructions upon the subject from Her Majesty's Government, it will perhaps be better to defer any mention of it until I shall have the additional weight of those instructions. I am not sure, from what I have already said, that the President may not recommend attention to the subject in his Message to Congress on the opening of the Session.

I have, &c.,

(Signed), EDWARD THORNTON.

His Excellency the Right Honorable  
The Earl of DUFFERIN, K.P., K.C.B.,  
&c., &c., &c.

*The Earl of Dufferin to the Earl of Carnarvon.*

(Canada.)

GOVERNMENT HOUSE,  
OTTAWA, 4th December, 1875.

MY LORD,—Adverting to my despatch, No. 163, 24th Nov., enclosing a copy of a Report of a Committee of the Privy Council relative to the International boundary

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between Alaska and the British possessions, I have the honor of forwarding a copy of a despatch which I have received from Her Majesty's Minister at Washington on the subject, to whom, as I am informed, Your Lordship, a copy of the Report of Council was communicated.

I have, &c.,

(Signed), DUFFERIN.

The Right Honorable  
The Earl of CARNARVON.



## RETURN

To an ADDRESS of the HOUSE OF COMMONS, dated 22nd March, 1876 :—For copies of all correspondence or papers with the Colonial Office, or with the Government of the United States, in regard to the action of that Government in denying the free navigation of the United States Canals, in accordance with the Washington Treaty.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 5th April, 1876.

*The Earl Kimberly to Lord Lisgar.*

Canada—(Secret.)

DOWNING STREET, 7th February, 1872.

MY LORD,—I have the honor to transmit to you the enclosed copy of a despatch received through the Foreign Office from Sir Edward Thornton, reporting a conversation he had had with Mr. Fish in regard to the carrying into effect the object of the Article of the Treaty of Washington as to the use by the inhabitants of Canada and the United States of the Canals on either side, on terms of equality.

I have, &c,

(Signed), KIMBERLEY.

Governor General

The Right Honorable

LORD LISGAR, G.C.B., G.C.M.G.,  
&c., &c., &c.

*Sir E. Thornton to Earl Granville.*

(No. 23.)

WASHINGTON, January 15th, 1872.

MY LORD,—At a recent interview with Mr. Fish, he reminded me that the President, in his Message to Congress at the opening of the Session on the 4th ultimo, stated that a communication had been addressed to the Governors of the different States interested in the matter, urging upon the Governments of those States respectively,

the necessary action on their part to carry into effect the object of the Articles of the Treaty of May 8th last, which contemplates the use of the canals on either side, connected with the navigation of the lakes and rivers forming the boundary, on terms of equality by the inhabitants of both countries.

Mr. Fish then proceeded to read to me the answer which he had received from the Governor of the State of New York, in the canals belonging to which State the inhabitants of Canada are perhaps more interested than in those of any other. It was to the effect that His Excellency had consulted the legal advisers of the State, and that after examination it did not appear to them that there was any law of the State which prohibited British subjects from navigating its canals, or vessels wholly or in part owned by them from passing through the canals, without the payment of other or higher dues or imports than those paid by citizens of the United States or their vessels. Governor Hoffman promised, however, to take an early opportunity of submitting the matter to the State Legislature, with a view to obtain an expression of its opinion on the matter.

I have, &c.,

(Signed), EDWARD THORNTON.

The Earl GRANVILLE, K.G.,  
&c., &c., &c.

*Sir E. Thornton to the Earl of Dufferin.*

(No. 14.)

WASHINGTON, April 28, 1874.

MY LORD,—During an interview which Mr. Brown and I had yesterday with Mr. Fish, he alluded to a letter from the Governor of the State of New York relative to the State Canals, which he had read to me in January, 1872, and of the contents of which I at the time informed Earl Granville.

Upon my expressing a wish to receive a copy of this letter, Mr. Fish promised to send it to me; and I have now the honor to enclose copies of Mr. Fish's note of yesterday and of the letter in question.

I have, &c.,

(Signed), EDWARD THORNTON.

His Excellency  
The Earl of DUFFERIN, K.P., K.C.B.,  
&c., &c., &c.

*Governor of the State of New York to the President of the United States.*

STATE OF NEW YORK,

EXECUTIVE CHAMBERS, ALBANY,

December 4, 1871.

SIR,—I received this morning your letter of November 29, transmitting to me a copy of a Treaty concluded on the 8th of May last between the United States and Great Britain, calling my attention to the 27th Article thereof, whereby the United States engages to urge upon States Government to secure to the subjects of Her Britannic Majesty the use of the several State Canals connected with the navigation of the lakes or rivers traversed by or contiguous to the boundary line between the possessions of the high contracting parties, on terms of equality with the inhabitants of the United States; and requesting me to bring the provisions of this Article before the Legislature of this State, now about to convene, and to recommend to it such

legislation as will secure to the subjects of Her Britannic Majesty in North America the use of the canals of this State on equal terms with our own citizens.

I have caused enquiry to be made of those charged with the administration of the canals of this State, and learn from them that they know of no restrictions now to be found in the laws of the State upon the equal use of the canals by British subjects and American citizens; that there are no restrictions upon foreigners being the owners, in part or in whole, of boats entitled to navigate our canals; nor would a boat owned wholly in Canada be forbidden the use of our canals, or be subjected to other tolls or other regulations than those imposed upon boats owned in our own State.

I shall, nevertheless, with great pleasure, call the attention of the Legislature to the subject, and recommend them to pass such laws as they may find to be necessary to carry into effect at once the agreement made in the 27th Article of the Treaty.

I have, &c.,

(Signed),

JOHN W. T. HOFFMAN.

His Excellency  
ULYSSES S. GRANT,  
President of the United States.

—  
*Mr. Fish to Sir E. Thornton.*

DEPARTMENT OF STATE,  
WASHINGTON, 27th April, 1874.

SIR,—I have the honor to enclose herewith, in compliance with your verbal request, a copy of a letter addressed to the President of the United States by the Governor of the State of New York, under date of December 4, 1871, upon the subject of carrying into effect the provision of the 27th Article of the Treaty of Washington.

I have, &c.,

(Signed),

HAMILTON FISH.

The Right Honorable  
Sir EDWARD THORNTON, K.C.B.,  
&c., &c., &c.

—  
*The Earl of Dufferin to Sir E. Thornton.*

OTTAWA, 5th May, 1875.

(No. 24.)  
SIR,—I have the honor to acknowledge the receipt of your letter of the 28th April (No. 14), forwarding a copy of a note and enclosure from Mr. Fish relative to the Canals in the State of New York.

I have, &c.,

(Signed),

DUFFERIN.

Sir E. THORNTON, K.C.B.,  
&c., &c., &c.

—  
*The Earl of Dufferin to Sir E. Thornton.*

OTTAWA, 18th November, 1874.

(No. 49.)  
SIR,—I have the honor to enclose for your consideration a copy of an approved order of the Privy Council of the Dominion, in which my Government submit that

the engagement entered into by Her Majesty's Government and that of the United States, for the mutual use of the Canal system of both countries, under the Treaty of Washington, have not been carried into effect by the Government of the United States, while the Canadian Government has been faithfully acting upon the spirit of the Treaty for a period of over three years.

I am to request that you will be good enough to take such action in the matter as you may deem expedient.

I have, &c.,

(Signed), DUFFERIN.

Sir E. THORNTON, K.C.B.,  
&c., &c., &c.,

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 12th November, 1874.*

The Committee of the Privy Council have had under consideration a memorandum, dated 11th November, 1874, from the Hon. the Minister of Customs, stating that he has recently learned that the engagements entered into between Her Majesty's Government and that of the United States in reference to the mutual use of the canals of both countries by vessels of the United States and Canada respectively, as contained in the 27th section of the Treaty of Washington, have not, as yet, on the part of the United States, been carried into practical effect, but that while all the Canadian canals have been freely opened to their vessels on payment of the same tolls and charges as are exacted from British or Canadian vessels, the latter are still entirely excluded from the use of any and all of the canals within United States Territory, except the Sault St. Marie Canal.

That thus while barges and other vessels, with or without cargo, clearing from ports upon the Hudson River, are allowed to pass through the Chambly Canal to the St. Lawrence, and thence from Montreal through the Lachine Canal and through the canals on the Ottawa to the City of Ottawa or any other destination; British or Canadian vessels loading at Ottawa, or at any other Canadian port, or even in ballast, are prohibited from passing Whitehall through the Champlain Canal to the Hudson River in the State of New York; and that the same prohibitory policy obtains generally in reference to the use of the Erie and other canals connecting navigable waters within the territory of the United States.

That considering that over three years have passed, during which period the Canadian Government has been faithfully acting upon the spirit of the Treaty, permitting the use of their numerous canals in as full and unrestricted a manner as that accorded to their own vessels, and this liberal policy having met with no reciprocity on the part of the Government of the United States, he recommends that the British Minister at Washington be communicated with, with the view of ascertaining whether the Government of the United States will endeavor to procure for British and Canadian vessels the use of their canals according to the said 27th section of the said Treaty of Washington.

The Committee of Council concur in the foregoing recommendation of the Minister of Customs, and submit the same for Your Excellency's approval.

Certified.

(Signed), W. H. HIMSWORTH,  
Clerk, Privy Council.

*The Earl of Dufferin to the Earl of Carnarvon.*

(No. 282.)

OTTAWA, 19th Nov., 1874.

MY LORD,—I have the honor to transmit herewith, for your Lordship's information, a copy of a despatch which I have addressed to Her Majesty's Minister at Wash-

ington, enclosing a copy of an approved minute of the Privy Council of the Dominion, on the subject of the mutual use of the canals of the United States and Canada by the shipping of both countries under the Treaty of Washington.

I have, &c.,

(Signed), DUFFERIN.

The Earl of CARNARVON,  
&c., &c., &c.

*Sir E. Thornton to the Earl of Dufferin.*

(No. 28.)

WASHINGTON, November 23, 1874.

MY LORD,—I have the honor to acknowledge the receipt of Your Excellency's despatch, No. 49, of the 18th instant, and of its enclosure relative to the 27th Article of the Treaty of Washington, by which the United States Government engaged to urge upon the State Governments to secure to Her Majesty's subjects the use of the canals referred to therein.

There is no doubt that the United States Government of the State of New York, within which the principal canals are situated, to throw them open to British subjects, and, in my despatch to Your Excellency, No. 14, of the 28th of April last, I transmitted a copy of a letter dated December 4th, 1871, from the Governor of the State of New York to the President, in which he stated that those who were charged with the administration of the canals in that State knew of no restriction upon the equal use of the canals by British subjects and American citizens.

Mr. Fish has often referred to this letter, and has expressed his opinion that his Government lost no time in carrying out the engagement contained in the 27th Article of the Treaty. I do not therefore feel justified in saying in an official note that the stipulations of the 27th Article has not been complied with, because I believe that the United States Government really urged the Government of the State of New York to throw open its canals to British subjects and wished that it should be done, though its representation seems to have produced no effect. I am, however, addressing a note to Mr. Fish, stating that the canals of the State of New York have not been opened to British vessels, and have requested that a further representation may be made upon the subject to the Governor of that State.

I should be glad to be informed whether the United States authorities have prevented Canadian vessels from passing through the St. Clair Flats Canal.

I have, &c.,

(Signed), E. P. THORNTON.

To His Excellency  
The Earl of DUFFERIN,  
&c., &c., &c.

*Sir E. Thornton to the Earl of Dufferin.*

(No. 29.)

WASHINGTON, 26th November, 1874.

MY LORD,—With reference to my despatch, No. 28, of the 23rd instant, I have the honor to enclose copy of a note which I have received from Mr. Fish, in answer to mine of that date, relative to the navigation by British and Canadian vessels of the several State canals connected with the navigation of the lakes.

I have, &c.,

(Signed), EDWARD THORNTON.

His Excellency  
The Right Honorable Earl of DUFFERIN,  
K.P., K.C.B., &c., &c.

*The Honorable H. Fish to Sir E. Thornton.*

DEPARTMENT OF STATE,  
WASHINGTON, 24th November, 1874.

SIR,—I have the honor to acknowledge the receipt of your note, of the 23rd inst., in reference to the engagement of the United States to urge upon the several State Governors to secure to subjects of Her Britannic Majesty the use of the several State canals, connected with the navigation of the lakes, and in which you state that you are in receipt of a despatch from the Earl of Dufferin, transmitting a copy of a report of a Committee of the Privy Council of the Dominion of Canada, in which it is stated that whilst all the Canadian canals have been opened to vessels of the United States, that British subjects are entirely excluded from the use of any and all canals in the United States except the Sault Ste. Marie Canal.

I am somewhat surprised at this general statement in the report of the Committee, and it would perhaps be more satisfactory had some special instance of exclusion been reported, that the facts might have been represented. I have, however, transmitted a copy of your despatch to the Governor of the State of New York, and have requested information upon the question.

Although the report of the Committee of the Privy Council states that all the canals of the United States are so closed except the Sault Ste. Marie Canal, I beg to inform you that the resolution of the Legislature of the State of Michigan, of March 23rd, 1872, opening the Sault St. Marie Canal, applied also to any canal connected with the great lakes or contiguous to the boundary line between the United States and the Dominion of Canada.

I have, &c.,  
(Signed), HAMILTON FISH.

Sir E. THORNTON, K. C. B.,  
&c., &c., &c.

*The Earl of Dufferin to Sir E. Thornton.*

(No. 55.)

OTTAWA, 30th Nov., 1874.

SIR,—I have the honor to acknowledge the receipt of your despatch, No. 29 of the 26th inst., enclosing copy of a note which you had received from the Secretary of State of the United States, relative to the navigation by Canadian vessels of the canals of the United States.

I have, &c.,  
(Signed,) DUFFERIN.

E. THORNTON, K.C.B.,  
&c., &c., &c.

*Sir E. Thornton to the Earl of Dufferin.*

(No. 34.)

WASHINGTON, 12th December, 1874.

MY LORD,—With reference to Your Excellency's despatch, No. 49, of the 18th ultimo, I have the honor to transmit herewith copies of a note and of its enclosures relative to the navigation of the canals of the State of New York by British and Canadian vessels.

I have, &c.,  
(Signed), EDWARD THORNTON.

The EARL OF DUFFERIN, K.P.,  
&c., &c., &c.

*The Hon. H. Fish to Sir E. Thornton.*

DEPARTMENT OF STATE,  
WASHINGTON, 8th Dec., 1874.

SIR,—In your note of the 23rd of November last, you informed me that you had received a despatch from the Earl of Dufferin, transmitting a copy of a report of a Committee of the Privy Council of the Dominion of Canada, in which all the Canadian canals have been opened to vessels of the United States. Canadian vessels are entirely excluded from all the canals of the United States, and particular reference was made to the canals of New York. A copy of your note was transmitted to the Governor of the State of New York, and his attention called to the complaint.

I herewith enclose you a copy of the reply of the Governor of New York, and of the reports and correspondence which accompanied it.

I have, &c., &c., &c.,

(Signed), HAMILTON FISH.

Sir. E. THORNTON, K.C.B.,  
&c., &c., &c.,

STATE OF NEW YORK,  
EXECUTIVE CHAMBER,  
ALBANY, 4th Dec., 1874.

SIR,—On the receipt of your communication of the 24th ultimo, I referred it with the accompanying documents to the Auditor of the Canal Department for a report. I enclose copy of his letter to me; a copy of a letter from him to the Canal Collector at Whitehall, and the reply (original) of the latter; also a copy of a telegraphic despatch of the Auditor to the Collector, and an original telegraphic despatch from the latter in reply. It appears by these papers that British subjects are allowed to navigate our canals on terms of equality with citizens of the United States; and that the Canadian authorities have been misinformed in regard to the exclusion of British or Canadian vessels from the Champlain Canal at Whitehall.

In his annual message in January, 1872, Governor Hoffman called the attention of the Legislature to the subject in pursuance of the request of the President of the United States, and submitted the 27th Article of the Treaty of the 8th of May, 1871, between the United States and Great Britain, recommending the prompt passage of any laws which might be necessary for the fulfilment of the agreement on the part of the Federal Government. No laws were passed for the reason that there were no restrictions to be removed.

I have, &c.,

(Signed), JOHN A. DIX.

Hon. HAMILTON FISH,  
Secretary of State.

*W. A. Wilkins to Hon. F. S. Thayer.*

WHITEHALL, N. Y.,  
December 1st, 1874.

DEAR SIR.—In reply to yours of November 30th, I would say that during my term of office no Canadian boat has made application for a clearance. Mr. Dwight, my predecessor, informed me that no boat even applied for a clearance during his term, hailing from Canada. Mr. J. Smith, who preceded Mr. Dwight, is at St. Louis, but his head clerk has no recollection of any Canada boat ever making application for

a clearance. Had any applied we should have granted them a clearance if they had conformed with the law.

Very respectfully yours,

(Signed), W. A. WILKINS,  
*Collector.*

HON. FRANCIS S. THAYER.

*The Hon. F. S. Thayer to W. A. Wilkins.*

STATE OF NEW YORK,  
CANAL DEPARTMENT,  
ALBANY, 30th November, 1874.

DEAR SIR,—It is alleged by authorities of Canada that since the spring of 1871 the citizens of the Dominion have been denied the right to navigate the Champlain Canal with their boats; there never has been a Statute or Regulation of this State which would exclude the citizens of Canada, or any other State or Government, from the use of our canals upon equal terms with our own citizens and no specific complaint has been made to this Department by any citizen of Canada that they have been denied the use of our canals. But the Government of Canada complain to our Government at Washington that boats owned and loaded in Canada, upon arrival at Whitehall, and desiring to proceed through the Champlain Canal, have been refused clearances. Has any such case occurred during your term of office, and if so, under what authority were such boats excluded? Washington D. Smith and Samuel L. Dwight were Collectors in 1871-'72 and '73. I wish you would consult with them and ascertain whether any Canada boats were denied clearance during their terms, and if so, upon what grounds and by what authority? Please reply promptly and fully.

Yours, &c.,

(Signed), FRANCIS S. THAYER,  
*Auditor.*

W. A. WILKINS, Esq.,  
Canal Collector,  
Whitehall, N. Y.

STATE OF NEW YORK,  
CANAL DEPARTMENT,  
ALBANY, 30th November, 1874.

MY DEAR SIR,—I am in receipt through you of communications from the Department of State at Washington, referring our State Government to alleged violations of Article 27 of the Treaty of Washington.

The laws of the State and Canal Regulations give to American citizens and British subjects equal rights and privileges in navigating all our canals, and this Department has not, to my knowledge, before been advised of any violation of said Article. The charges made are general and, for this reason, difficult of investigation, hence I beg leave to suggest that the Canadian Government be respectfully asked to cite some particular case of grievance, giving date, name of boat, master, &c., and should the matter again be referred to this Department I assure Your Excellency that it will receive prompt and faithful attention.

I have, &c.,

(Signed), FRANCIS S. THAYER,  
*Auditor of the Canal Department.*

To His Excellency  
JOHN A. DIX, Governor, &c.



Dated Whitehall, 30th November, 1874; Received at Albany, November 30th.  
To Francis S. Shayer, Auditor.

J. W. Ingall, 1st Clerk; Collector absent.

(Telegraph.)

ALBANY, 30th November, 1874.

Have British or Canadian boats loading at any Canadian port, or in ballast, ever been prohibited by you from passing Whitehall through the Champlain Canal to the Hudson River?

(Signed), FRANCIS S. THAYER,  
Auditor.

Collector Canard Tolls, Whitehall.

*The Earl of Carnarvon to the Earl of Dufferin.*

DOWNING STREET, 12th January, 1875.

(Canada---Secret.)

MY LORD—I have the honor to inform you, with reference to your Despatch No. 282, of the 19th November, that I have received through the Foreign Office copies of two notes which the United States Secretary of State has addressed to the British Minister at Washington, in reply to the representation made by your Government on the subject of the exclusion of British Subjects from the State Canals referred to in the 27th Article of the Treaty of Washington.

From the latter of these notes, copies of which appear to have been communicated to you by Sir E. Thornton, I learn that the Governor of the State of New York asserts positively that British and Canadian vessels are not prohibited from navigating the canals on the same terms as American vessels, and that the Auditor of the Canal Department declares that he is not aware of any instance in which a Canadian vessel has been prevented from entering the canals.

I should be glad if Your Lordship would furnish me with some information as to the grounds on which your Government founded their representation, and intimate to me whether they continue to be of opinion that there was cause for it.

I have, &c.,

(Signed), CARNARVON.

Governor General,

The Right Honorable

The Earl of DUFFERIN, K.P., K.C.B.,

&c., &c., &c.

*The Earl of Dufferin to the Earl of Carnarvon.*

(Secret.)

OTTAWA, 19th February, 1875.

MY LORD,—The Privy Council of the Dominion have had under consideration your Lordship's despatch of the 12th ultimo, marked secret, having reference to the representations made by my Government to Her Majesty's Minister at Washington on the subject of the exclusion of British subjects from the State Canals, referred to in the Treaty of Washington, and I have now the honor of submitting a Minute of Council which states the grounds on which the Canadian Government founded the representation alluded to.

I have, &c.,

(Signed), DUFFERIN.

The Right Honorable

The Earl of CARNARVON,

&c., &c., &c.

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*Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 18th February, 1875.*

The Committee have had under consideration the despatch, dated 12th January, 1875, marked "secret," from the Right Honorable Her Majesty's Secretary of State for the Colonies, stating that he has received through the Foreign Office copies of the two notes which the United States Secretary of State has addressed to the British Minister at Washington, in reply to the representation made by the Canadian Government, on the subject of the exclusion of British subjects from the State Canals referred to in the 27th Article of the Treaty of Washington, and that from the latter of these notes he learns that the Governor of the State of New York asserts positively that British and Canadian vessels are not prohibited from navigating the canals on the same terms as American vessels, and that the Auditor of the Canal Department declares that he is not aware of any instance in which a Canadian vessel has been prevented from entering the canals.

Her Majesty's Minister adds that he should be glad if Your Excellency would furnish him with some information as to the grounds on which your Government founded their representation, and intimate to him whether they continue to be of opinion that there was cause for it.

The Honorable the Minister of Marine and Fisheries to whom this despatch has been referred, reports that the grounds on which the Canadian Government founded the representation alluded to were statements made by two of its officers, viz.: the Collector of Customs at St. Johns, Province of Quebec; and the Collector of Customs at Fort Erie, Ontario, near Buffalo, United States; both officers residing at ports on the frontier, and being intimately acquainted with the canal trade between Canada and the State of New York, to the effect that Canadian vessels were not allowed to carry cargoes from Canada through the canals of that State, and that in this statement they were supported by some of the principal forwarders and owners of canal boats, who all agreed that Canadian canal boats were practically prohibited from navigating the canals of the State of New York on the same terms as American canal boats; that on making further inquiry, however, as to whether any particular case could be cited in which the owner, master or agent of a canal boat had applied for permission to carry cargo through the canals of New York, and had been refused such permission, he cannot ascertain that any such case has occurred since 1871, the date of the treaty, although cases have been reported to him where Canadian canal boats with cargoes from Canada to the United States, were refused permission to navigate these canals, and were detained at Whitehall, State of New York, by the canal authorities, although built expressly for that trade.

That he has also been informed by some Canadian canal boat owners and forwarders that the probable reason why no case can be cited of Canadian vessels having been refused permission since 1871 to navigate these canals, is, that the persons engaged in this trade on both sides of the line were so convinced that no change had taken place in the policy of the authorities of the State of New York in this respect, since the seizure of the canal boats alluded to some years previous to 1871, that they made no attempt to test the question since 1871, as the canal boats usually employed by Canadian forwarders are too large to navigate the New York canals, and they could not afford to build canal boats specially adapted for such canals until they were assured that they would be allowed to navigate them.

That it appears, also, that in 1871 when the Governor of the State of New York was urged by the United States Government to take the necessary action to carry into effect the object of the Article of the Treaty on this subject, he informed the United States Secretary of State that he had consulted the legal advisers of the State, who did not appear to think there was any law of that State which prohibited British subjects from navigating its canals on terms of equality with citizens of the United States; but that he would with great pleasure call the attention of the Legislature to the subject, and recommend them to pass such laws as they may find to be necessary to carry into effect at once the agreement made in the 27th Article of the Treaty;

and that as he, the Minister of Marine and Fisheries, has never been able to learn that any such laws were passed by the Legislature of that State, it is probable that this has also tended to prevent Canadian canal boat owners from building vessels suitable for these canals, and testing the question as to whether they would be permitted to navigate them.

That as the Governor of the State of New York now asserts positively that Canadian vessels are not prohibited from navigating these canals on terms of equality with American vessels, he, the Minister, recommends that Her Majesty's Secretary of State for the Colonies be informed that the Canadian Government no longer continues to be of opinion that Canadian vessels are excluded from the canals of the State of New York, and will take the necessary steps to promulgate officially this important information, in order that Canadian canal boat owners and forwarders may be enabled to take advantage of the privilege referred to.

The Committee concur in the foregoing recommendation, and submit the same for Your Excellency's approval.

Certified.

(Signed), W. H. HIMSWORTH,  
Clerk, Privy Council.

*The Earl of Dufferin to Sir E. Thornton.*

(No. 9.)

OTTAWA, 19th February, 1875.

SIR,—With reference to the concluding part of your despatch, No. 28, of the 23rd November, 1874, making an enquiry whether the United States had prevented Canadian vessels passing through the St. Clair Flats Canal, I have the honor of communicating to you a copy of an approved Order in Council which states that enquiries have been instituted by the Minister of Marine on the subject, and it cannot be ascertained that the United States authorities have ever restricted Canadian shipping from the use of the canal in question.

I have, &c.,

(Signed), DUFFERIN.

Sir E. THORNTON, K.C.B.,  
&c., &c., &c.

*Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 19th February, 1875.*

The Committee of Council have had under consideration a despatch from Her Majesty's Minister at Washington, No. 28, of the 23rd November last, enquiring whether the United States authorities had prevented Canadian vessels from passing through the St. Clair Flats Canal.

The Hon. the Minister of Marine and Fisheries reports that he has made enquiry on the subject and cannot ascertain that the United States authorities have ever prevented Canadian vessels from passing through the canal referred to, and he therefore believes that no objection has ever been made to allow the use of the canal to Canadian vessels on the same terms as to American vessels.

The Committee concur in the report of the Minister of Marine and Fisheries, and recommend that a copy of this minute be transmitted for the information of Sir Edward Thornton.

Certified.

(Signed), W. A. HIMSWORTH,  
Clerk, Privy Council.

*The Earl of Dufferin to Sir E. Thornton.*

(No. 11.)

OTTAWA, 23rd February, 1875.

SIR,—With reference to my Despatch, No. 49, November 18th, 1874, and subsequent correspondence on the subject of the mutual use of the Canal system of Canada and the United States, under the Treaty of Washington, I have the honor to forward for your information an approved Order of the Privy Council, which states the ground on which my Government founded their representations, alluded to in the Minute of Council enclosed in the Despatch above mentioned.

I have, &amp;c.,

(Signed), DUFFERIN.

Sir E. THORNTON, K.C.B.,  
&c., &c., &c.

*Sir E. Thornton to the Earl of Dufferin.*

(No. 8.)

WASHINGTON, 27th February, 1875.

MY LORD,—I have the honor to acknowledge the receipt of, and to thank you for, your Excellency's two Despatches, Nos. 9 and 11, of the 19th and 23rd instant, relating respectively to the navigation of the Lake St. Clair Flats Canal and of the Canals of the State of New York.

As with regard to the latter, the Governor of that State has so positively asserted that Canadian vessels would not be prohibited from passing through these Canals, I do not consider it necessary to make any further representation to the United States Government upon the subject, unless your Excellency should hereafter inform me that obstacles have been placed in the way to navigation.

I have, &amp;c.,

(Signed), DUFFERIN.

His Excellency  
The Earl of DUFFERIN, K.P.,  
&c., &c., &c.

*Sir William O'Grady Haly to Sir E. Thornton.*

(No. 20.)

HALIFAX, N.S., 30th August, 1875.

SIR,—I have the honor to enclose herewith a copy of a Report of my Privy Council, which has received my approval, relative to the imposition upon Canadian vessels of certain restrictions in the use of the Champlain Canal, I shall feel much obliged if, in accordance with the wishes of my Privy Council, you will make this matter the subject of such representations to the Government of the United States as you may deem expedient.

I have, &amp;c.,

(Signed), WM. O'G. HALY.

Sir E. THORNTON, K.C.B.,  
&c., &c., &c.

*Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, 27th August, 1875.*

The Committee of the Privy Council have had under consideration the report hereunto annexed from the Honorable the Minister of Customs, having reference to

certain restrictions placed upon the use of the Champlain Canal by Canadian vessels, and they respectfully submit their concurrence in the said report, and advise that a copy thereof be transmitted to Her Majesty's Minister at Washington, with a view to the matter complained of being represented to the Government of the United States.

Certified.  
(Signed), W. A. HIMSWORTH,  
*Clerk, Privy Council.*

The undersigned Minister of Customs has the honor to submit for the consideration of His Excellency, the Administrator of the Government in Council, the following information respecting certain restrictions placed upon the use of the Champlain Canal by Canadian vessels, and to request that it be made the subject of a communication to Her Majesty's Minister at Washington.

From the result of former correspondence upon a similar subject, it was ascertained that an Act of the Legislature of the State of New York secured the mutual use of the canals of Canada and the United States, to the vessels of each country respectively on equal terms, as per Article 27 of the Treaty of Washington, but from documents herewith submitted, it appears that there are still certain difficulties placed in the way of Canadian vessels availing themselves of the right to navigate the Champlain Canal, which the people of this Dominion feel was secured to them by said Treaty.

These documents consist first, of a letter from J. W. McRae, Esq., President of the "Ottawa and Rideau Forwarding Company" of the 28th May, 1875, addressed to the Minister of Marine and Fisheries, in which he complains that "lumber cannot be bonded in Canadian vessels going through the United States canals;" second, a letter from J. Parmester, Esq., Collector of Customs, Plattsburgh, New York, dated 28th June, 1875, confirmatory of Mr. McRae's assertion, and giving as a reason the provisions of Sec. 2,771, Revised Statutes of the United States, which reads as follows: "Vessels which are not vessels of the United States, shall be admitted to unlade only at ports of entry established by law, and no such vessels shall be admitted to make entry in any other district than in the one in which she shall be admitted to unlade." The third is the affidavit of one, Orrin Judson Balden, of Fort Ann, Washington County, N. Y., dated 14th August, 1875, detailing the particulars of a case in which he was refused by the Collector of the United States Customs at Rouse's Point, during the present summer, to bond a cargo of lumber which he had shipped in the barge "H. F. Berrill" at the Port of Brockville, Canada, for the Port of New York, United States, on the ground that she was a British bottom, and therefore not entitled to the privilege.

The principal question for consideration is, whether the law quoted by the Collector of Plattsburgh will properly bear the interpretation which, he alleges, is given to it by the Treasury Department of the United States, which is, in effect, that a British vessel cannot take a cargo in bond through a canal belonging to the United States to a port in another Customs District. That interpretation being based upon the following words: "And no such vessel shall be admitted to make entry in any other district than the one in which she shall be admitted to unlade." It is submitted that the mere act of the master of a vessel reporting and giving bond at an intermediate port to secure the ultimate payment of duty upon, or properly accounting for, his cargo at his port of destination (where the said cargo must necessarily be subjected to full examination as well as entry) cannot be the description of entry to which the terms of the Act apply, but is only adopted as a means of preventing any violation of the Customs' Laws *en route*. It must be remembered that a vessel bound from a Canadian port to the port of New York, must of necessity pass through the Champlain Canal to complete her voyage, and the entry proper of such vessel and cargo should take place at the termination of such voyage, any forms essential for

the security of the revenue at intervening ports cannot be properly termed entries in the sense of the law.

The principal value of the free navigation of the Champlain Canal to Canadian vessels, consists in the right to carry cargoes by that route, to the Port of New York, and if the Act quoted is construed, as stated in Mr. Parmester's letter, it renders the provision of the Washington Treaty, so far as the navigation of that canal is concerned, practically useless to Canada.

With reference to the affidavit of Captain Balden, it will be observed that he claims not only to be a citizen of the United States, but that his vessel also is in fact an American bottom, as, although she virtually changed hands in Canadian waters, her certificate of American registry was never surrendered, nor was she ever registered in Canada. The point, however, of interest in the present question is, that she was refused the privilege of taking cargo through the canal in bond, on the sole ground of her being a British vessel, and is here presented as corroborative of the fact that the prohibition is enforced by the United States Customs Officers.

The undersigned, Minister of Customs, recommends that His Excellency will make this matter the subject of a despatch to Her Majesty's Minister at Washington, with a view to his calling the attention of the United States Government thereto, with the hope that an order may issue which will have the effect to remove the restrictions complained of.

(Signed), ISAAC BURPEE.

Customs Department,  
Ottawa, 18th August, 1875.

OTTAWA AND RIDEAU FORWARDING COMPANY,  
OTTAWA, 28th May, 1875.

SIR,—We are notified by the United States Custom officials at Rouse's Point, New York, that lumber cannot be bonded in Canadian vessels going through United States canals. As this will be a serious drawback to Canadian forwarders, I would most respectfully submit it for your consideration as to its legality. I cannot understand how they can have such a law, while their vessels are allowed the free use of our Dominion canals on the same footing as Canadian vessels.

Your obedient servant,

(Signed), J. W. McRAE,  
*President.*

To the Hon.  
The Minister of Marine and Fisheries.

CUSTOM HOUSE, PLATTSBURGH, N.Y.,  
COLLECTOR'S OFFICE, 28th June, 1875.

SIR,—I have the honor to acknowledge the receipt of your letter of the 1st inst., wherein you ask for the following information, viz.: whether Canadian barges will be allowed to pass from Rouse's Point to New York with foreign merchandise in bond?

In reply, I beg to inform you that the United States laws, as construed by the Treasury Department, prohibit the trade in question so far as British vessels are concerned. Section 2,771, Revised Statutes, United States, reads as follows: "Vessels which are not vessels of the United States, shall be admitted to unlade only at ports of entry established by law, and no such vessel shall be admitted to make entry in any other district than in the one in which she shall be admitted to unlade."

Respectfully your obedient servant,

(Signed), J. PARMESTER,  
*Collector of Customs.*

Captain L. JONES,  
Montreal.

COUNTY OF CARLETON, }  
To wit: }

I, Orrin Judson Balden, of the town of Fort Ann, Washington County, in the State of New York, boat captain, make oath and say:—

1. That barge "H. F. Berrill," of Hordford, N.Y., was wrecked one or two years ago in the harbor of Montreal and taken by the parties who damaged her, they being Canadians (the vessel had the American register which appears to have been lost at the time of damaging). The said barge was never registered as a British vessel; after being repaired was sold to David Rice, of Fort Ann, aforesaid, lumber merchant, who again sold her at the spring of this year to me, the said Balden.

2. I took with her, the said vessel, a load of coal from the City of Rondout, in the said State of New York, to the City of Montreal, passing through Hudson River, Champlain Canal, Champlain Lake, Richelieu and St. Lawrence Rivers, and from thence to Brockville, in the Province of Ontario, light, for a load of lumber, which said lumber was consigned to New York City, which said lumber I expected to bond from Rouse's Point, in the State of New York, to the said Port of New York.

3. On arrival at United States Custom House at Rouse's Point, in the District of Champlain, in the said State of New York, I was informed that my said cargo of lumber could not be bonded to the said City of New York, it being contrary to the laws of the United States of America for lumber to be bonded in British bottoms only to unload in the same district in which she entered, and as the cargo of lumber of the said barge was for a different district, I was obliged to unload the said lumber upon another boat, which said boat being an American bottom, took my said cargo through in bond to the said City of New York.

That the United States authorities or officers in connection with the said Custom House at Rouse's Point refused to permit the said barge "Berrill" to carry the said lumber in bond to the said City of New York, and that the reason of the same was that she was considered by them a British bottom.

Sworn before me at Ottawa, in the County }  
of Carleton, in the Province of Ontario, } (Signed), ORRIN J. BALDEN.  
this 14th day of August, A. D. 1875.

(Signed), GEO. HAY, J.P.

*Sir E. Thornton to Sir W. O'Grady Haly.*

(No. 44.)

WASHINGTON, 6th, September 1875.

SIR,—I have the honor to acknowledge the receipt of Your Excellency's despatch, No. 20, of the 30th ult., relative to the restrictions placed upon the navigation by British vessels of the United States canals, and to inform you that I have addressed a note to the Acting Secretary of State of the United States, embodying the contents of the Report of the Committee of the Privy Council, a copy of which was enclosed in Your Excellency's despatch above mentioned.

I have, &c.,

(Signed), EDWD. THORNTON.

His Excellency Lieut.-General  
Sir W. O'G. HALY, K.C.B.

*Sir W. O'G. Haly to the Earl of Carnarvon.*

(No. 61)

HALIFAX, 15th September, 1875.

MY LORD,—I have the honor to forward for Your Lordship's information a copy of an approved Report of my Privy Council, in reference to certain restrictions

placed by American Customs' authorities upon the use of the Champlain Canal by Canadian vessels.

A copy of this report has been forwarded to Sir E. Thornton, with a request that he will take such steps in the matter as he may see expedient.

I am, &c.,

(Signed), W. O'G. HALY.

The Right Honorable  
The Earl of CARNARVON,  
&c., &c., &c.

*The Earl of Carnarvon to the Earl of Dufferin.*

(Canada—No. 244.)

DOWNING STREET, 14th October, 1875.

MY LORD,—With reference to Sir W. Haly's despatch, No. 61, of the 15th of September, I have the honor to transmit to you, for your information, and for that of your Government, the enclosed copies of despatches received through the Foreign Office from Sir E. Thornton, with copies of such of their enclosures as are not already in your possession, shewing the steps taken by him upon the complaint of the Government of Canada, with respect to the restrictions placed on the navigation of the United States Canals by Canadian vessels.

Her Majesty's Government have approved the course taken by Sir E. Thornton in this matter.

I have, &c.,

(Signed), CARNARVON.

Governor General the Right Honorable  
The Earl of DUFFERIN, K.P., K.C.B.,  
&c., &c., &c.

*Sir E. Thornton to the Earl of Derby.*

(No. 252.)

WASHINGTON, 6th September, 1875.

MY LORD,—I have the honor to enclose copy of a despatch which I have received from the Administrator of the Government of Canada, from which your Lordship will perceive that the United States Government virtually refuses to allow vessels carrying the British flag to navigate the canals of this country by so interpreting a law as to make it impossible for British vessels to carry goods in bond through those canals. If the proper interpretation has been given to this law, it is opposed to the provisions of the 27th Article of the Treaty of Washington, and as the Treaty is posterior to the law, the provisions of the former ought to overrule the enactments of the law.

I have therefore addressed a note to the Acting Secretary of State, copy of which is enclosed, embodying the contents of the Report of the Committee of the Privy Council of Canada, a copy of which is enclosed in Sir William Haly's despatch.

I have, &c.,

(Signed), EDWARD THORNTON.

The Earl of DERBY,  
&c., &c., &c.

*Sir E. Thornton to Earl of Derby.*

(No. 262.)

WASHINGTON, 20th September, 1875.

MY LORD,—With reference to my despatch, No. 252, of the 6th instant, in which I enclose copy of a note which I had addressed to the Acting Secretary of State,



relative to the navigation of the United States canals by Canadian vessels, I have the honor to state that \* \* \* \* \*

\* \* \* Mr. Hunter's answer reached me on the 14th instant, and I have the honor to enclose copies of it, and of its enclosure. Mr. Hunter merely transmits, without any comment, a letter from the Secretary of the Treasury, in which the latter limits himself to stating that the question had been already considered, and that it had been decided that Canadian vessels could not transport cargo from any port in the United States through the Champlain Canal, to any other port of the United States.

I, therefore, on the 15th instant, addressed another note to Mr. Hunter, copy of which I have the honor to enclose. In this note I pointed out to him in the first place, that in my previous communication I had not referred to the transport of goods by Canadian vessels from one port in the United States to another but from a port in Canada to a port in the United States, through the canals of the latter. I then proceeded to show that the prohibition of such navigation by Her Majesty's subjects on terms of equality with citizens of the United States, was an infraction of the above mentioned article of the Treaty of Washington.

Mr. Fish returned to Washington on the 16th instant, and answered my note on the 18th instant, merely acknowledging its receipt, and stating that a copy of it had been submitted for the consideration of the Secretary of the Treasury. A copy of Mr. Fish's answer is also enclosed. Your Lordship will notice the observation he makes that it appears from my note that the privilege is claimed under the 27th Article of the Treaty of Washington.

I have, &c.,

(Signed), EDWARD THORNTON.

The Right Honorable  
The Earl of DEBBY.

*Mr. Hunter to Sir E. Thornton.*

DEPARTMENT OF STATE,  
WASHINGTON, Sept. 13th, 1875.

SIR,—Referring to your note of the 3rd instant, in relation to the use of the Champlain Canal by Canadian vessels, I have the honor to transmit herewith a copy of a letter upon the subject, dated the 10th instant, which has been received from the Secretary of the Treasury, to whom the matter was referred.

I have, &c.,

(Signed), WILLIAM HUNTER,  
*Acting Secretary.*

The Right Honorable  
Sir E. THORNTON, K.C.B.,  
&c. &c. &c.

*Mr. Bristow to Mr. Hamilton Fish.*

TREASURY DEPARTMENT,  
WASHINGTON, D.C., Sept. 10th, 1875.

SIR,—I have the honor to acknowledge the receipt of your letter of the 7th inst., submitting for my consideration a copy of a communication from the British Minister, relating to the use of the Champlain Canal by Canadian vessels.

I reply that the question presented has been considered by this Department

heretofore, and that it was decided that such vessels could not legally transport cargo from any port in the United States through said canal to any other port of the United States.

I have, &c.,  
(Signed), B. H. BRISTOW.

Mr. HAMILTON FISH,  
Secretary of State.

*Hon. H. Fish to Sir E. Thornton.*

DEPARTMENT OF STATE,  
WASHINGTON, 18th Sept., 1875.

SIR,—I have the honor to acknowledge the receipt of your note of the 15th inst., in further relation to the use of the Champlain Canal by Canadian vessels, by which it appears that the privilege is claimed under the 27th Article of the Treaty of Washington.

In reply, I have to inform you that a transcript of your note has been submitted for the consideration of the Secretary of the Treasury.

I have, &c.,  
(Signed), HAMILTON FISH.

*The Earl of Carnarvon to the Earl of Dufferin.*

(Canada—No. 259.)

DOWNING STREET, 27th October, 1875.

MY LORD,—With reference to my despatch, No. 244, of the 14th of October, I transmit to you, for your information, and for any observations which your Government may desire to offer upon it, a copy of a further despatch which has been received through the Foreign Office from the British Minister at Washington, reporting a conversation with the Secretary of State of the United States respecting the navigation by Canadian vessels of the United States canals.

I have, &c.,  
(Signed), CARNARVON.

Governor General  
The Right Honorable  
The Earl of DUFFERIN K.P., K.C.B.,  
&c., &c., &c.

*Sir E. Thornton to the Earl of Derby.*

(No. 270.)

WASHINGTON, 27th September, 1875.

MY LORD,—During my visit to Mr. Fish, at the State Department, on the 22nd instant, I referred to my note to Mr. Hunter, of the 15th instant, relative to the navigation of the United States canals by Canadian vessels, and expressed my hope that the Government of the United States would take a liberal view of the question and would secure to Canadian vessels the enjoyment of all privileges in the canals which were open to United States vessels, I could not suppose that, after the United States Government had obtained from the State of New York the assurance that there was no law of that State which could prevent British vessels from using those canals, the Federal Government would interpose its power either by law or regulations to render nugatory the permission given by the State.

Mr. Fish replied that it was far from the intention of his Government to do so, and that he had already been urging upon the Secretary of the Treasury to treat the question with as much liberality as possible. But whilst he could not speak officially on the subject until the question was decided by the Treasury Department, it seemed to him that the Revenue Laws of the United States would prevent the use of the entire navigation of the canals by Canadian vessels. The law of the United States provided that a vessel arriving in the United States with a cargo from abroad, should enter and discharge her cargo at the first port of entry she met.

In entering the United States through the Champlain Canal, the first port of entry would be Whitehall, at the northern extremity of the Whitehall Canal. There a vessel arriving with a foreign cargo, whether she were American or foreign, would be obliged to discharge her cargo. If a Canadian vessel had a fancy for navigating the canals further on, she could certainly do so and go as far as Albany, but neither she nor an American vessel could carry a cargo there direct from a foreign port, because Albany would not be the first port of entry, nor indeed is it a port of entry at all.

Mr. Fish added that he supposed that the idea and the object of the Canadian Government were that the Canadian boats should be entitled to bring cargo from Canada through the canals and down the Hudson to New York; this he said was impossible, by reason of the above mentioned provision of the law with regard to the first port of entry, and because neither by the Treaty of Washington, nor by any other treaty, had the navigation of the River Hudson been allowed to British or other foreign vessels.

I have, &c.,

(Signed), EDWARD THORNTON.

Right Honorable  
The Earl of DERBY,  
&c., &c., &c.

*Sir E. Thornton to the Earl of Dufferin.*

(No. 54.)

WASHINGTON, 26th November, 1875.

MY LORD,—With reference to Sir William O'Grady Haly's despatch, No. 20, of the 30th August, relative to the navigation by Canadian vessels of the canals of the State of New York, I have the honor to enclose copies of two notes which I addressed to the Government of the United States, and of the respective answers which I have received from the Department of State.

I have, &c.,

(Signed), EDWARD THORNTON.

His Excellency  
The Right Honorable  
The Earl of DUFFERIN, K.P., K.C.B.,  
&c., &c., &c.

*Sir E. Thornton to Honorable William Hunter.*

WASHINGTON, 3rd September, 1875.

SIR,—At the request of the Administrator of the Government of Canada, I have the honor to submit for your consideration, information which he has received respecting certain restrictions placed upon the use of the Champlain Canal by Canadian vessels.

I have understood from previous correspondence with the Secretary of State, that the State of New York allows the use of its canals to British vessels in accordance with the provisions of Article 27th of the Treaty of Washington, but from documents, copies of which I have the honor to enclose, it appears that there are

still certain difficulties placed in the way of Canadian vessels availing themselves of the right to navigate the Champlain Canal.

These documents consist, firstly, of a letter from Mr. J. W. McRae, President of the Ottawa and Rideau Forwarding Company, of 20th May, 1875, addressed to the Canadian Minister of Marine and Fisheries, in which he states that: "lumber cannot be bonded in Canadian vessels going through the United States canals." Secondly, a letter from J. Parmester, Esq., Collector of Customs, Plattsburgh, New York, dated 28th June, 1875, confirming Mr. McRae's assertion, and giving as a reason the provisions of Section 2,271 of the Revised Statutes, which reads as follows: "Vessels, which are not vessels of the United States, shall be admitted to unlade only at ports of entry established by law, and no such vessel shall be admitted to make entry in any other district than in the one in which she shall be admitted to unlade." The third is the affidavit of one Orrin Judson Balden, of Fort Ann, Washington County, New York, dated 14th August, 1875, detailing the particulars of a case in which he was refused by the Collector of the United States Customs at Rouse's Point, during the present summer, to bond a cargo of lumber which he had shipped in the barge "H. F. Berrill," at the Port of Brockville, Canada, for the Port of New York, on the ground that she was a British bottom, and therefore not entitled to the privilege.

The principal question for consideration is, whether the law quoted by the Collector at Plattsburgh will probably bear the interpretation which, he alleges, is given to it by the Treasury Department of the United States, and which is, in effect, that a British vessel cannot take a cargo in bond through a canal belonging to the United States, to a port in another customs' district.

The interpretation being based upon the following words: "and no such vessel shall be admitted to make entry in any other district than the one in which she shall be admitted to unlade," it is submitted that the mere act of the master of the vessel reporting and giving bond at an intermediate port, to secure the ultimate payment of duty upon, or properly accounting for his cargo at his port of destination (where the said cargo must necessarily be subjected to full examination as well as entry) cannot be the description of entry to which the terms of the Act apply, but is only adopted as a means of preventing any violation of the Customs laws during the voyage. A vessel bound from a Canadian port to the Port of New York must pass through the Champlain Canal to complete her voyage, and the entry proper of such vessel and cargo should take place at the termination of such voyage; any forms essential for the security of the revenue at intervening ports cannot be properly termed entries in the sense of the law.

With reference to the affidavit of Captain Beldon, it will be seen that his vessel was refused the privilege of taking cargo through the canal in bond, on the sole ground of her being a British bottom.

As no such restrictions are placed upon United States vessels in their navigation through the Canadian canals, I venture to hope that the question will receive the favorable consideration of the Secretary of the Treasury, and that he will not insist upon the interpretation given by the Collector of Customs at Plattsburgh to Sec. 2,771 of the Revised Statutes.

I have, &c.,  
(Signed), E. THORNTON.

The Honorable,  
WILLIAM HUNTER,  
&c., &c., &c.

*Sir E. Thornton to Hon. William Hunter.*

WASHINGTON, September 15th, 1875.

SIR,—I have the honor to acknowledge the receipt of your note of the 13th instant enclosing copy of a letter from the Honorable Secretary of the Treasury,

relating to the use of the Champlain Canal by Canadian vessels. In this letter the Secretary states that the question presented has been considered by his Department heretofore, and that it was decided that such vessels could not legally transport cargo from any port in the United States through said canal to any other port of the United States.

In my note of the 3rd instant I did not mean to allude to the transport of goods in Canadian vessels from one port in the United States to another, through the United States canals. I referred to the transport of goods in British vessels from a port in Canada through the United States canals to a port in the United States.

The Government of the United States engaged, by the 27th Article of the Treaty of Washington, to urge upon the State Governments to secure to the subjects of Her Britannic Majesty, the use of the several State canals connected with the navigation of the lakes or rivers traversed by, or contiguous to, the boundary line between the possessions of the high contracting parties, on terms of equality with the inhabitants of the United States. The State of New York, in reply to a representation made to it by the President, declared that there was no law which prohibited the free navigation, by Canadian vessels, of the canals within that State. It cannot be supposed that the United States Government, after urging the State Governments to secure that navigation to British subjects, should itself prohibit it by means of a law of the United States.

The representation, submitted in my note of the 3rd instant, was that Canadian vessels should be allowed to carry from a port in Canada, cargo in bond through the United States canals to a port in the United States. United States vessels have this privilege in their own canals as well as in those of Canada. By the 27th Article of the Treaty, Her Majesty's subjects are placed, in this respect, on terms of equality with the inhabitants of the United States.

The Secretary of the Treasury does not state on what grounds the decision has been arrived at by his Department, but if it is intended that British vessels are not to have in the canals of the United States (described in the above mentioned Article) the same privileges as citizens of the United States, it certainly appears to be in contravention of that Article.

The Act of Congress of March 2nd, 1799, the correctness of the interpretation of which I ought perhaps to have abstained from discussing in my note of the 3rd instant, is however, if so interpreted, in conflict with the provisions of the 27th Article of the Treaty, but as its date is long anterior to that of the Treaty, I apprehend that its provisions, so far as they may be in conflict with those of the Treaty, have been superseded with regard to British vessels by the stipulations of that international engagement, which received the sanction of the Senate of the United States.

I venture to say, therefore, that the subject may receive the consideration of the Government of the United States, and that such measures may be taken as will secure to Her Majesty's subjects, the free navigation of the canals described in Article 27 of the Treaty of Washington, on terms of equality with the inhabitants of the United States.

I have, &c.,

(Signed), EDWARD THORNTON.

Hon. WILLIAM HUNTER,  
&c., &c., &c.

*The Honorable William Hunter to Sir E. Thornton.*

DEPARTMENT OF STATE,  
WASHINGTON, 13th September, 1875.

SIR,—Referring to your note of the 3rd instant, in relation to the use of the Champlain Canal by Canadian vessels, I have the honor to transmit herewith the

copy of a letter upon the subject, dated the 10th instant, which has been received from the Secretary of the Treasury, to whom the matter was referred.

I have, &c.,

(Signed), WM. HUNTER,  
*Acting Secretary.*

The Right Honorable

Sir E. THORNTON, K.C.B.,  
&c., &c., &c.

TREASURY DEPARTMENT,  
WASHINGTON, D.C., September 10th, 1875.

SIR,—I have the honor to acknowledge the receipt of your letter of the 7th inst., submitting for my consideration a copy of a communication from the British Minister, relating to the use of the Champlain Canal by Canadian vessels.

I reply that the question presented has been considered by this Department heretofore, and that it was decided that such vessels could not legally transport cargo from any port in the United States, through said Canal, to any other port of the United States.

I have, &c.,

(Signed), B. H. BRISTOW.

Honorable HAMILTON FISH,  
Secretary of State.

*The Honorable H. Fish to Sir E. Thornton.*

DEPARTMENT OF STATE,  
WASHINGTON, 24th November, 1875.

SIR,—Referring to your note of the 10th September last, in further relation to the use of the Champlain Canal by Canadian vessels, I have now the honor to enclose herewith a copy of a letter on the subject, dated the 9th ultimo, from the Secretary of the Treasury, to whom a transcript of your note was transmitted.

The delay in forwarding a copy of this note has arisen from certain examinations which it was deemed necessary to make in reference to the question discussed.

I have, &c.,

(Signed), HAMILTON FISH.

The Right Honorable

Sir EDWARD THORNTON, K.C.B.,  
&c., &c., &c.

TREASURY DEPARTMENT,  
WASHINGTON, D.C., 9th October, 1875.

SIR,—I have the honor to acknowledge the receipt of your communication of the 17th ult., submitting a transcript of a note from Sir Edward Thornton upon the subject of a decision of this Department of the 25th of June last, re-affirmed on the 10th ult., in which the privilege of certain Canadian vessels to use the Lake Champlain Canal was supposed to have been denied.

In a communication addressed to this Department, on the 4th of June last by the Collector of Customs at Plattsburg, the question was raised whether certain barges belonging to the Ottawa and Rideau Forwarding Company, could pass from Ottawa to New York by way of Lake Champlain, the Champlain Canal, and the Hudson River.

Presuming, of course, that these barges were to be laden with Canadian goods, the Collector was informed that such barges were compelled under Section 2,771, Revised Statutes, to unlade at Plattsburgh.

Under the provisions of Section 3,097, Revised Statutes, all vessels laden with cargo arriving in the United States from contiguous territory on the northern frontier, are obliged to make entry, and under Section 2,771, all vessels not of the United States, which make entry, must unlade where they make entry.

That Canadian barges destined for New York must there enter and unlade, was the decision alluded to in the Departments' letter of the 10th ult., in response to the communication of the State Department of the 7th ult., enclosing the first-note of Sir E. Thornton.

In the letter of the Collector of Plattsburgh, the use, by Canadian barges, of the Champlain Canal was not presented as a question pure and simple, but the question was complicated with another, viz.: whether the navigation of navigable waters of the United States (to wit: Lake Champlain and the River Sorel), constituting the only accessible *entré* to the Champlain Canal on the Canadian side, and other navigable waters of the United States (to wit: the Hudson River) forming the only accessible water connection between the Champlain Canal and the port of New York, were open to Canadian vessels with cargoes bonded for New York.

In view of the fact that the real question presented by the Collector was whether the navigable waters of the United States contiguous to the northern frontier were open to the navigation of Canadian vessels laden with cargoes in bond *destined for New York*, the Department could only reply that, under the provisions of Section 2,771, Revised Statutes, such vessels must enter and unlade at the first port of entry at which they arrive on those waters.

But the Department might have gone further, and shown that under the first proviso of Section 4,347, Revised Statutes, Congress had defined the limits within which British vessels could, under the Treaty of Washington of May 8th, 1871, carry foreign merchandize from port to port within the United States, which limits are defined to be:—"Upon the Saint Lawrence, the great lakes, and the rivers connecting the same." In his note of the 15th ultimo, the British Minister declares that Canada purport of his previous note of the 3rd ultimo to have been to represent that Canadian vessels should be allowed to carry, from a port in Canada, cargoes in bond through the United States canals to a port in the United States; that United States vessels have this privilege in their own canals, as well as those of Canada, and that by the 27th Article of the Treaty, Her Majesty's subjects are placed in this respect on terms of equality with the inhabitants of the United States.

Though by the terms of that Article the subjects of Her Majesty are to have the use of the several State canals connected with the navigation of the lakes or rivers traversed by or contiguous to the boundary line between the possessions of the high contracting parties, on terms of equality with the inhabitants of the United States, the purpose of the stipulation was, in my view, to grant the free use of such canals only in so far as they might facilitate communication between ports and places lying on the lakes and rivers in question, and not as the furnished communication between ports and places not lying on these lakes and rivers. The use of the Champlain Canal, in this view, could be granted to Canadian vessels destined with cargoes to the southern terminus of the canal, or to ports or places on Lake Erie or Ontario, but not to Canadian vessels destined to ports or places lying remote from the waters of the northern lakes and rivers, contiguous to the frontier between the two countries.

The use of the Champlain Canal is to be given to Canadian vessels, under the Treaty, in the same sense in which the use of the Welland Canal is granted to citizens of the United States, or the use of the St. Clair Flats Canal to Her Majesty's subjects, viz.: in furtherance of communication between ports and places lying, to use the language of the legislative construction given to the Treaty by Section 4,347, Revised Statutes, "upon the St. Lawrence, the great lakes, and to rivers connecting the same."

In the face of the construction given to the Treaty by Congress, this Department

does not feel authorized to recognize the right of Canadian vessels to transport cargoes in bond from Canada to New York.

I have, &c.,

(Signed),

B. H. BRISTOW.

Hon. HAMILTON FISH,  
Secretary of State.

*The Earl of Dufferin to Sir E. Thornton.*

(No. 35.)

OTTAWA, 1st December, 1875.

SIR,—I have the honor to acknowledge the receipt of your despatch, No. 54, of the 26th November, enclosing copies of two notes which you had addressed to the Governor of the United States, and of the respective answers which you have received from the Department of State relative to the navigation by Canadian vessels of the canals of the State of New York.

I have, &c.,

(Signed),

DUFFERIN.

The Right Honorable  
Sir E. THORNTON, K.C.B.,  
&c., &c., &c.

*The Earl of Dufferin to the Earl of Carnarvon.*

(No. 172.)

OTTAWA, 7th December, 1875.

MY LORD,—With reference to the correspondence which has passed on the subject of the navigation by Canadian vessels of the canals of the State of New York, I have the honor of enclosing for your information a copy of a despatch from Her Majesty's Minister at Washington, forwarding copies of two letters he had received from the Department of State in reply to two notes dated respectively the 3rd and 15th September last, which he had addressed to Mr. Fish, copies of which were communicated to me in Your Lordship's Despatch, No. 244, October 14th.

I have, &c.,

(Signed),

DUFFERIN.

The Right Honorable  
The Earl of CARNARVON,  
&c., &c., &c.

*The Earl of Carnarvon to the Earl of Dufferin.*

(Canada—No. 311.)

DOWNING STREET, 23rd December, 1875.

MY LORD,—I have the honor to acknowledge the receipt of Your Lordship's despatch, No. 172, of the 7th instant, forwarding copies of the replies received from the United States Government to representations addressed to them by Sir E. Thornton relating to the navigation by Canadian vessels of United States canals.

I have, &c.,

(Signed),

CARNARVON.

Governor General  
The Right Honorable  
The Earl of DUFFERIN, K.P., K.C.B.,  
&c., &c., &c.



Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 5th April, 1876.

The Committee of Council have had under consideration the Report of the Honorable the Minister of Customs, to whom has been referred the correspondence with the Washington Government, concerning the navigation of the United States canals by Canadian vessels.

The Minister states that he has considered the representations made by Mr. Secretary Fish in his despatch of 27th September, 1875, in which he remarks "The law of the United States provided that a vessel arriving in the United States with a cargo from abroad, should enter and discharge her cargo at the first port of entry she met," and that "he supposed that the idea and object of the Canadian Government were that the Canadian boats should be enabled to bring cargo from Canada through the canals, and down the Hudson through to New York. That this is impossible by reason of the above provisions of the law with regard to the first port of entry, and because neither by the Treaty of Washington, nor by any other treaty, had the navigation of the River Hudson been allowed to British or other foreign vessels."

The Minister further states that in a subsequent despatch of Mr. Secretary Bristow, dated 9th October, 1875, after reciting the circumstances and quoting the several laws bearing upon the case, he concludes with the following definite statement:—

"In the face of the construction given to the Treaty by Congress, this Department does not feel authorized to recognize the right of Canadian vessels to transport cargoes in bond from Canada to New York."

The Minister observes that in this decision, apart from Treaty obligations, the Secretary of the Treasury does not appear to have taken into consideration an Act of Congress passed on the 26th September, 1850, which is to be found in the Statutes at Large, page 469, and which has been re-enacted and confirmed in the "Revised Statutes of 1875," page 603, sec. 3,129, intituled "An Act to authorize the Secretary of the Treasury to permit vessels from the British North American Provinces to lade and unlade at such places in any collection district in the United States as he may designate."

That this Act provides that "the Secretary of the Treasury, with the approbation of the President of the United States, provided the latter shall be satisfied that similar privileges are extended to vessels of the United States in the Colonies hereinafter mentioned, is hereby authorized under such regulations as he may prescribe to protect the revenue from fraud, to permit vessels laden with the products of Canada, New Brunswick, Nova Scotia, Newfoundland and Prince Edward Island, or either of them, to lade or unlade at any port or place within any collection district which he may designate."

The Minister therefore recommends that Your Excellency be requested to communicate with Sir Edward Thornton, Her Majesty's Minister at Washington, and request him to call the attention of the Government of the United States to the above recited Act, and to press upon that Government the making of such arrangements as will at once secure the same privileges to Canadian vessels in United States canals as are accorded to United States vessels in Canadian canals.

The Committee concur in the foregoing recommendation, and submit the same for Your Excellency's approval.

Certified.

(Signed),

W. A. HIMSWORTH,  
Clerk, Privy Council.

(No. 112.)

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 3rd April, 1876;—For the production of all correspondence, petitions and memorials relating to the Sugar Refining Interests since 1872.

By Command.

R. W. SCOTT,  
*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 6th April, 1876.

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(No 113.)

## STATEMENT

Of Receipts and Payments of "The Mutual Life Association of Canada" for the year ending 31st December, 1875.

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

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(No. 114.)

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 29th March, 1876;—For the correspondence between the Government and the Censitaires of the Seigniory Nicolas Rioux, in the County of Rimouski, in the matter of the tax which they pay to the Seigniors, instead of Statute days' labor (les journées de corvées.)

By Command,

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 8th April, 1876.

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(No. 115.)

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 29th March, 1876;—For a copy of all correspondence between the Government and the Vine Growers Association of Canada, in relation to any infraction by said Company of the Revenue Laws of the Dominion, since 1870; also, a Return of the quantity of Wine and Brandy, manufactured by said Association since that period, and the amount of Excise or any other Duties paid thereon

By Command,

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 8th April, 1876.

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

# REPORT

OF THE

# SUPERINTENDENT OF INSURANCE

FOR THE YEAR ENDING 31<sup>ST</sup> DECEMBER, 1875.

## PART I.

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*PRINTED BY ORDER OF PARLIAMENT.*

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OTTAWA:

PRINTED BY MACLEAN, ROGER & Co., WELLINGTON STREET.

1876.



FINANCE DEPARTMENT,

OTTAWA, 31st March, 1876.

SIR,—I have the honor to inclose herewith the statements made by Life Insurance Companies, in compliance with the Statute 31st Victoria, chapter 48; also an abstract and summary of the total business done by these companies in Canada, beginning with the year 1869, so far as it can be made out from the records in this Department. A similar abstract and summary are also inclosed for the business done by the Fire and Inland Marine Insurance Companies during the same period. The statements in full for the year 1875, made by these companies in compliance with the Statute 38th Victoria, chapter 20, will be forwarded in a supplementary report as soon as these statements have been examined by a personal visitation of the companies as required by the 23rd section, clause 3, of the above cited Act.

I have the honor to be, Sir,

Your obedient servant,

J. B. CHERRIMAN,

*Superintendent of Insurance.*

The Honorable

R. J. CARTWRIGHT,

Minister of Finance.



## LIST OF COMPANIES

DULY LICENSED FOR THE TRANSACTION OF **LIFE INSURANCE**  
BUSINESS IN THE DOMINION FOR THE YEAR  
ENDED 31<sup>ST</sup> DECEMBER, 1875.

- 
- The Aetna Life Insurance Company of Hartford, Conn.
  - The Atlantic Mutual Life Insurance Company, Albany, N. Y.
  - The Briton Medical and General Life Association, London, England.
  - The Canada Life Assurance Company, Hamilton.
  - The Citizens' Insurance and Investment Company of Canada.
  - The Commercial Union Assurance Company of London, England.
  - The Confederation Life Association of Canada.
  - The Connecticut Mutual Life Insurance Company of Hartford, Conn.
  - The Edinburgh Life Assurance Company.
  - The Equitable Life Assurance Society of the United States, N. Y.
  - The Globe Mutual Life Insurance Company of New York.
  - The Life Association of Scotland.
  - The Liverpool and London and Globe Insurance Company.
  - The London and Lancashire Life Assurance Company.
  - The Metropolitan Life Insurance Company of New York.
  - The Mutual Life Association of Canada.
  - The National Life Insurance Company of the United States of America.
  - The New York Life Insurance Company.
  - The North British and Mercantile Insurance Company.
  - The North Western Mutual Life Insurance Company of Milwaukee.
  - The Phoenix Mutual Life Insurance Company, Hartford, Conn.
  - The Positive Government Security Life Assurance Company (Limited), England.
  - The Queen Fire and Life Insurance Company, England.
  - The Reliance Mutual Life Assurance Society, London, England.
  - The Royal Insurance Company.
  - The Scottish Amicable Life Assurance Society.
  - The Scottish Provident Institution.
  - The Scottish Provincial Assurance Company.
  - The Stadacona Insurance Company of Quebec.
  - The Standard Life Assurance Company of Scotland.
  - The Star Life Assurance Society of England.
  - The Sun Mutual Life Insurance Company of Montreal.
  - The Toronto Life Assurance and Tontine Company.
  - The Traveler's Insurance Company of Hartford, Conn.
  - The Union Mutual Life Insurance Company of Maine.
  - The United States Life Insurance Company.
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STATEMENTS

MADE BY

LIFE INSURANCE COMPANIES

IN COMPLIANCE WITH THE ACT 31 VICT., CAP 48, SEC 14.

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STATEMENT OF THE *ÆTNA* LIFE INSURANCE COMPANY OF HARTFORD, CONNECTICUT.

To 31st DECEMBER, 1875.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	328,737	83
Number of policies issued during the year in Canada.....	1,214	
Number of policies not taken out.....	243	
Amount of policies issued during the year in Canada.....	1,845,772	00
Amount of policies not taken out.....	376,680	00
Amount at risk on all policies in force in Canada.....	8,967,672	00
Number of policies become claims during the year in Canada.....	42	
Amount of said policies.....	92,635	00
Amount paid on claims during the year in Canada.....	95,941	00
Amount of claims in Canada resisted.....	None.	
Deposit in 5-20 U. S. bonds.....	140,000	00
Real estate and bank stock owned in Canada.....	3,600	00
Miscellaneous investments in Canada bearing interest.....	139,430	74
Cash in Bank and in hand in Canada, about.....	10,000	00

GENERAL BUSINESS.

Assets of the Company.....	22,092,734	32
Liabilities of the Company excluding premium reserve.....	831,223	66
Amount of premium reserve.....	17,674,850	29
Reserve at $4\frac{1}{2}$ per cent. based on American table.....		
Amount of capital stock of the Company.....	150,000	00
Amount paid thereon.....	150,000	00
Total premiums received by the Company during the year in all countries.....	4,031,215	00
Number of policies issued by the Company during the year in all countries.....	7,378	
Amount of policies issued by the Company during the year in all countries.....	11,348,779	00
Number of policies become claims on the Company during the year in all countries.....	620	
Amount of policies become claims on the Company during the year in all countries.....	1,321,324	03
Amount of policies in all countries.....	91,454,000	00
Expenses of management, agencies, commissions, &c., &c.....	476,447	92

WM. H. ORR,  
Manager.

MONTREAL, 18th February, 1876.

STATEMENT OF THE ATLANTIC MUTUAL LIFE INSURANCE COMPANY, ALBANY; N.Y.

To 31st DECEMBER, 1875.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	29,050	76
Number of policies issued during the year in Canada.....	199	
Number of policies not taken out and cancelled.....	211	
Amount of policies issued during the year in Canada.....	248,747	00

Amount of policies not taken out and cancelled.....	356,530 00
Amount at risk on all policies in force in Canada.....	1,223,853 00
Number of policies become claims during the year in Canada.....	6
Amount of said policies.....	6,450 00
Amount paid on claims during the year in Canada.....	6,450 00
Amount of claims in suspense in Canada.....	None.
Deposit in Canadian Government securities.....	80,292 00
Other Canadian investments.....	None.
Cash in Bank and in hand in Canada.....	None.

## GENERAL BUSINESS.

Assets of the Company.....	1,339,743 92
Liabilities of the Company excluding premium reserve.....	8,572 00
Amount of premium reserve.....	1,141,997 00
Rate per cent and table of mortality on which this reserve is based	
4½ per cent on American experience table.....	
Amount of capital stock of the Company.....	110,000 00
Amount paid thereon in cash.....	110,000 00
Total premiums received by the Company during the year in all	
countries.....	313,966 62
Number of policies issued by the Company during the year in all	
countries.....	743
Amount of policies issued by the Company during the year in all	
countries.....	1,050,681 00
Number of policies become claims by the Company during the year in	
all countries.....	64
Amount of said policies.....	132,168 00
Amount of policies in all countries.....	6,876,716 00
Expenses of management, agencies, commissions, &c., &c.....	56,077 65
Amount of premiums received during the year in Canada.....	29,050 76
Less—25 per cent.....	7,262 69
Less—also the amount of losses paid.....	6,450 00

WALTER BROWN,  
Secretary.

ALBANY, 21st February, 1876.  
WINFORD YORK, M.D.,  
Manager for Canada.

## STATEMENT OF THE BRITON MEDICAL AND GENERAL LIFE ASSOCIATION, LONDON ENGLAND.

To 31st DECEMBER 1875.

## CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	43,561 98
Number of policies issued during the year in Canada.....	65
Number of policies not taken out.....	5
Amount of policies issued during the year in Canada.....	93,606 59
Amount of policies not taken out.....	10,973 32
Amount at risk on all policies in force in Canada.....	1,404,927 79
Number of policies become claims during the year in Canada.....	17
on 11 lives.....	
Amount of the policies become claims during the year in Canada.....	46,449 25
Amount paid on claims during the year in Canada.....	24,549 25

Claims in suspense; admitted but not due, except amount opposite next item.....	21,900 00
Claims resisted—considered fraudulent.....	2,433 33
Deposit in Canadian Government securities.....	100,343 33
Mortgages on real estate in Canada.....	7,646 66
Cash in bank and in hand in Canada.....	14,282 47

## GENERAL BUSINESS UP TO 31ST DEC., 1874.

Assets of the Company.....	3,394,186 03
Liabilities of the Company, excluding premium reserve, and including shareholders' capital paid up .....	357,944 83
Amount of premium reserve.....	3,036,241 20
Total funds including paid up capital.....	3,208,618 53
Reserve at 4 per cent., Carlisle and Davies.....	
Amount of capital stock of the Company.....	973,333 33
Amount paid thereon.....	172,377 33
Total premiums received by the Company during the year in all countries.....	1,052,501 07
Total income, including interest and other items or receipts.....	1,194,847 07
Number of policies issued by the Company during the year....	1,245
Amount of policies issued by the Company during the year in all countries.....	1,716,082 83
Number of policies become claims during the year in all countries 527 on 427 lives.....	
Amount of policies become claims, less re-assurance .....	809,577 32
Amount of policies in all countries.....	35,322,385 81
Expenses of management, agencies, commissions, &c .....	179,023 56

JAMES B. M. CHIPMAN,  
*Manager,*

MONTREAL, 12th February, 1876.

## STATEMENT OF THE CANADA LIFE ASSURANCE COMPANY.

Total premiums received during the year in Canada.....	431,478 80
Total interest received during the year in Canada.....	151,255 85
Number of policies issued during the year in Canada.....	1,776
Number of policies not taken out.....	183
Amount of policies issued during the year in Canada.....	2,693,811 00
Amount of policies not taken out.....	250,500 00
Amount at risk on all policies in force in Canada.....	13,430,082 15
Number of policies that have become claims during the year in Canada .....	73
Amount of the said policies.....	113,360 78
Amount paid on claims during the year in Canada.....	109,463 22
Amount of claims in suspense in Canada.....	51,008 27
Amount of claims resisted in Canada.....	None.
Deposit in Canadian securities.....	54,000 00
Other Canadian investments, viz:—	
Municipal debentures.....	1,250,433 54
Mortgages on real estate.....	375,822 20
Real estate owned in Canada.....	165,177 83
Miscellaneous in Canada.....	557,144 54
Cash in bank and in hand in Canada.....	9,784 86

## GENERAL BUSINESS.

Assets of the Company.....	2,412,362 97
Liabilities of the Company, excluding premium reserve.....	199,749 39
Amount of premium reserve, including \$6,933.21 for annuities.....	1,687,932 10
Rate per cent. and table of mortality on which this reserve is based 5 per cent. Carlisle.....	
Amount of capital stock of the Company.....	1,000,000 00
Amount paid thereon.....	125,000 00
Total premiums received by the Company during the year in all countries.....	431,478 80
Number of policies issued by the Company during the year in all countries.....	1,776
Amount of policies issued by the Company during the year in all countries.....	2,693,811 00
Number of policies become claims.....	73
Amount of policies become claims.....	113,360 78
Amount of policies in all countries.....	13,430,082 15
Expenses of management, agencies, commissions, &c.....	82,198 98

A. G. RAMSAY,  
*Managing Director*

HAMILTON, 23rd August, 1875.

## STATEMENT OF THE CITIZENS INSURANCE AND INVESTMENT COMPANY OF CANADA.

To 31st DECEMBER, 1875.

## CANADIAN BUSINESS.—LIFE DEPARTMENT

	\$	cts.
Total premiums received during the year in Canada.....	37,787	03
Number of policies issued during the year in Canada.....115		
Amount of the said policies.....	165,732	00
Amount at risk on all policies in force in Canada.....	1,128,371	00
Number of policies become claims during the year in Canada.....11		
Amount of said policies.....	20,000	00
Amount paid on claims during the year in Canada.....	18,000	00
Amount of claims admitted but not paid.....	2,000	00
Amount of claims in Canada resisted.....	None.	
Deposit in municipal debentures.....	53,000	00
Other Canadian investments.....		
Montreal 6½ per cent. harbour bonds.....	52,500	00
Merchants Bank stock, market value.....	47,282	00
Metropolitan do do.....	13,200	00
Real estate owned in Canada.....	85,000	00
Sundry policy holders.....	3,503	96
Furnitures, fixtures, &c.....	4,436	36
Cash in bank and in hand in Canada.....	20,389	72
Accrued interest.....	530	00

## GENERAL BUSINESS.

Assets of the Company.....	279,842 04
(Of this amount \$78,629.49 is specially appropriated in the books of the Company, to the life business; but the whole amount is liable for the general business of the Company, including life business.)	
Liabilities of the Company excluding premium reserve and including capital stock paid in.....	122,900 00

Amount of capital stock of the Company.....	1,176,500 00
Amount paid thereon.....	117,650 00
Expenses of management, agencies, commissions, &c., &c.....	10,777 50

ARCH. MCGOWN,  
*Secretary-Treasurer,*  
EDWARD STARK,  
*Manager.*

MONTREAL, 1st February, 1876.

STATEMENT OF THE COMMERCIAL UNION ASSURANCE COMPANY OF  
LONDON, ENGLAND,

To 31st DECEMBER, 1875.

LIFE BUSINESS.

Total premiums received during the year in Canada.....	24,127 91
Number of policies issued during the year in Canada.....	20
Number of policies not taken out.....	1
Amount of policies issued during the year in Canada.....	60,346 70
Amount of policies not taken out.....	973 34
Amount at risk on all policies in force in Canada.....	756,981 05
Number of policies become claims during the year in Canada.....	3
Amount of policies become claims during the year in Canada.....	3,164 02
Amount paid on claims during the year in Canada.....	3,164 02
Amount of claims in suspense in Canada.....	None.
Amount of claims resisted in Canada.....	None.
Deposit in Canadian Government securities.....	100,343 00

FRED COLE,  
*General Agent.*

MONTREAL, 29th January, 1876.

STATEMENT OF THE CONFEDERATION LIFE ASSOCIATION OF CANADA.

To 31st Dec., 1875.

Total premiums received during the year in Canada, cash only.....	101,834 26
Interest do.....	14,571 90
Number of policies issued during the year in Canada, new.....	1,152
Paid up do do do.....	21
Number not taken out.....	158
Amount of policies issued during the year in Canada.....	1,595,150 00
Amount of paid up do do.....	8,765 00
Number of policies not taken out.....	220,000 00
Amount at risk on all policies in force in Canada.....	3,422,915 00
Number of policies become claims during the year in Canada.....	6
Amount of policies become claims during the year in Canada.....	6,500 00
Amount paid on claims during the year in Canada.....	5,450 00
Amount of claims in Canada not due and awaiting proof.....	5,000 00
Amount of claims in Canada resisted.....	None.
Deposit in Canadian Municipal Debentures.....	78,800 00
Other Canadian securities:	
Government securities owned, deposited to credit class 2, cash...	2,997 50
Municipal Debentures excluding deposit.....	75,130 00
Mortgages on real estate.....	102,762 23
Loans secured by Bank and other stocks.....	7,200 00
Other assets.....	28,422 86
Cash in Bank and in hand in Canada.....	6,961 79

GENERAL BUSINESS.

Assets of the Company.....	223,474 38
Liabilities of the Company excluding premium reserve.....	8,210 37
Amount of premium reserve.....	138,793 96
Reserve at 4½ per cent based on Table of Institute of Actuaries, Great Britain.....	
Amount of capital stock of the Company.....	500,000 00
Amount paid thereon.....	50,000 00
Expenses of management, agencies, commissions, rent, taxes, &c.....	34,334 89

J. K. MACDONALD,  
Managing Director.  
LEOPOLD GOLDMAN,  
Accountant.

TORONTO, 8th March, 1876.

STATEMENT OF THE CONNECTICUT MUTUAL LIFE INSURANCE COMPANY OF HARTFORD.

To 31st DECEMBER, 1875.

Total premiums received during the year in Canada.....	211,143 20
Number of policies issued during the year in Canada.....	325
Number of policies not taken out.....	31
Amount of policies issued during the year in Canada.....	686,805 00
Amount of policies not taken out.....	53,100 00
Amount at risk on all policies in force in Canada.....	5,439,997 00
Number of policies become claims during the year in Canada.....	14
Amount of said policies.....	41,140 00
Amount paid on claims during the year in Canada.....	38,140 00
Amount of claims in suspense in Canada.....	None.
Amount of claims resisted in Canada.....	5,000 00
Deposit in U. S. Bonds.....	140,000 00

JACOB L. GREENE,  
*Secretary.*

HARTFORD, 7th March, 1876.

STATEMENT OF THE EDINBURGH LIFE ASSURANCE COMPANY.

To THE 31st MARCH, 1875.

Total premiums received during the year in Canada.....	25,947 38
Number of policies issued do do .....	3
Amount of do do do .....	6,570 00
Amount at risk on total policies in force in Canada.....	808,339 06
Number of policies that have become claims in Canada during the year.....	2
Amount of claims in Canada paid during the year.....	11,187 50
Claims in Canada in suspense.....	None.
Amount of claims in Canada resisted. (The Company claiming a set- off for a larger amount).....	3,650 00

DAVID HIGGINS,  
*Chief Agent.*

TORONTO, 3rd January, 1876.



STATEMENT OF THE **EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES, N.Y.**

To 31st DECEMBER, 1875.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	180,232 63
Number of policies issued during the year in Canada.....	478
Amount of the said policies.....	1,038,305 00
Amount at risk on all policies in force in Canada.....	5,332,945 00
Number of policies become claims during the year in Canada.....	21
Amount of the said policies.....	41,570 00
Amount paid on claims during the year in Canada.....	33,570 00
Amount of claims in suspense in Canada.....	8,000 00
Amount of claims in Canada resisted.....	None
Deposit in Canadian Government securities (gold).....	100,000 00

GENERAL BUSINESS.

Assets of the Company.....	28,859,532 70
Liabilities of the Company, excluding premium reserve.....	609,990 00
Amount of premium reserve.....	23,913,180 28
Reserve at 4½ per cent. based on American experience table.....	
Amount of capital stock of the Company.....	100,000 00
Amount paid thereon.....	100,000 00
Total premiums received by the Company during the year in all countries.....	7,999,991 39
Number of policies issued by the Company in all countries.....	8,583
Amount of said policies.....	30,538,017 00
Number of policies become claims on the Company during the year in all countries.....	580
Amount of the said claims.....	2,459,885 00
Amount of policies in all countries.....	178,632,686 00
Expenses of management, agencies, commissions, &c.....	1,230,856 33

H. B. HYDE,  
*President.*

MONTREAL, 6th March, 1876.

STATEMENT OF THE **GLOBE MUTUAL LIFE INSURANCE COMPANY OF NEW YORK.**

To 31st DECEMBER, 1875.

Total premiums received during the year in Canada.....	20,249 77
Number of policies issued during the year in Canada.....	47
Number of policies not taken out.....	17
Amount of policies issued during the year in Canada.....	232,000 00
Amount of policies not taken out in Canada.....	118,000 00
Amount at risk on all policies in force in Canada.....	472,000 00
Number of policies become claims during the year in Canada.....	2
Amount of said policies.....	24,000 00
Amount paid on claims during the year in Canada.....	None.
Amount of claims in suspense in Canada.....	24,000 00
Amount of claims in Canada resisted ..	None.
Deposited—U.S. 10-40s.....	100,000 00

## GENERAL BUSINESS.

Assets of the Company .....	4,413,035 68
Liabilities of the Company excluding premium reserve .....	141,918 00
Amount of premium reserve.....	3,663,887 00
Rate per cent. and table of mortality on which this reserve is based 4½ American experience table .....	
Amount of capital stock of the Company .....	100,000 00
Amount paid thereon.....	100,000 00
Total premiums received by the Company during the year in all countries.....	857,075 61
Number of policies issued during the year in all countries.....	2,029
Amount of the said policies.....	4,389,846 00
Number of policies become claims during the year in all countries..138	
Amount of the said policies.....	425,451 40
Amount of policies in all countries .....	21,744,480 00
Expenses of management, agencies, commissions, &c., &c.,.....	231,828 10

JAMES M. FREEMAN,  
*Secretary.*

NEW YORK, 31st February, 1876.

## STATEMENT OF THE LIFE ASSOCIATION OF SCOTLAND.

FOR THE YEAR ENDING 5TH APRIL, 1875.

## CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	139,810 45
Number of policies issued during the year in Canada.....	112
Amount of policies issued during the year in Canada.....	256,998 93
Amount at risk on all policies in force in Canada.....	4,163,157 56
Number of policies become claims during the year in Canada.....	33
Amount of the said policies.....	61,918 11
Amount paid on claims during the year in Canada.....	52,992 57
Amount of claims in suspense in Canada.....	34,212 63
Amount of claims in Canada resisted.....	None.
Deposit in Canadian Government Securities.....	150,000 00
Other Canadian investments:—	
Government securities owned, not deposited.....	102,200 00
Municipal debentures .....	47,000 00
Real estate owned in Canada .....	43,143 14
Cash in bank and in hand in Canada.....	192,343 14
	41,575 47

RICHARD BULL,  
*Secretary.*

MONTREAL, 11th January, 1876.

## STATEMENT OF THE LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

To 30TH NOVEMBER, 1875.

## CANADIAN BUSINESS.—LIFE DEPARTMENT.

Total premiums received during the eleven months in Canada .....	9,448 56
Number of policies issued during the eleven months in Canada....	8
Number of policies not taken out.....	4
Amount of policies issued during the eleven months in Canada.....	8,500 00
Amount of policies not taken out.....	14,000 00
Amount at risk on all policies in Canada.....	322,097 00

Number and amount of policies become claims during eleven months in Canada.....	None.
Amount paid on claims in suspense and resisted.....	None.
Deposit and other Canadian assets included in fire return .....	

G. F. C. SMITH,  
*Secretary.*

MONTREAL, 27th January, 1876.

STATEMENT OF THE LONDON AND LANCASHIRE LIFE ASSURANCE COMPANY.

To 31st DECEMBER, 1875.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	21,702 91
Number of policies issued during the year in Canada..... 129	
Number of policies not taken out..... 26	
Amount of policies issued during the year in Canada.....	217,500 00
Amount of policies not taken out.....	32,500 00
Amount at risk on all policies in force in Canada.....	864,787 50
Number of policies become claims during the year in Canada..... 2	
Amount of policies become claims during the year in Canada.....	2,000 00
Amount paid on claims during the year in Canada, including bonus..	7,077 38
Amount of claims in suspense in Canada, admitted but not due...	1,000 00
Amount of claims in Canada resisted.....	None.
Deposit in Canadian Government securities.....	100,000 00
Cash in bank and in hand in Canada.....	4,647 85

WILLIAM ROBERTSON,  
*Manager.*

MONTREAL, 23rd February, 1876.

STATEMENT OF THE METROPOLITAN LIFE INSURANCE COMPANY OF NEW YORK.

To 31st DECEMBER, 1875.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	54,363 75
Number of policies issued during the year in Canada.....242	
Number of policies not taken out.....20	
Amount of policies issued during the year in Canada.....	460,000 00
Amount of policies not taken out.....	46,500 00
Amount at risk on all policies in force in Canada.....	1,781,500 00
Number of policies become claims during the year in Canada..... 4	
Amount of the said policies.....	15,500 00
Amount paid on claims during the year in Canada.....	14,000 00
Amount of claims in suspense in Canada.....	1,500 00
Amount of claims in Canada resisted.....	None.
Deposit in U. S. bonds.....	100,000 00
Other Canadian assets.....	None.

GENERAL BUSINESS.

Assets of the Company.....	2,126,350 03
Liabilities of the Company, excluding premium reserve.....	43,615 93
Amount of premium reserve.....	1,679,247 00

Reserve at $4\frac{1}{2}$ per cent. based on American experience table.....		
Amount of capital stock of the Company.....		200,000 00
Amount paid thereon.....		200,000 00
Total premiums received by the Company during the year in all countries.....		954,552 04
Number of policies issued by the Company do ....	4,830	
Amount of policies issued by the Company do .....		6,836,446 00
Number of policies become claims on the Company do .....	216	
Amount of policies do .....		295,063 00
Amount of policies in all countries.....		25,107,087 00
Expenses of management, agencies, commissions, &c.....		216,774 50

JOHN R. HEGEMAN,  
Vice-President.

ROBERT A. GRANNISS,  
Secretary.

NEW YORK, 10th February, 1876.

STATEMENT OF THE MUTUAL LIFE ASSOCIATION OF CANADA.

To 31st DECEMBER, 1875.

Total premiums of the year .....		59,006 61
Number of policies issued during the year .....	509	
Number of policies not taken out .....	123	
Amount of policies issued during the year .....		576,065 87
Amount of policies not taken up.....		142,822 00
Amount at risk on all policies in force.....		1,648,936 00
Number of policies that have become claims.....	11	
Amount of policies that have become claims.....		11,599 91
Amount paid on claims .....		12,099 91
Amount of claims in suspense .....		3,000 00
Amount of claims resisted .....		None.
Cash deposit with the Government.....		33,333 33
Municipal debentures (par value \$50,890).....		46,349 76
Cash and bank account, <i>contra</i> .....		1,131 33
Other Assets.....		32,753 83
Interest received.....		2,908 22
Re-assurance premiums paid.....		28 00
Assets .....		112,636 92
Guarantee fund .....		50,000 00
Preliminary expenses, written off.....		854 96
Office furniture.....		69 93
Agents' salaries, travelling, commission, &c.....		12,678 31
Physicians' fees .....		2,327 50
Directors.....		790 00
Expense account.....		8,991 57
Interest on guarantee fund.....		3,500 00
Outstanding premiums on policies now cancelled, written off.....		8,803 51
Premiums secured on policies now cancelled, written off.....		6,267 99
Policy values refunded withdrawing members, in cash.....		1,139 08

WM. POWIS,  
Actuary & Manager.

HAMILTON, 11th March, 1876.

STATEMENT OF THE NATIONAL LIFE INSURANCE COMPANY OF THE UNITED STATES OF AMERICA.

To 31st DECEMBER, 1875.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	35,481 01
Number of policies issued during the year in Canada.....	187
Number of policies not taken out.....	15
Amount of policies issued during the year in Canada .....	222,500 00
Amount of policies not taken out.....	17,887 00
Amount at risk on all policies (873) in force in Canada .....	1,349,708 00
Number of policies become claims during the year in Canada.....	10
Amount of said policies .....	24,200 00
Amount paid on claims during the year in Canada.....	22 200 00
Amount of claims in suspense in Canada.....	4,000 00
Amount of claims in Canada resisted.....	None.
Deposit in U. S. gold bonds.....	100,000 00

GENERAL BUSINESS.

Assets of the Company.....	3,671,653 66
Liabilities of the Company excluding premium reserve .....	124,555 70
Amount of premium reserve.....	2,290,447 52
Reserve based on American Table with 6 per cent. interest.....	
Amount of capital stock of the Company .....	1,000,000 00
Amount paid thereon.....	1,000,000 00
Total premiums received by the Company during the year in all countries .....	856,066 81
Number of policies issued by the Company during the year in all countries .....	2,710
Amount of policies issued by the Company during the year in all countries.....	4,819,752 00
Number of policies become claims during the year in all countries.....	111
Amount of policies become claims during the year in all countries....	244,096 00
Amount of policies in all countries.....	22,941,944 00
Expenses of management, agencies, commissions, &c.....	239,523 91

L. D. CARTRIGHT,  
*Vice-President.*

J. F. CRANK,  
*Secretary.*

LIVINGSTON, MOORE & Co.,  
*General Agents.*

HAMILTON, February 13th. 1876.

STATEMENT OF THE NEW YORK LIFE INSURANCE COMPANY.

To 31st DECEMBER, 1875.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	226,430 51
Number of policies issued during the year in Canada .....	359
Number of policies not taken out .....	32
Amount of policies issued during the year in Canada.....	870,435 00
Amount of policies not taken out .....	102,000 00
Amount at risk on all policies in force in Canada, estimated .....	6,000,000 00

Number of policies become claims during the year in Canada.....	18	
Amount of said policies .....		49,535 19
Amount paid on claims during the year in Canada.....		13,095 19
Claims in suspense in Canada.....		None.
Claims in Canada resisted (in Quebec).....		17,000 00
Deposit in U. S. gold bonds.....		100,000 00
Other assets in Canada.....		None.

## GENERAL BUSINESS.

Assets of the Company.....		30,645,955 64
Liabilities of the Company excluding premium reserve.....		755,902 47
A purely mutual Company—no capital stock.....		
Total premiums received by the Company during the year in all countries.....		6,069,002 81
Number of policies issued by the Company do	7,029	
Amount of policies issued by the Company do		21,964,190 00
Number of policies become claims on the Company do	.528	
Amount of said policies.....		1,650,515 00
Amount of policies in all countries in force.....		126,132,119 05
Expenses of management, agencies, commissions, &c.....		729,623 35

MORRIS FRANKLIN,  
*President.*

THEO. M. BANTA,  
*Cashier.*

WALTER BURKE,  
*Manager, Canadian Branch.*

NEW YORK, 25th February, 1876.

## STATEMENT OF THE NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

To 30th NOVEMBER, 1875.

## CANADIAN BUSINESS.

Total premiums received during the year in Canada .....		27,112 93
Number of policies issued during the year in Canada .....	10	
Amount of policies issued during the year in Canada .....		18,728 27
Amount at risk on all policies in Canada .....		901,226 51
Number of policies become claims during the year in Canada.....	5	
Amount of the said policies.....		12,433 33
Amount paid on claims during the year in Canada .....		13,448 92
Amount of claims in suspense or resisted.....		None.
Government deposits in Canadian Government securities .....		50,900 00
Other assets included in fire return.....		

THOS. DAVIDSON,  
*One of the Chief Agents.*

MONTREAL, 4th February, 1876.

**STATEMENT OF THE NORTH WESTERN MUTUAL LIFE INSURANCE  
COMPANY OF MILWAUKEE.**

To 31st DECEMBER, 1875.

**CANADIAN BUSINESS.**

Total premiums received during the year in Canada.....	35,697 09
Number of policies issued during the year in Canada.....	250
Number of policies not taken out.....	32
Amount of policies issued during the year in Canada.....	381,480 00
Amount of policies not taken out.....	45,500 00
Amount at risk on all policies in force in Canada.....	1,015,706 00
Number of policies become claims during the year in Canada.....	3
Amount of said policies.....	3,000 00
Amount paid on claims during the year in Canada.....	3,000 00
Amount of claims in suspense in Canada, not due.....	2,000 00
Amount of claims in Canada resisted.....	None.
Deposit in U. S. 5-20 bonds registered.....	100,000 00
Other Canadian assets .....	None.

**GENERAL BUSINESS.**

Assets of the Company.....	17,118,812 11
Liabilities of the Company excluding premium reserve.....	186,255 61
Amount of premium reserve.....	14,405,003 00
Reserve at the rate of 4 per cent. based on Actuaries' table..... (Mutual Company, no capital stock.)	
Total premiums received by the Company during the year in all countries .....	2,676,738 93
Number of policies issued by the Company during the year do 6,054	
Amount of policies issued by the Company during the year do	12,757 501 00
Number of policies become claims during the year do 397	
Amount of said policies.....	800,465 66
Amount of policies in all countries.....	67,124,215 00
Expenses of management, agencies, commissions, &c., including taxes, commuted commissions .....	462,749 86

H. L. PALMER,  
*President.*

WILLARD MERRILL,  
*Secretary.*

MILWAUKEE, 25th January, 1876.

**STATEMENT OF THE PHOENIX MUTUAL LIFE INSURANCE COMPANY  
OF HARTFORD, CONNECTICUT.**

To 31st DECEMBER, 1875.

**CANADIAN BUSINESS.**

Total premiums received during the year in Canada.....	179,047 06
Number of policies issued during the year in Canada.....	571
Amount of said policies.....	678,277 00
Amount at risk on all policies in force in Canada.....	3,982,782 00
Number of policies become claims during the year in Canada.....	33
Amount of said policies.....	54,350 00
Amount paid on claims during the year in Canada .....	58,350 00
Amount of claims in suspense in Canada.....	3,000 00
Amount of claims resisted in Canada for non-payment of premium. 1	2 000 00
Deposit in U. S. Reg. 6's of 1881.....	130,000 00

GENERAL BUSINESS.

Assets of the Company.....	10,292,920	33
Liabilities of the Company excluding premium reserve.....	245,850	00
Amount of premium reserve.....	9,229,274	00
Reserve at 4½ per cent. based on American experience table.....		
Amount of capital stock of the Company.....	100,000	00
Amount paid thereon; cash \$16,000; notes since called in, \$84,000..	100,000	00
Total premiums received by the Company during the year in all countries.....	2,621,390	30
Number of policies issued by the Company do	4,805	
Amount of said policies.....	7,114,127	00
Number of policies become claims on the Company during the year in all countries.....	370	
Amount of policies do do	894,993	00
Amount of policies in all countries.....	60,247,186	00
Expenses of management, agencies, commissions, &c.....	446,953	63

THOMAS SIMPSON,  
One of the General Agents for Canada.

MONTREAL, 4th March, 1876.

THE POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY  
(LIMITED).

To 31st DECEMBER, 1875.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	10,679	25
Number of policies issued during the year in Canada.....	115	
Amount of said policies.....	158,500	00
Amount at risk on all policies in force in Canada.....	253,853	58
Number of policies become claims in Canada.....	4	
Amount of policies become claims during the year in Canada.....	8,000	00
Amount paid on claims during the year in Canada.....	2,233	33
Amount of claims in suspense in Canada (since paid).....	1,000	00
Amount of claims in Canada resisted.....	4,666	67
Deposit in Canadian Government securities.....	Cost	102,342 10
Other Canadian investments, viz. :—		
Government securities owned, not deposited, in Trustees' names for Life Fund.....	12,449	51
Cash in hands Trustees for Life Funds not yet invested.....	2,082	02
Cash in bank and in hand in Canada.....	1,058	09
Company ceased doing new business, 1st July, 1875.		

F. C. IRELAND,  
Manager.

MONTREAL, 15th January, 1876.

STATEMENT OF THE QUEEN FIRE AND LIFE INSURANCE COMPANY,  
ENGLAND.

To 31st DECEMBER, 1875.

CANADIAN BUSINESS.—LIFE DEPARTMENT.

Total premiums received during the year in Canada.....	11,657	23
Number of policies issued during the year in Canada.....	8	
Number of policies not taken out.....	1	
Amount of the said policies.....	28,433	33
Amount of policies not taken out.....	1,460	00
Amount at risk on all policies in force in Canada.....	361,747	16



Number of policies become claims during the year in Canada.....3	
Amount of policies become claims during the year in Canada.....	10,500 00
Amount paid on claims during the year in Canada.....	8,647 48
Amount of claims in suspense in Canada not yet due .....	4,000 00
Amount of claims in Canada resisted .....	None.
Deposit in Canadian Government securities.....	151,100 00
Other Canada investments, viz. :—	
Mortgages on real estate .....	3,500 00
Real estate owned in Canada .....	100 00
Miscellaneous.....	17,927 14
Cash in bank and in hand in Canada.....	16,472 39

A. M. FORBES,  
General Agent.

MONTREAL, 1st February, 1876.

STATEMENT OF THE RELIANCE MUTUAL LIFE ASSURANCE SOCIETY,  
LONDON, ENGLAND.

To 31st JANUARY, 1876.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	20,516 38
Number of policies issued during the year in Canada.....82	
Amount of said policies.....	136,100 00
Amount at risk on all policies in force in Canada.....	589,967 00
Number of policies become claims during the year in Canada.....5	
Amount of said policies.....	16,370 77
Amount paid on claims during the year in Canada.....	10,870 77
Amount of claims in suspense in Canada.....	5,500 00
Amount of claims in Canada resisted.....	None.
Deposit in Canadian Government securities.....	100,000 00
Cash in bank and in hand in Canada.....	8,419 87

FREDERICK STANCLIFF,  
Resident Secretary

MONTREAL, 26th February, 1876.

STATEMENT OF THE ROYAL INSURANCE COMPANY.

To 31st DECEMBER, 1875.

CANADIAN BUSINESS.—LIFE DEPARTMENT.

Total premiums received during the year in Canada.....	33,165 64
Number of policies issued during the year in Canada.....10	
Number of policies not taken out.....	None.
Amount of policies issued during the year in Canada.....	31,250 00
Amount of policies not taken out.....	None.
Amount at risk on all policies in force in Canada.....	1,084,022 77
Number of policies become claims during the year in Canada.....7	
Amount of policies become claims during the year in Canada.....	24,905 14
Amount paid on claims during the year in Canada.....	14,812 56
Amount of claims in suspense in Canada awaiting proof.....	14,891 99
Amount of claims in Canada resisted.....	None.
Deposit in Dominion stock and Canada 5s.....	150,515 00
Real estate owned in Canada, in Toronto.....	40,000 00

H. L. ROUTH,  
General Agent.

MONTREAL, 29th February, 1876.

STATEMENT OF THE SCOTTISH AMICABLE LIFE ASSURANCE SOCIETY  
OF GLASGOW.

To 31st DECEMBER, 1875.

CANADIAN BUSINESS.

Total premiums received during the year in Canada .....	23,660 17
Number of policies issued during the year in Canada .....	28
Number of policies not taken out.....	1
Amount of policies issued during the year in Canada.....	61,709 33
Amount of policies not taken out.....	2,190 00
Amount at risk on all policies in force in Canada.....	812,992 87
Number of policies become claims during the year in Canada.....	1
Amount of said policies.....	973 33
Amount paid on claims during the year in Canada.....	10,651 45
Amount in suspense or resisted.....	None.
Deposit in Canadian Government securities.....	150,000 00
Cash in Bank and in hand in Canada.....	1,677 69

GEO. WM. FORD,  
General Agent.

MONTREAL, 8th March, 1876.

STATEMENT OF THE SCOTTISH PROVIDENT INSTITUTION, MUTUAL  
LIFE ASSURANCE.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	7,313 69
Number of policies become claims during the year in Canada.....	2
Amount of policies become claims during the year in Canada.....	8,370 67
Amount paid on claims during the year in Canada.....	8,370 67
Amount of claims in suspense or resisted.....	None.
Deposit in Canadian Government securities.....	100,346 68
Mortgages on real estate.....	6,000 00

NOTE.—This Company has retired from active business.

JAMES CROIL,  
Agent.

MONTREAL, 13th December, 1875.

STATEMENT OF THE SCOTTISH PROVINCIAL ASSURANCE COMPANY.

LIFE BUSINESS, TO 31st JANUARY, 1876.

CANADIAN BUSINESS.

Total premiums received and receivable during the year in Canada..	59,438 07
Amount at risk on all policies in force in Canada.....	1,388,566 56
Number of policies become claims during the year in Canada .....	5
Amount of policies become claims during the year in Canada (includ- ing bonuses) .....	10,741 33
Amount paid on claims during the year in Canada (including bonuses).....	8,589 62
Amount of claims in suspense in Canada, viz., outstanding and not yet due, inclusive of bonuses.....	8,020 26
Amount of claims in Canada resisted .....	None.
Deposit in Canadian Government securities.....	

Dominion stock.....	112,343 68
Deposit in Canada 5 per cent. sterling.....	38,446 66
Municipal debentures.....	24,000 00
Cash in bank and in hand in Canada.....	3,639 36

NOTE.—This Company has now ceased accepting new risks in Canada.

GEO. WM. FORD,  
*Agent.*

MONTREAL, 24th February, 1876.

STATEMENT OF THE STADACONA FIRE AND LIFE INSURANCE COMPANY OF QUEBEC.

LIFE DEPARTMENT.

Total premiums received during the year in Canada.....	1,976 68
Number of policies issued during the year in Canada.....	55
Number of policies not taken out .....	12
Amount of policies issued during the year in Canada.....	87,250 00
Amount of policies not taken out.....	21,500 00
Amount at risk on all policies in force in Canada .....	87,250 00
Amount of policies become claims during the year in Canada.....	None.
Amounts paid, in suspense or resisted.....	None.
For deposits and other Canadian investments, see fire return.....	
Cash in bank and in hand in Canada.....	671 10
Expenses of management, agencies, commission, &c.....	1,805 58

CRAWFORD LINDSAY,  
*Secretary-Treasurer.*

QUEBEC, 8th January, 1876.

STATEMENT OF THE STANDARD LIFE ASSURANCE COMPANY, SCOTLAND.

CANADIAN BUSINESS.

Total premiums received and receivable during the year in Canada...	151,373 24
Number of policies issued during the year in Canada.....	376
Number of policies not taken out.....	28
Amount of policies issued during the year in Canada.....	610,362 72
Amount of policies not taken out.....	32,120 00
Amount at risk on all policies in force in Canada.....	5,022,565 72
Number of policies become claims during the year in Canada.....	30
Amount of said policies.....	89,764 20
Amount paid on claims during the year in Canada.....	41,012 37
Amount of claims in suspense in Canada.....	48,751 88
Amount of claims in Canada resisted .....	None.
Deposit in Canadian Government securities.....	153,000 00
Other Canadian investments:—	
Municipal debentures.....	143,000 00
Mortgages on real estate .....	163,186 00
Real estate owned in Canada .....	83,000 00
Cash in bank and in hand in Canada.....	51,356 22

W. M. RAMSAY,  
*Manager.*

MONTREAL, 28th February, 1876.

STAR LIFE ASSURANCE SOCIETY OF ENGLAND.

(No Statement received.)

STATEMENT OF THE SUN MUTUAL LIFE INSURANCE COMPANY  
OF MONTREAL.

To 31st DECEMBER, 1875.

LIFE DEPARTMENT.

Total premiums received during the year in Canada.....	65,304 94
Number of policies issued during the year in Canada.....	397
Number of policies not taken out.....	73
Amount of policies issued during the year in Canada.....	582,219 32
Amount of policies not taken out.....	117,100 00
Amount of risk on all policies in force in Canada.....	1,921,211 32
Number of policies become claims during the year in Canada.....	3
Amount of said policies.....	7,500 00
Amount paid on claims during the year in Canada.....	3,500 00
Amount of claims in suspense in Canada, due in 1876.....	8,000 00
Amount of claims in Canada resisted.....	None.
Deposit in Canadian Government securities.....	20,000 00
Deposit in municipal debentures, \$30,000.....	26,955 00
Other Canadian investments, viz:—	
Bank and building society stocks.....	96,836 39
Municipal debentures.....	5,100 00
Mortgages on real estate.....	31,599 71
Office furniture, &c.....	2,141 23
Cash in bank and in hand in Canada.....	13,443 92
Assets of the Company.....	214,963 80
Liabilities of the Company, excluding premium reserve }.....	Not calculated.
Amount of premium reserve.....	
Amount of capital stock of the Company.....	500,000 00
Amount paid thereon.....	50,000 00
Expenses of management, agencies, commissions, &c.....	24,173 33

ROBERT MACAULAY,  
*Secretary.*

MONTREAL, 7th March, 1876.

STATEMENT OF THE TORONTO LIFE ASSURANCE AND TONTINE  
COMPANY OF CANADA.

Total premiums received during the year in Canada.....	9,871 78
Number of policies issued during the year in Canada.....	127
Number of policies not taken out.....	14
Amount of policies issued during the year in Canada.....	136,031 00
Amount of policies not taken out.....	15,500 00
Amount at risk on all policies in force in Canada.....	318,531 00
Number of policies become claims during the year in Canada.....	3
Amount of policies become claims during the year in Canada.....	4,000 00
Amount paid on claims during the year in Canada.....	3,000 00
Amount of claims in suspense in Canada.....	1,000 00
Amount of claims in Canada resisted.....	None.
Canadian investments:—	
Municipal debentures, deposited with Receiver-General.....	21,050 00
Mortgages on real estate.....	24,575 58
Miscellaneous.....	5,273 92
Cash in bank and in hand in Canada.....	1,483 25
Assets of the Company.....	57,717 59

Liabilities of the Company, excluding premium reserve and liability to the shareholders.....	11,049 12
Amount of premium reserve.....	13,580 92
Rate at 5 per cent. based on Carlisle table.....	
Amount of capital stock of the Company.....	100,000 00
Amount paid thereon.....	22,698 88
Expenses of management, agencies, commissions, &c.....	2,867 17

ARTHUR HARVEY,  
Manager.

TORONTO, 11th January, 1876.

STATEMENT OF THE TRAVELERS INSURANCE COMPANY OF  
HARTFORD, CONNECTICUT.

To 31st DECEMBER, 1875.

CANADIAN BUSINESS.—LIFE DEPARTMENT.

Total premiums received during the year in Canada.....	109,679 32
Number of policies issued during the year in Canada.....	662
Number of policies not taken out.....	181
Amount of policies issued during the year in Canada.....	992,875 00
Amount of policies not taken out.....	270,000 00
Amount at risk on all policies in force in Canada.....	3,189,151 00
Number of policies become claims during the year in Canada.....	22
Amount of policies become claims during the year in Canada.....	23,679 29
Amount paid on claims during the year in Canada.....	26,179 29
Amount of claims in suspense in Canada.....	13 700 00
Amount of claims in Canada resisted.....	None.
*Deposit in U.S. bonds.....	140,000 00
*Mortgages on real estate.....	2,400 00
*Cash in bank and in hand in Canada.....	972 05

GENERAL BUSINESS.—LIFE DEPARTMENT.

Assets of the Company.....	2,534,644 85
Liabilities of the Company, excluding premium reserve.....	53,025 00
Amount of premium reserve.....	2,056,553 49
Reserve at 4½ per cent. based on American experience table.....	
*Amount of capital stock of the Company.....	600,000 00
*Amount paid thereon.....	600,000 00
Total premiums received during the year in all countries.....	536,023 62
Number of policies issued by the Company during the year in all countries.....	2,650
Amount of the said policies.....	4,921,363 00
Number of policies become claims on the Company during the year in all countries.....	121
Amount of the said policies.....	168,023 62
Amount of policies in all countries.....	19,169,114 00
Expenses of management, agencies, commissions, &c.....	140,565 98

\*These items were returned by the Company in the Accident Department.

T. E. FOSTER,  
General Agent.

MONTREAL, 12th January, 1876.

STATEMENT OF THE UNION MUTUAL LIFE INSURANCE COMPANY  
OF MAINE.

To 31st DECEMBER, 1875.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	133,315 16
*Number of policies issued during the year in Canada.....	795
Number of policies not taken out.....	212
*Amount of policies issued during the year in Canada.....	1,671,865 00
Amount of policies not taken out.....	325,500 00
Amount at risk on all policies in force in Canada.....	4,575,427 00
Number of policies become claims during the year in Canada.....	24
Amount of said policies.....	38,300 00
Amount paid on claims during the year in Canada.....	38,300 00
Amount of claims in suspense or resisted.....	None.
Deposit in U.S. 6s of 1881.....	100,000 00
Other assets in Canada.....	None.

GENERAL BUSINESS.

Assets of the Company.....	9,291,403 93
Liabilities of the Company, excluding premium reserve.....	142,600 00
Amount of premium reserve.....	7,782,878 00
Rate at 4 per cent., based on combined experience table.....	None.
Capital stock.....	None.
Total premiums received by the Company during the year in all countries.....	1,876,411 82
Number of policies issued by the Company during the year in all countries.....	6,013
Amount of said policies.....	12,164,067 00
Number of policies become claims.....	235
Amount of said policies.....	556,710 00
Amount of policies in all countries.....	46,740,375 00
Expenses of management, agencies, commission, &c.....	485,237 10

HENRY S. WASHBURN,  
*President.*

Boston, 15th February, 1876.

STATEMENT OF THE UNITED STATES LIFE INSURANCE COMPANY,  
CITY OF NEW YORK.

To 1st JANUARY, 1876.

CANADIAN BUSINESS.

Total premiums received during the year in Canada.....	8,412 70
Number of policies issued during the year in Canada.....	31
Number of policies not taken out.....	6
Amount of policies issued during the year in Canada.....	80,000 00
Amount of policies not taken out.....	12,000 00
Amount at risk on all policies in force in Canada.....	265,620 00
Amount of claims in Canada resisted.....	5,000 00
Deposit in U.S. 6 per cent. gold bonds.....	60,000 00

\* According to the Amended Statement of this Company (see page 58), these figures should be 1,253 and 1,936,795 respectively.

## GENERAL BUSINESS.

Assets of the Company.....	4,654,274 09
Liabilities of the Company, excluding premium reserve.....	153,182 89
Amount of premium reserve.....	3,651,665 00
Reserve at 4½ per cent., based on American experience table.....	
Amount of capital stock of the Company and scrip.....	350,000 00
Amount paid thereon—all paid up.....	
Total premiums received during the year in all countries.....	951,063 10
Number of policies issued during the year in all countries.....	2,531
Amount of said policies.....	5,052,880 00
Number of policies become claims.....	126
Amount of said policies.....	292,745 00
Amount of policies in all countries.....	22,380,650 00
Expenses of management, agencies, commissions, &c.....	277,113 47
Amount of premiums received during the year in Canada.....	8,412 70
Less—25 per cent.....	2,203 18
Balance to be deposited in conformity with section 6.....	6,309 52
Interest to be deposited in conformity with section 6.....	3,600 00

JOHN E. DEWITT,  
*President.*

NEW YORK, 8th January, 1876.

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ABSTRACT OF RETURNS OF BUSINESS

MADE BY

LIFE INSURANCE COMPANIES

FOR THE YEARS 1869-75 INCLUSIVE.

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LIFE COMPANIES.

ÆTNA LIFE INSURANCE CO. OF HARTFORD, CONN., LICENSED 1st AUGUST, 1868.

	Premiums of the year.	No. of policies, new.	Amount of policies, new.	Amount at risk.	Number of policies become	Amount of policies become claims.	Claims paid.	Claims in suspense.	Claims resisted.
	\$		\$	\$		\$	\$	\$	\$
1869.....	212,611	1,244	2,562,210	4,818,419	12	37,100	37,100	None.	None.
1870.....	198,741	1,064	1,813,350	5,297,658	14	26,432	24,994	None.	None.
1871.....	229,137	914	1,615,991	5,694,006	14	40,604	39,600	None.	None.
1872.....	277,355	1,483	2,460,356	7,215,836	23	48,591	49,127	13,580	None.
1873.....	331,549	1,690	2,511,875	8,474,304	37	76,786	71,616	25,556	None.
1874.....	339,687	1,315	1,902,172	8,941,479	34	56,183	66,790	24,321	None.
1875.....	328,737	971	1,469,092	8,967,672	42	92,635	95,941	None.	None.
	1,917,817	8,671	14,234,946	.....	176	378,331	385,168		

30

ATLANTIC MUTUAL LIFE INSURANCE CO., ALBANY, N. Y., LICENSED 11th SEPTEMBER, 1868.

1869.....	29,984	471	834,400	1,400,000	4	5,000	5,000	None.	None.
1870.....	52,620	497	946,250	2,123,050	3	6,500	5,500	None.	None.
1871.....	62,371	228	309,100	No return.	6	10,500	10,500	None.	None.
1872.....	63,717	254	345,295	2,043,886	9	17,000	11,000	6,000	None.
1873.....	36,892	166	212,764	1,164,000	7	12,665	7,665	None.	5,000
1874.....	35,640	277	358,087	1,331,636	8	13,500	12,500	1,000	None.
1875.....	29,050	199	246,747	1,223,853	6	6,450	6,450	None.	None.
	310,174	2,092	3,254,643	.....	43	70,615	58,615		

BRITON MEDICAL AND GENERAL LIFE ASSOCIATION, LONDON, ENGLAND, LICENSED 22nd AUGUST, 1870.

1870.....	37,994	8	30,470	1,239,988	11	31,946	No return.	No return.	No return.
1871.....	38,957	50	115,137	1,211,010	7	32,436	46,594	5,659	None.
1872.....	41,532	156	245,052	1,396,961	15	28,460	25,389	9,723	None.
1873.....	45,681	232	330,214	1,622,885	9	20,934	16,509	14,581	None.

1874.....	49,889	145	202,783	1,636,789	10	37,534	53,106	None.
1875.....	43,661	20	89,633	1,404,927	17	46,449	24,649	19,467
	257,514	661	1,019,289		69	197,749	165,147	None.
								2,433

CANADA LIFE ASSURANCE CO., HAMILTON, LICENSED 1st AUGUST, 1868.

1869.....	164,910	831	1,156,855	5,476,358	35	61,300	No return.	No return.
1870.....	203,922	1,062	1,584,456	6,404,437	41	87,977	No return.	No return.
1871.....	277,922	1,529	2,221,944	8,309,111	42	85,200	No return.	No return.
1872.....	327,500	1,512	2,114,094	9,682,746	36	46,200	No return.	No return.
1873.....	364,227	1,651	2,267,013	11,066,092	47	81,800	No return.	No return.
1874.....	388,430	1,279	1,854,765	11,954,658	89	130,386	122,839	35,200
1875.....	431,478	1,593	2,443,311	13,430,082	73	113,360	109,463	51,008
	2,158,389	9,457	13,642,439		363	606,223	439,830	

CITIZENS' INSURANCE AND INVESTMENT CO. OF CANADA, LICENSED 14th JULY, 1873.

1874.....	39,519	221	358,689	1,154,769	6	8,000	4,500	3,500
1875.....	37,787	116	165,732	1,128,371	11	20,000	18,000	2,000
	77,306	336	524,421		17	28,000	22,500	

COMMERCIAL UNION ASSURANCE CO. OF LONDON, ENGLAND, LICENSED 1st AUGUST, 1863.

1869.....	28,303	135	262,800	883,714	4	6,684	7,113	None.
1870.....	21,221	60	105,363	782,487	3	26,766	25,793	973
1871.....	22,371	54	94,656	840,128	2	5,353	5,840	486
1872.....	22,473	12	31,550	827,065	3	1,460	1,460	None.
1873.....	23,726	12	30,500	780,425	7	12,167	11,680	487
1874.....	27,375	27	58,239	813,638	3	13,140	12,156	1,946
1875.....	24,127	19	59,373	756,981	6	3,164	3,164	None.
	169,596	319	642,481		28	68,634	67,206	

LIFE COMPANIES.

CONFEDERATION LIFE ASSOCIATION OF CANADA, LICENSED 26TH SEPTEMBER, 1871.

	Premiums of the year.	No. of Policies, New.	Amount of Policies, New.	Amount at Risk.	No. of Policies become Claims.	Amount of Policies become Claims.	Claims paid.	Claims in Suspende.	Claims Resisted.
1872.....	\$ 35,195	1,206	1,833,790	1,698,290	None.	\$ None.	\$ None.	\$ None.	\$ None.
1873.....	48,689	467	649,300	1,798,630	2	2,000	1,000	None.	None.
1874.....	89,809	1,107	1,552,908	2,641,708	4	6,000	5,000	3,000	3,000
1875.....	101,834	1,005	1,383,915	3,422,915	6	6,500	5,450	5,000	None.
	275,527	3,785	5,419,913	.....	12	14,500	11,450	.....	.....

22

CONNECTICUT MUTUAL LIFE INSURANCE COMPANY, HARTFORD, CONN., LICENSED 1st AUGUST, 1868.

1869.....	95,332	495	1,400,575	2,770,880	6	13,500	8,000	5,500	None.
1870.....	163,434	776	1,563,456	3,935,919	9	21,600	16,000	6,000	No return.
1871.....	184,666	400	853,321	No return.	4	8,100	8,100	None.	None.
1872.....	199,337	417	1,823,112	5,487,104	12	40,100	35,100	1,000	None.
1873.....	189,083	235	528,589	*4,786,000	11	28,100	27,000	10,100	2,000
1874.....	209,369	369	983,642	6,768,000	8	14,638	14,638	None.	None.
1875.....	211,143	294	633,705	5,439,997	14	41,140	38,140	None.	5,000
	1,252,264	2,986	7,766,400	.....	64	167,178	146,978	.....	.....

\* Estimated.

EDINBURGH LIFE ASSURANCE COMPANY, LICENSED 1st AUGUST, 1868.

1869.....	26,428	82	154,881	855,290	3	No return.	2,433	None.	To 31st March, 1869.
1870.....	25,348	39	63,862	862,674	3	No return.	10,130	None.	None.
1871.....	25,792	22	55,874	790,429	6	No return.	21,973	None.	None.
1872.....	25,022	20	33,823	830,974	2	No return.	4,868	None.	None.
1873.....	26,265	19	40,188	843,092	4	No return.	9,484	None.	None.

1874.....	24,000	5	14,113	808,889	4	No return.	5,403	4,586	None.
1875.....	25,947	5	6,870	806,339	2	No return.	11,187	None.	3,660
	179,761	190	368,711		24		65,448		

EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES, N.Y., LICENSED 28TH SEPTEMBER, 1868.

1869.....	27,278	326	1,020,000	1,113,000	None.	None.	None.	none.
1870.....	47,028	327	1,782,100	1,622,100	5	20,000	20,000	none.
1871.....	100,620	620	1,400,000	*2,650,000	3	5,500	4,500	none.
1872.....	128,601	717	1,847,750	3,845,600	2	2,000	2,000	none.
1873.....	172,796	773	2,254,800	5,592,610	15	41,000	35,000	none.
1874.....	191,652	660	1,797,500	5,071,650	14	41,500	27,500	none.
1875.....	180,232	478	1,038,305	5,332,945	21	41,570	33,570	14,000
	848,107	3,801	10,140,455		60	151,570	122,570	8,000

\* Estimated.

GLOBE MUTUAL LIFE INSURANCE COMPANY OF NEW YORK, LICENSED 11TH JUNE, 1873.

1873.....	43,529	99	1,035,500	1,035,500		None.	None.	None.	Commenced
1874.....	No return.	No return.	No return.	No return.		No return.	No return.	No return.	business 16th
1875.....	20,249	30	114,000	472,000	2	24,000	24,000	24,000	June, 1873.
	63,778	129	1,149,500		2	24,000			

LIFE ASSOCIATION OF SCOTLAND, LICENSED 1ST AUGUST, 1868.

1869.....	127,048	301	592,702	3,886,382	13	25,525	31,608	5,596	none.
1870.....	139,828	327	432,982	3,927,272	14	33,616	26,530	12,682	none.
1871.....	139,140	377	661,550	4,207,460	18	42,184	29,681	25,185	none.
1872.....	141,776	280	475,629	4,304,876	25	65,117	68,402	21,900	none.
1873.....	139,983	203	291,703	4,241,352	21	51,594	52,324	21,170	none.
1874.....	136,179	111	193,479	4,116,282	28	64,722	64,944	20,440	none.
1875.....	139,810	112	256,998	4,163,157	33	61,918	52,992	34,212	none.
	953,764	1,711	2,905,043		152	344,676	326,481		

LIFE INSURANCE COMPANIES, — Continued.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY, LICENSED 1st AUGUST, 1868.

	Premiums of the Year.	No. of Policies, New.	Amount of Policies, New.	Amount at Risk.	No. of Policies become Claims.	Amount of Policies become Claims.	Claims paid.	Claims in Suspense.	Claims Resisted.	Remarks.
1869	\$ 8,239	58	\$ 91,150	\$ 322,997	1	\$ 1,000	\$ 1,000	250	\$ none.	
1870	7,597	29	34,000	249,760	4	5,400	5,650	none	none.	
1871	9,338	110	134,100	356,060	2	2,000	2,000	none.	none.	
1872	9,912	61	83,500	403,767	4	9,411	8,411	1,000	none.	
1873	10,667	43	46,000	412,301	2	2,038	2,038	none.	none.	
1874	12,252	21	28,500	354,500	1	1,037	1,037	none.	none.	
1875	9,448	8	8,500	322,097	0	none.	None.	none.	none.	
1876	67,453	330	425,730	.....	14	20,886	20,136	.....	.....	

54

LONDON AND LANCASHIRE LIFE ASSURANCE COMPANY, LICENSED 19th AUGUST, 1868.

	Premiums of the Year.	No. of Policies, New.	Amount of Policies, New.	Amount at Risk.	No. of Policies become Claims.	Amount of Policies become Claims.	Claims paid.	Claims in Suspense.	Claims Resisted.	Remarks.
1869	16,858	171	253,400	591,665	0	none.	1,500	none.	no return.	
1870	no return.	no return.	no return.	no return.	.....	no return.	no return.	no return.	no return.	
1871	14,954	23	59,500	383,510	4	5,150	6,451	2,150	none.	
1872	15,750	62	112,500	482,670	3	3,665	3,233	2,500	none.	
1873	16,559	157	279,900	684,886	3	8,000	9,625	1,000	none.	
1874	20,485	237	377,200	935,439	1	5,000	None.	5,000	1,000	
1875	21,702	103	185,500	864,787	2	2,000	7,077	1,000	none.	
1876	106,308	753	1,268,000	.....	13	23,815	27,886	.....	.....	

METROPOLITAN LIFE INSURANCE COMPANY OF NEW YORK, LICENSED 24th OCTOBER, 1872.

	Premiums of the Year.	No. of Policies, New.	Amount of Policies, New.	Amount at Risk.	No. of Policies become Claims.	Amount of Policies become Claims.	Claims paid.	Claims in Suspense.	Claims Resisted.	Remarks.
1872	16,654	266	554,000	554,000	0	none.	none.	none.	none.	
1873	50,690	620	1,402,500	1,926,000	1	1,000	1,000	none.	none.	

1874.....	63,839	664,000	2,129,500	2	6,000	none	6,000	none.
1876.....	54,363	413,500	1,761,500	4	5,500	14,000	1,500	none.
	185,646	2,934,000		7	16,500	15,000		

MUTUAL LIFE ASSOCIATION OF CANADA, LICENSED 22ND AUGUST, 1871.

1872.....	27,235	644,625	624,425	0	none.	none.	none.	none.
1873.....	45,497	968,050	1,398,175	4	4,000	2,000	2,000	none.
1874.....	56,136	798,117	1,813,292	6	5,000	5,000	none.	none.
1875.....	59,006	433,243	1,648,936	11	11,599	12,989	3,000	none.
	187,874	2,844,035		21	20,599	19,089		

NATIONAL LIFE INSURANCE COMPANY OF THE U. S. OF AMERICA, LICENSED 11TH JUNE, 1869.

1869.....	1,013	214,200	146,000	0	none.	none.	none.	none.
1870.....	17,487	741,000	804,000	1	5,000	5,000	none.	none.
1871.....	28,736	524,926	1,298,326	1	2,127	2,127	none.	none.
1872.....	34,833	705,128	1,612,245	5	7,027	3,027	4,000	none.
1873.....	47,391	577,348	1,693,816	10	11,200	12,200	4,000	1,000
1874.....	35,429	288,613	1,586,616	7	8,000	10,000	2,000	none.
1875.....	35,481	294,613	1,319,708	10	24,200	22,200	4,000	none.
	200,370	3,255,818		34	57,554	54,554		

NEW YORK LIFE INSURANCE COMPANY, LICENSED 28TH AUGUST, 1868.

1869.....	221	463,900	641,000	0	None.	None.	none.	none.
1870.....	429	810,300	1,361,300	3	11,500	11,500	none.	none.
1871.....	461	1,453,750	2,599,750	9	12,597	11,500	none.	none.
1872.....	478	2,217,100	*4,800,000	9	17,500	16,597	n e.	none.
1873.....	421	1,494,000	*6,700,000	19	32,915	15,335	17,380	none.
1874.....	486	1,115,985	*7,066,000	14	60,776	75,950	none.	none.
1875.....	327	768,435	*6,000,000	18	49,535	13,995	19,440	17,000
	2,823	8,360,470		72	184,823	144,177		

\* Estimated.

LIFE INSURANCE COMPANIES. — Continued.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY, LICENSED 1st AUGUST, 1868.

	Premiums of the year.	No. of Policies, new.	Amount of policies, new	Amount at risk.	Number of policies become claims.	Amount of policies become claims.	Claims paid.	Claims in suspense.	Claims resisted.
	\$		\$	\$		\$	\$	\$	
1869.....	32,976	40	91,973	1,046,812	12	51,216	46,349	4,866	none.
1870.....	31,209	31	59,846	1,110,167	5	13,675	18,542	none.	none.
1871.....	31,598	27	78,800	1,148,000	3	4,833	4,566	none.	none.
1872.....	30,504	11	58,733	1,085,446	6	16,306	18,452	5,333	none.
1873.....	30,106	14	30,068	959,025	5	19,712	14,116	5,365	none.
1874.....	28,168	8	44,148	927,596	8	16,813	10,933	5,879	none.
1875.....	27,112	10	18,728	901,226	5	12,433	13,448	none.	none.
	211,673	141	382,296	.....	44	136,988	126,406	.....	.....

NORTH WESTERN MUTUAL LIFE INSURANCE COMPANY OF MILWAUKEE, LICENSED 18th AUGUST, 1871.

1872.....	5,298	129	191,700	181,900	0	none.	none.	none.	none.
1873.....	17,368	210	333,000	491,407	0	none.	none.	none.	none.
1874.....	28,691	322	463,000	848,187	3	5,000	3,000	2,000	none.
1875.....	35,697	218	335,980	1,015,706	3	3,000	3,000	2,000	none.
	87,054	879	1,323,680	.....	6	8,000	6,000	.....	.....

PHENIX MUTUAL LIFE INSURANCE COMPANY, HARTFORD, CONN., LICENSED 1st AUGUST, 1868

1869.....	68,046	578	1,106,100	1,522,000	6	12,100	6,100	6,000	none.
1870.....	82,652	700	1,262,591	1,842,176	4	13,000	10,000	3,000	none.
1871.....	134,082	732	1,177,837	2,639,233	18	42,500	42,500	None.	none.
1872.....	166,527	1,451	2,336,178	4,635,684	15	29,300	26,700	2,600	none.
1873.....	192,504	1,562	2,289,298	5,000,578	18	37,200	36,200	3,000	none.

1874.....	205,858	940	1,246,235	4,937,635	34	46,522	24,523	18,000	none.
1875.....	173,647	571	678,377	3,965,782	33	54,350	65,350	3,000	2,000
	1,028,714	6,474	10,097,816	.....	128	235,042	213,442	.....	.....

POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY (LIMITED) ENGLAND, LICENSED 19TH DECEMBER, 1873.

1874.....	14,003	314	573,500	380,000	0	none.	none.	none.	none.
1875.....	10,679	115	158,500	253,853	4	8,000	2,333	1,000	4,666
	24,682	429	632,000	.....	4	8,000	2,233	.....	.....

Ceased business July, 1875.

QUEEN FIRE AND LIFE INSURANCE COMPANY, ENGLAND, LICENSED 1st AUGUST, 1868.

1869.....	12,050	57	62,086	395,853	4	5,800	5,800	none.	none.
1870.....	11,463	26	33,566	394,080	1	20,000	none.	20,000	none.
1871.....	11,187	23	31,872	389,321	2	1,500	20,500	1,000	none.
1872.....	11,697	24	25,220	376,260	2	2,000	1,021	2,000	none.
1873.....	12,175	13	32,000	366,960	3	6,211	8,214	None.	none.
1874.....	11,707	10	31,200	379,750	4	3,960	1,960	2,000	none.
1875.....	11,657	7	26,973	361,747	3	10,500	8,617	4,000	none.
	81,936	160	242,917	.....	19	49,971	46,142	.....	.....

RELIANCE MUTUAL LIFE ASSURANCE SOCIETY, LONDON ENGLAND, LICENSED 1st AUGUST, 1868.

1869.....	3,132	95	112,188	134,000	1	2,433	2,433	none.	none.
1870.....	4,981	106	164,675	209,000	1	1,000	1,000	none.	none.
1871.....	9,546	142	174,350	321,531	1	1,000	1,000	none.	none.
1872.....	16,674	73	90,250	456,070	1	2,433	2,433	none.	none.
1873.....	18,883	165	176,233	498,345	3	5,433	4,433	1,000	none.
1874.....	19,931	77	106,500	521,913	3	3,500	1,000	2,500	none.
1875.....	20,616	82	136,100	589,967	5	16,370	10,870	5,500	none.
	93,863	740	964,296	.....	15	32,169	23,169	.....	.....



LIFE INSURANCE COMPANIES. — Continued.

ROYAL INSURANCE COMPANY (OF ENGLAND), LICENSED 1ST AUGUST, 1868.

	Premiums of the year.	No. of policies, new.	Amount of policies, new.	Amount at risk.	Number of policies become claims.	Amount of policies become claims.	Claims paid.	Claims in suspense.	Claims resisted.
	\$		\$	\$		\$	\$	\$	\$
1869	34,263	21	58,613	1,382,173	3	9,132	9,132	none.	none.
1870	33,365	23	45,103	1,361,471	5	9,644	7,211	2,433	none.
1871	31,617	25	61,593	1,205,658	6	23,700	23,700	none.	none.
1872	32,905	17	22,210	1,170,468	6	19,758	19,713	none.	none.
1873	35,674	15	24,435	1,158,611	3	7,806	5,496	2,310	none.
1874	33,670	25	73,895	1,147,285	10	25,706	19,206	6,500	none.
1875	33,165	10	31,250	1,084,022	7	23,905	14,812	14,891	none.
	234,659	136	317,099	.....	40	120,651	99,270	.....	.....

55

SCOTTISH AMICABLE LIFE ASSURANCE SOCIETY, LICENSED 15TH NOVEMBER, 1869.

	Premiums of the year.	No. of policies, new.	Amount of policies, new.	Amount at risk.	Number of policies become claims.	Amount of policies become claims.	Claims paid.	Claims in suspense.	Claims resisted.
	\$		\$	\$		\$	\$	\$	\$
1869	11,034	4	18,006	410,094	0	none.	none.	none.	none.
1870	12,124	30	41,366	446,718	0	none.	none.	none.	none.
1871	13,346	6	10,463	457,911	0	none.	none.	none.	none.
1872	13,870	27	48,811	504,175	4	10,256	6,363	3,893	none.
1873	15,231	44	105,826	561,886	1	486	4,379	none.	none.
1874	24,007	67	213,535	857,372	6	10,341	none.	10,341	none.
1875	23,660	27	59,519	812,992	1	973	10,651	none.	none.
	112,272	105	497,526	.....	12	23,056	21,393	.....	.....

SCOTTISH PROVIDENT INSTITUTION, LICENSED 3RD SEPTEMBER, 1869.

	Premiums of the year.	No. of policies, new.	Amount of policies, new.	Amount at risk.	Number of policies become claims.	Amount of policies become claims.	Claims paid.	Claims in suspense.	Claims resisted.
	\$		\$	\$		\$	\$	\$	\$
1869	6,863	20	43,313	272,046	3	6,326	4,380	1,946	none.
1870	7,897	27	51,708	273,677	1	1,946	3,893	none.	none.
1871	8,835	28	49,181	329,385	1	973	973	none.	none.

1873.....	6,216	3	6,409	265,978	4	6,326	3,693	2,483	none.
1873.....	7,728	none.	none.	286,978	0	none.	none.	none.	none.
1874.....	7,426	none.	none.	280,240	1	1,946	1,946	none.	none.
1875.....	7,313	none.	none.	no return.	2	8,370	8,370	none.	none.
	54,269	78	150,617	.....	12	25,887	23,455	.....	.....

SCOTTISH PROVINCIAL ASSURANCE COMPANY, LICENSED 21ST AUGUST, 1868.

1869.....	72,113	205	335,000	1,903,000	5	13,988	13,988	none.	none.
1870.....	64,322	35	68,426	1,805,358	12	18,483	18,483	none.	none.
1871.....	64,978	113	154,075	1,632,152	9	14,528	14,528	none.	none.
1872.....	67,498	74	111,989	1,686,845	14	24,647	11,720	12,927	none.
1873.....	67,034	43	51,412	1,569,982	14	32,974	33,694	6,967	none.
1874.....	64,866	18	26,234	1,489,972	8	17,160	19,441	5,703	none.
1875.....	59,438	None.	None.	1,388,566	5	10,741	8,589	8,020	none.
	480,249	488	747,196	.....	67	132,521	120,343	.....	.....

STADACONA INSURANCE COMPANY OF QUEBEC, LICENSED 20TH AUGUST, 1875.

1875.....	1,976	43	65,750	87,250	0	none.	none.	none.	none.
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STANDARD LIFE ASSURANCE CO., SCOTLAND, LICENSED 1ST AUGUST, 1868.

1869.....	124,512	216	436,184	4,227,449	23	48,426	50,456	8,431	none.
1870.....	131,124	318	503,330	4,449,427	25	75,637	51,321	24,317	none.
1871.....	139,869	331	506,617	4,715,604	23	42,971	26,604	16,367	none.
1872.....	147,742	390	550,006	5,025,672	34	78,293	65,177	13,115	none.
1873.....	144,396	176	265,459	4,810,453	23	48,907	34,448	14,458	none.
1874.....	143,681	168	271,828	4,839,715	36	77,555	64,940	12,615	none.
1875.....	151,373	348	578,242	5,022,565	30	89,764	41,012	48,751	none.
	982,697	1,947	3,111,666	.....	194	461,553	333,958	.....	.....

LIFE INSURANCE COMPANIES. -- Continued.

STAR LIFE ASSURANCE SOCIETY OF ENGLAND, LICENSED 4TH DECEMBER, 1868.

	Premiums of the year.	No. of policies, new.	Amount of policies, new.	Amount at risk.	Number of policies become claims.	Amount of policies become claims.	Claims paid.	Claims in suspense.	Claims resisted.
1869.....	\$ 11,922	76	115,086	no return.	4	4,448	\$ 6,813	\$ 1,041	none.
1870.....	12,877	16	18,736	481,843	2	3,163	2,433	1,730	none.
1871.....	9,941	16	24,333	417,266	3	3,163	3,163	none.	none.
1872.....	11,219	2	410,939	no return.	2	4,302	4,302	none.	none.
1873.....	no return.	no return.	no return.	no return.	.....	no return.	no return.	no return.	no return.
1874.....	11,201	12	20,926	365,047	0	none.	none.	none.	no return.
1875.....	no return.	no return.	no return.	no return.	.....	no return.	no return.	no return.	no return.
	\$ 57,160	122	180,064	.....	11	15,076	16,711	.....	.....

SUN MUTUAL LIFE INSURANCE CO. OF MONTREAL, LICENSED 9TH MAY, 1871.

	Premiums of the year.	No. of policies, new.	Amount of policies, new.	Amount at risk.	Number of policies become claims.	Amount of policies become claims.	Claims paid.	Claims in suspense.	Claims resisted.
1871.....	13,975	148	402,000	402,000	0	none.	none.	none.	7 months.
1872.....	27,688	389	684,350	1,064,350	0	none.	none.	none.	none.
1873.....	52,822	452	724,550	1,514,300	6	6,000	6,000	none.	none.
1874.....	55,982	321	562,842	1,786,092	5	6,000	3,000	3,000	none.
1875.....	65,304	324	465,119	1,921,211	3	7,500	3,500	8,000	none.
	215,781	1,634	2,838,861	.....	14	19,500	12,500	.....	.....

TORONTO LIFE ASSURANCE AND TONTINE COMPANY, LICENSED 24TH JUNE, 1874.

	Premiums of the year.	No. of policies, new.	Amount of policies, new.	Amount at risk.	Number of policies become claims.	Amount of policies become claims.	Claims paid.	Claims in suspense.	Claims resisted.
1874.....	8,978	114	132,500	283,800	0	none.	none.	none.	none.
1875.....	9,871	113	120,531	318,531	3	4,000	3,000	1,000	none.
	18,849	227	253,031	.....	3	4,000	3,000	.....	.....

TRAVELERS' INSURANCE COMPANY OF HARTFORD, CONNECTICUT, LICENSED 1ST AUGUST, 1868.

1869.....	20,095	451	794,550	Unknown.	9	10,140	7,140	none.	none.
1870.....	27,735	318	592,300	do	2	2,000	5,000	none.	none.
1871.....	34,397	512	862,000	1,694,784	5	9,500	9,500	5,000	none.
1872.....	56,841	549	869,643	2,157,177	19	17,630	15,690	7,000	none.
1873.....	69,539	686	729,748	2,636,325	10	29,196	24,196	7,000	none.
1874.....	90,243	835	1,189,635	3,028,126	31	32,556	21,856	16,200	none.
1875.....	109,679	481	722,875	3,189,151	22	23,679	26,179	13,700	none.
	408,529	3,832	5,760,751	.....	98	124,761	107,561	.....	.....

UNION MUTUAL LIFE INSURANCE COMPANY OF MAINE, LICENSED 1ST AUGUST, 1868.

1869.....	67,395	293	673,950	1,473,950	1	1,000	1,000	none.	none.
1870.....	82,303	278	441,400	1,909,150	4	6,200	6,200	none.	none.
1871.....	89,523	228	389,750	2,223,400	11	30,000	22,000	none.	none.
1872.....	104,422	320	545,725	2,402,275	5	8,000	6,000	none.	none.
1873.....	113,222	519	1,259,455	3,285,775	5	6,000	5,000	none.	none.
1874.....	125,967	1,028	1,615,750	4,385,750	8	12,500	6,000	none.	none.
1875.....	133,315	*583	*1,346,365	4,575,427	24	38,300	38,300	none.	none.
	716,147	3,249	6,272,395	.....	58	102,000	84,500	.....	.....

UNITED STATES LIFE INSURANCE COMPANY, LICENSED 8TH AUGUST, 1873.

1873.....	2,410	28	111,500	111,500	0	none.	none.	none.	3 months.
1874.....	3,858	53	143,000	123,500	0	none.	none.	none.	none.
1875.....	8,412	25	68,000	265,620	no ret'n	no return.	no return.	no return.	5,000
	14,680	106	322,500	.....	0	.....	.....	.....	.....

\* According to the amended statement of this Company (see page 58), these figures should be 1,034 and 1,611,295 respectively.

LIFE COMPANIES—1869.

	Premiums of the Year.	No of Policies, New.	Amount of Policies, New.	Amount at Risk.	No of Policies become Claims.	Amount of Policies become Claims.	Claims Paid.	Claims in Suspense.	Claims Resisted.
	\$		\$	\$		\$		\$	\$
<b>CANADIAN COMPANIES.</b>									
	164,910	881	1,156,855	5,476,358	35	61,300	No return.	No return.	No return.
<b>BRITISH COMPANIES.</b>									
Commercial Union.....	28,303	135	262,800	883,714	4	6,584	7,113	None.	None.
Rainbough.....	26,428	82	154,881	855,290	3	No return.	2,433	None.	None.
Life Association of Scotland.....	127,048	301	592,702	3,886,382	13	25,525	31,608	5,596	None.
Liverpool and London and Globe.....	8,239	58	91,150	329,997	1	1,000	1,000	250	None.
London and Lancashire.....	16,858	171	253,400	591,665	None.	None.	1,500	None.	None.
North British and Mercantile.....	32,976	40	91,973	1,046,812	12	51,216	46,349	4,866	None.
Reliance Mutual.....	3,122	95	112,188	134,000	1	2,433	2,433	None.	None.
Queen.....	12,050	57	62,086	395,853	4	5,800	5,800	None.	None.
Royal.....	34,263	21	58,613	1,382,173	3	9,132	9,132	None.	None.
Scottish Amicable.....	11,034	4	18,006	410,094	None.	None.	None.	1,946	None.
Scottish Provident.....	6,863	20	43,313	272,046	5	6,326	4,380	None.	None.
Scottish Provincial.....	72,113	205	335,000	1,903,000	3	13,988	13,988	None.	None.
Standard.....	124,512	216	436,184	4,227,449	23	48,426	50,456	8,431	None.
Star.....	11,922	76	115,096	No return.	4	4,448	6,813	1,041	None.
	515,741	1,481	2,627,392	16,318,475	76	174,878	1,041,905	.....	.....
<b>AMERICAN COMPANIES.</b>									
Etina.....	212,611	1,244	2,562,210	4,818,419	12	37,100	37,100	None.	None.
Atlantic.....	29,984	471	834,400	1,400,000	4	5,000	5,000	None.	None.
Connecticut.....	95,332	495	1,400,875	2,770,880	6	13,500	8,000	5,500	None.
Equitable.....	27,278	326	1,020,000	1,113,000	None.	None.	None.	None.	None.
National.....	1,013	112	214,200	1,146,000	None.	None.	None.	None.	None.
New York.....	35,954	221	463,900	641,000	None.	None.	None.	None.	None.
Puents.....	68,046	578	1,106,100	1,522,009	6	12,100	6,100	6,000	None.

Travelers' Union.....	20,085 67,895	481 293	794,550 673,950	Unknown. 1,473,950	9 1	10,140 1,000	7,140 1,000	None. None.
Union.....	557,708	4,191	9,069,885	13,885,249	38	78,840	64,340	.....

RECAPITULATION.

Canadian Companies.....	164,910	831	1,156,855	5,476,358	35	61,300	.....	.....
British Companies .....	515,741	1,481	2,627,392	16,318,475	76	174,878	183,005	.....
American Companies.....	557,708	4,191	9,069,885	13,885,249	38	78,840	64,340	.....
Totals.....	1,238,359	6,503	12,854,132	35,680,082	149	315,018	247,345	.....

LIFE COMPANIES—1870.

	Premiums of the Year.	No. of Policies New.	Amount of Policies New.	Amount at Risk.	No. of Policies become Claims.	Amount of Policies become Claims.	Claims Paid.	Claims in Suspende.	Claims Resisted.
	\$		\$	\$		\$	\$	\$	
<b>CANADIAN COMPANIES.</b>									
Canada.....	203,922	1,062	1,584,456	6,404,437	41	87,977	No return.	No return.	No return.
<b>BRITISH COMPANIES.</b>									
Briton Medical.....	37,894	8	30,470	1,239,988	11	31,946	No return.	No return.	No return.
Commercial Union.....	21,221	60	105,363	782,487	3	26,766	25,793	973	None.
Edinburgh.....	25,348	39	63,862	862,674	3	No return.	10,130	None.	None.
Life Association of Scotland.....	129,828	327	432,982	3,927,272	14	33,616	26,530	12,682	None.
Liverpool and London and Globe.....	7,597	29	34,000	249,760	4	5,400	5,650	None.	None.
London and Lancashire (No return).....									
North British and Mercantile.....	31,209	31	59,846	1,110,167	5	13,675	18,542	None.	None.
Queen.....	11,463	26	33,566	394,080	1	20,000	None.	20,000	None.
Reliance Mutual.....	4,981	106	168,675	209,000	1	1,000	1,000	None.	None.
Royal.....	33,365	23	46,103	1,361,471	5	9,644	7,211	2,433	None.
Scottish Amicable.....	12,124	30	41,366	446,718	None.	None.	None.	None.	None.
Scottish Provident.....	7,897	27	51,708	273,677	1	1,946	3,893	None.	None.
Scottish Provincial.....	64,322	35	68,486	1,605,358	12	18,483	18,483	None.	None.
Standard.....	131,124	318	503,330	4,449,427	25	75,637	61,321	24,317	None.
Star.....	12,877	16	18,736	481,843	2	3,163	2,433	730	None.
	531,250	1,075	1,657,493	17,393,922	87	241,276	170,986		
<b>AMERICAN COMPANIES.</b>									
Etna.....	198,741	1,054	1,813,350	5,297,658	14	26,432	24,994	None.	None.
Atlantic.....	52,620	497	946,250	2,123,050	3	5,500	5,500	None.	None.
Connecticut.....	163,434	776	1,563,456	3,935,919	9	21,600	16,000	6,000	No return.
Equitable.....	47,028	327	782,100	1,622,100	5	20,000	20,000	None.	None.
National.....	17,487	440	741,000	894,000	1	5,000	5,000	None.	None.
New York.....	57,175	429	810,300	1,364,300	3	11,500	11,500	None.	None.
Phoenix.....	82,652	700	1,282,591	1,842,176	4	13,000	10,000	3,000	None.

Travelers .....	27 755	318	592,200	Unknown.	2	2,000	5,000	None.
Union .....	82 303	278	441,800	1,909,150	4	6,200	6,200	None.
	729,175	4,819	8,952,747	18,898,353	45	111,232	104,194	.....

RECAPITULATION.

Canadian Companies.....	203,922	1,062	1,584,456	6,404,437	41	87,977	.....	
British Companies .....	531,250	1,015	1,657,493	17,393,922	87	241,276	170,986	
American Companies .....	729,175	4,819	8,952,747	18,898,353	45	111,232	104,194	
Totals.....	1,464,347	6,956	12,194,696	42,696,712	173	440,485	275,180	



LIFE COMPANIES.—1871.

	Premiums of the year.	No. of Policies, New.	Amount of Policies, New.	Amount at Risk	No. of Policies become Claims.	Amount of Policies become Claims.	Claims Paid.	Claims in Suspende.	Claims
	\$		\$	\$		\$	\$	\$	\$
<b>CANADIAN COMPANIES.</b>									
Canada .....	277,922	1,529	2,221,944	8,309,111	43	85,200	88,328	No return.	No return.
Sun Mutual.....	13,975	148	402,000	402,000	None.	None.	None.	None.	None.
	291,897	1,677	2,623,944	8,711,111	42	85,200	88,328	.....	.....
<b>BRITISH COMPANIES.</b>									
Briton Medical.....	38,957	50	115,137	1,211,010	7	32,436	46,594	5,669	None.
Commercial Union.....	22,371	54	94,556	840,128	2	5,353	5,840	486	None.
Edinburgh .....	25,792	22	55,874	790,429	6	No return.	21,973	None.	None.
Life Association of Scotland.....	139,140	377	661,550	4,207,460	18	42,184	29,681	25,185	None.
Liverpool and London and Globe.....	9,338	110	134,100	356,060	2	2,000	2,000	None.	None.
London and Lancashire.....	14,954	23	59,500	383,510	4	5,150	6,451	2,150	None.
North British and Mercantile.....	31,598	27	78,800	1,148,000	3	4,833	4,566	None.	None.
Queen.....	11,187	23	31,872	389,321	2	1,500	20,500	1,000	None.
Reliance Mutual.....	9,546	142	174,350	321,531	1	1,000	1,000	None.	None.
Royal.....	31,617	25	61,893	1,205,658	6	23,700	23,700	None.	None.
Scottish Amicable.....	12,346	6	10,463	437,911	None.	None.	None.	None.	None.
Scottish Provident.....	8,815	28	49,187	329,385	1	973	973	None.	None.
Scottish Provincial.....	64,978	113	154,075	1,632,152	9	14,528	14,528	None.	None.
Standard.....	139,869	331	506,617	4,715,604	23	42,971	26,604	16,367	None.
Star.....	9,941	16	24,333	417,466	3	3,163	3,163	None.	None.
	570,449	1,347	2,212,107	18,405,425	87	179,791	207,573	.....	.....
<b>AMERICAN COMPANIES.</b>									
Etna.....	229,137	914	1,515,891	5,694,006	14	40,604	39,600	None.	None.
Atlantic .....	62,371	228	309,100	No return.	6	10,500	10,500	None.	None.
Connecticut.....	184,566	400	853,321	No return.	4	8,100	8,100	None.	None.
Equitable.....	100,520	520	1,400,000	2,650,000	3	5,500	4,500	None.	None.
National.....	28,736	388	524,326	1,288,326	1	2,127	2,127	None.	None.
New York.....	127,286	461	1,453,750	2,599,750	9	12,597	11,500	None.	None.
Phoenix.....	134,083	732	1,177,831	2,638,333	18	42,500	42,500	None.	None.

	34,397 89,623	612 228	862,000 389,760	1,604,764 2,223,400	5 11	9,500 24,000	5,000 None.	None. None.
Travelers' .....								
Union Mutual .....	990,628	4,383	8,486,575	18,709,499	71	150,327		

RECAPITULATION.

Canadian Companies .....	291,897	1,677	2,623,944	8,711,111	42	85,200	88,328	
British Companies .....	570,449	1,347	2,212,107	18,405,425	87	179,791	207,573	
American Companies .....	990,628	4,383	8,486,575	18,709,499	71	161,428	150,327	
Totals .....	1,852,974	7,407	13,322,626	45,826,035	200	426,419	446,228	

LIFE COMPANIES.—1876.

	Premiums of the Year.	No. of Policies, New.	Amount of Policies, New.	Amount at Risk.	No. of Policies become Claims.	Amount of Policies become Claims.	Claims Paid.	Claims in Suspende.	Claims Resisted.
	\$		\$	\$		\$	\$	\$	
<b>CANADIAN COMPANIES.</b>									
Canada.....	327,500	1,512	2,114,094	9,682,746	36	46,200	46,400	no return.	no return.
Confederation.....	36,195	1,206	1,833,790	1,698,290	none.	none.	none.	none.	none.
Mutual of Canada.....	27,235	548	644,625	624,425	none.	none.	none.	none.	none.
Sun Mutual.....	27,698	389	684,350	1,064,350	none.	none.	none.	none.	none.
	417,628	3,655	5,276,859	13,069,811	36	46,200	46,400	.....	.....
<b>BRITISH COMPANIES.</b>									
Briton Medical.....	41,522	156	245,052	1,396,961	15	28,460	25,389	9,723	none.
Commercial Union.....	22,473	12	31,550	827,065	3	1,460	1,460	none.	none.
Edinburgh.....	25,022	20	33,823	830,974	2	no return.	4,868	do	none.
Life Association of Scotland	141,776	280	475,629	4,304,876	25	65,117	68,402	21,900	none.
Liverpool and London and Globe.....	9,912	61	83,500	403,767	4	9,411	8,411	1,000	none.
London and Lancashire.....	15,750	62	112,500	482,670	3	3,665	3,233	2,500	none.
North British and Mercantile	30,504	11	58,733	1,085,446	6	18,306	18,452	5,333	none.
Queen.....	11,697	24	25,220	376,260	2	2,000	1,021	2,000	none.
Reliance Mutual.....	16,874	73	90,250	456,070	1	2,433	1,021	2,000	none.
Royal.....	32,905	17	22,210	1,170,468	6	19,758	19,713	do	none.
Scottish Amicable.....	13,870	27	48,811	504,475	4	10,256	6,363	3,893	none.
Scottish Provident.....	8,218	3	6,409	285,978	4	6,326	3,893	2,433	none.
Scottish Provincial.....	67,498	74	111,989	1,686,845	14	24,647	11,720	12,927	none.
Standard.....	147,742	390	550,006	5,025,672	34	78,293	65,177	13,115	none.
Star.....	11,219	2	973	410,939	2	4,302	4,302	none.	none.
	596,982	1,112	1,896,655	19,258,166	125	274,434	244,837	.....	.....
<b>AMERICAN COMPANIES.</b>									
Etna.....	277,365	1,483	2,460,356	7,215,836	23	48,591	49,127	13,580	none.
Atlantic.....	63,717	294	345,295	2,043,886	9	17,000	11,000	6,000	none.
Connecticut.....	199,337	417	1,823,112	5,457,104	12	40,100	35,100	1,000	none.
Equitable.....	128,601	717	1,847,750	3,845,600	2	2,000	2,000	none.	none.
Metropolitan.....	16,654	206	554,000	554,000	none.	none.	none.	none.	none.
National.....	34,833	455	705,128	1,612,245	6	1,021	3,021	4,000	none.

New York.....	197,327	478	2,217,100	4,800,000	9	17,500	16,597	none.
North Westera.....	5,298	129	191,700	181,900	none.	none.	none.	none.
Phoenix.....	166,527	1,451	2,336,778	4,635,684	15	29,300	26,700	2,600
Travelers.....	56,841	549	869,643	2,157,177	19	17,690	15,690	2,000
Union.....	104,422	320	545,725	2,402,275	5	8,000	6,000	none.
	1,250,912	6,459	13,896,587	34,905,707	99	187,208	165,241	none.

RECAPITULATION.

Canadian Companies.....	417,628	3,655	5,276,859	13,069,811	36	46,200	46,400	
British Companies.....	596,982	1,212	1,806,655	19,258,166	125	274,434	244,337	
American Companies.....	1,250,912	6,459	13,896,587	34,905,707	99	187,208	165,241	
Total.....	2,265,522	11,326	21,070,101	67,233,684	260	507,842	456,478	

LIFE COMPANIES—1873.

	Premiums of the year.	No. of Policies. New.	Amount of Policies. New.	Amount at Risk.	No. of Policies become Claims.	Amount of Policies become Claims.	Claims Paid.	Claims in Suspende.	Claims resisted.
	\$		\$	\$		\$	\$	\$	
<b>CANADIAN COMPANIES.</b>									
Canada.....	364,227	1,651	2,267,013	11,066,092	47	81,800	72,800	35,200	none.
Confederation.....	48,689	467	649,300	1,798,630	2	2,000	1,000	None.	none.
Mutual of Canada.....	45,497	775	968,050	1,398,175	4	4,000	2,000	2,000	none.
Sun Mutual.....	52,822	452	724,550	1,514,300	6	6,000	6,000	None.	none.
	511,235	3,345	4,608,913	15,777,197	59	93,800	81,800		
<b>BRITISH COMPANIES.</b>									
Triston Medical.....	45,681	232	330,214	1,629,885	9	20,934	16,509	14,581	none.
Commercial Union.....	23,726	12	30,500	780,425	7	12,167	11,680	9,487	none.
Edinburgh.....	26,265	19	40,588	843,092	4	no return.	9,454	none.	none.
Life Association of Scotland.....	139,383	203	291,703	4,241,352	21	51,594	52,324	21,170	none.
Liverpool and London and Globe.....	10,667	43	46,000	412,301	2	2,038	2,038	none.	none.
London and Lancashire.....	16,559	157	279,900	684,886	3	8,000	9,625	1,000	none.
North British and Mercantile.....	30,106	14	30,968	998,025	3	19,712	14,116	5,965	none.
Queen.....	12,175	13	32,000	386,960	3	6,211	8,214	none.	none.
Reliance Mutual.....	18,883	165	176,233	498,345	3	5,433	4,433	1,000	none.
Royal.....	35,674	15	24,435	1,158,611	3	7,806	5,496	2,310	none.
Scottish Amicable.....	15,231	44	105,826	561,886	1	486	4,379	none.	none.
Scottish Provident.....	7,728	none.	285,978	none.	none.	none.	none.	none.	none.
Scottish Provincial.....	67,034	43	51,412	1,569,992	14	32,974	33,594	6,957	none.
Standard.....	144,396	176	269,459	4,810,453	23	48,907	34,448	14,458	none.
Star (No return).....									
	594,108	1,136	1,704,338	18,862,191	98	216,262	206,310		
<b>AMERICAN COMPANIES.</b>									
Etna.....	331,549	1,690	2,511,875	8,474,004	37	76,786	71,616	25,566	none.
Atlantic.....	36,892	166	212,764	1,164,000	7	12,665	7,665	none.	5,000
Connecticut.....	189,083	235	528,589	4,760,000	11	28,100	27,000	10,100	2,000
Equitable.....	172,796	773	2,254,800	5,882,610	15	41,000	35,000	6,000	none.
Globe Mutual.....	43,529	99	1,035,500	1,035,500	none.	none.	none.	none.	none.
Metropolitan.....	50,690	620	1,402,500	1,920,000	1	1,000	1,000	none.	none.

National.....	47,391	378	577,338	1,693,816	10	11,200	4,000	1,000
New York.....	225,342	421	1,494,000	6,700,000	19	32,915	17,380	none.
North Western.....	17,368	210	333,000	491,400	none.	none.	none.	none.
Phoenix.....	192,504	1,502	2,289,298	5,000,578	18	37,200	3,000	none.
Travelers.....	69,539	686	729,748	2,636,325	10	29,196	7,000	none.
Union.....	113,222	519	1,259,455	3,283,775	5	6,000	none.	none.
United States.....	2,410	28	111,500	111,500	none.	none.	none.	none.
	1,492,315	7,327	14,740,367	42,861,508	133	276,062	232,412	.....

RECAPITULATION.

Canadian Companies.....	511,235	3,345	4,608,913	15,777,197	59	93,800	81,800
British Companies.....	594,108	1,136	1,704,338	18,862,191	98	216,262	206,310
American Companies.....	1,492,315	7,327	14,740,367	42,861,508	133	276,062	232,412
	2,597,658	11,808	21,053,618	77,500,896	290	586,124	520,522

LIFE COMPANIES—1874.

	Premiums of the year.	Number of Policies, New.	Amount of Policies, New.	Amount at risk.	No. of Policies become Claims.	Amount of Policies become Claims.	Claims Paid.	Claims in Suspense.	Claims Resisted.
	\$		\$	\$		\$	\$	\$	\$
<b>CANADIAN COMPANIES.</b>									
Canada .....	389,430	1,279	1,854,766	11,954,658	89	130,386	122,839	no return.	no return.
Citizens .....	39,519	221	358,689	1,154,769	6	8,000	4,500	3,500	none.
Confederation .....	89,809	1,107	1,552,908	2,641,708	4	6,000	5,000	3,000	3,000
Mutual .....	56,136	702	798,117	1,813,292	6	5,000	5,000	none.	none.
Sun Mutual .....	55,982	321	562,842	1,786,092	5	6,000	3,000	3,000	none.
Toronto .....	8,978	114	132,500	283,800	none.	none.	none.	none.	none.
	638,854	3,744	5,259,822	19,634,319	110	155,386	140,339	.....	.....
<b>BRITISH COMPANIES.</b>									
Briton Medical .....	49,899	155	209,783	1,636,769	10	37,524	52,106	none.	none.
Commercial Union .....	27,375	27	58,239	813,638	6	13,140	12,156	1,946	none.
Edinburgh .....	24,959	5	14,113	808,339	4	no return.	5,403	4,595	none.
Life Association of Scotland .....	136,179	111	193,479	4,116,282	28	64,722	64,944	20,440	none.
Liverpool and London and Globe .....	12,252	21	28,500	354,500	1	1,037	1,037	none.	1,000
London and Lancashire .....	20,485	237	377,200	935,439	1	5,000	none.	5,000	none.
North British and Mercantile .....	28,168	8	44,148	927,596	8	16,813	10,933	5,879	none.
Positive Government .....	14,003	314	473,500	380,000	none.	none.	none.	none.	none.
Queen .....	11,707	10	31,200	373,750	4	3,960	1,960	2,000	none.
Reliance Mutual .....	19,931	77	106,500	521,913	3	3,500	1,000	2,500	none.
Royal .....	33,670	25	73,895	1,147,295	10	25,706	19,206	6,500	none.
Scottish Amicable .....	24,007	67	213,535	857,372	6	10,341	none.	10,341	none.
Scottish Provident .....	7,425	none.	none.	280,240	1	1,946	1,946	none.	none.
Scottish Provincial .....	64,866	18	26,234	1,499,972	8	17,169	13,441	3,703	none.
Standard .....	143,681	168	271,828	4,839,715	36	77,555	61,910	12,615	none.
Star .....	11,201	12	20,926	365,047	none.	none.	none.	none.	none.
	629,808	1,255	2,143,080	19,863,867	126	278,404	255,072	.....	.....
<b>AMERICAN COMPANIES.</b>									
Delna .....	339,687	1,315	1,902,172	8,941,479	31	56,183	66,790	24,321	none.
Atlantic .....	35,540	277	358,087	1,331,636	8	13,500	12,500	1,000	none.
Connecticut .....	209,369	369	983,642	6,768,000	8	14,638	14,638	none.	none.

	191,652	660	1,797,600	5,071,650	14	41,500	27,500	14,000	none.
<i>Equitable</i> .....									
<i>Globe Mutual (No return)</i> .....									
<i>Metropolitan</i> .....	63,939	339	561,000	2,129,500	2	6,000	none.	6,000	none.
<i>National</i> .....	35,429	131	288,613	1,586,616	7	8,000	10,000	2,000	none.
<i>New York</i> .....	245,517	486	1,152,985	7,066,000	14	60,776	75,350	none.	none.
<i>North Western</i> .....	28,691	322	463,006	848,187	3	5,000	3,000	2,000	none.
<i>Phoenix</i> .....	205,856	940	1,246,935	4,937,695	34	46,592	34,592	18,000	none.
<i>Travelers</i> .....	90,243	835	1,189,635	3,028,126	31	32,556	21,856	16,200	none.
<i>Union Mutual</i> .....	125,967	1,028	1,615,750	4,385,750	8	12,500	6,000	none.	none.
<i>United States</i> .....	3,838	53	143,000	123,500	none.	none.	none.	none.	none.
	1,575,748	6,755	11,705,319	46,218,139	163	297,245	272,826		

RECAPITULATION.

<i>Canadian Companies</i> .....	638,854	3,744	5,259,822	19,034,319	110	155,386	140,339		
<i>British Companies</i> .....	629,808	1,255	2,143,080	19,863,867	126	278,404	255,072		
<i>American Companies</i> .....	1,575,748	6,755	11,705,319	46,218,139	163	297,245	272,826		
<i>Totals</i> .....	2,844,410	11,754	19,108,221	85,716,325	399	731,035	668,237		



LIFE COMPANIES—1875.

	Premiums of the Year.	No. of Policies, New.	Amount of Policies, New.	Amount at Risk.	No. of Policies become Claims.	Amount of Policies become Claims.	Claims Paid.	Claims in Suspense.	Claims Resisted.
	\$		\$	\$		\$	\$	\$	\$
<b>CANADIAN COMPANIES.</b>									
Canada.....	431,478	1,593	2,443,311	13,430,082	73	113,360	109,463	51,008	none.
Citizens.....	37,787	115	165,732	1,128,371	11	20,000	18,000	2,000	none.
Confederation.....	104,834	1,005	1,383,915	3,422,915	6	6,500	5,450	5,000	none.
Mutual.....	69,006	386	433,243	1,648,936	11	11,569	none.	3,000	none.
Stadacona.....	1,976	43	63,750	87,250	none.	none.	3,500	8,000	none.
Sun Mutual.....	65,304	324	465,119	1,921,211	3	4,000	3,000	1,000	none.
Toronto.....	9,871	113	120,531	318,531	3	none.	none.	none.	none.
	707,256	3,579	5,077,601	21,957,296	107	162,959	151,512	.....	.....
<b>BRITISH COMPANIES.</b>									
Briton Medical.....	43,561	60	88,633	1,404,927	17	46,449	24,549	19,467	2,433
Commercial Union.....	24,127	19	59,373	756,981	3	3,164	3,164	none.	none.
Edinburgh.....	25,947	3	6,570	808,339	2	no return.	11,187	none.	3,650
Life Association of Scotland.....	139,810	112	256,998	4,163,157	33	61,918	52,992	34,212	none.
Liverpool and London and Globe.....	9,448	8	8,500	322,097	none.	none.	none.	1,000	none.
London and Lancashire.....	21,702	103	185,500	864,787	2	2,000	7,077	none.	none.
North British and Mercantile.....	27,112	19	18,758	901,226	5	12,433	13,448	1,000	4,666
Positive Government.....	10,679	115	138,500	253,853	4	8,000	2,333	1,000	none.
Queen.....	11,657	7	26,973	361,747	3	16,600	8,647	4,000	none.
Reliance Mutual.....	20,516	82	136,100	589,967	5	16,370	10,870	5,500	none.
Royal.....	33,165	10	31,250	1,084,022	7	24,905	14,812	14,891	none.
Scottish Amicable.....	23,660	27	59,519	812,992	1	973	10,651	none.	none.
Scottish Provident.....	7,313	none.	none.	no return*	2	8,370	8,370	none.	none.
Scottish Provincial.....	59,438	none.	578,242	1,388,566	5	16,741	8,589	8,020	none.
Standard.....	151,373	348	578,242	5,022,565	30	89,764	41,012	48,751	none.
Star.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
No return.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	609,508	904	1,614,886	18,735,226	119	295,587	217,701	.....	.....
<b>AMERICAN COMPANIES.</b>									
.....	328,737	971	1,469,092	8,967,672	42	92,635	95,941	none.	none.

Atlantic.....	29,050	190	248,747	1,223,853	6	6,450	6,450	none.
Connecticut.....	211,143	294	633,705	5,439,997	14	41,140	38,140	5,000
Equitable.....	180,232	478	1,038,305	5,329,945	21	41,570	33,570	none.
Globe Mutual.....	20,249	30	114,000	472,000	2	24,000	none.	8,000
Metropolitan.....	54,363	222	413,500	1,781,500	4	9,500	14,000	none.
National.....	35,481	172	204,613	1,349,708	10	24,200	22,200	4,000
New York.....	226,430	327	768,435	6,000,000	18	49,535	13,095	17,000
North Western.....	35,697	218	335,980	1,015,706	3	3,000	3,000	none.
Phoenix.....	179,047	571	678,277	3,982,782	33	34,350	58,350	2,000
Travelers'.....	109,679	481	722,875	3,189,151	22	23,679	13,700	none.
Union Mutual.....	133,315	†583	†1,346,365	4,575,427	24	38,300	38,300	none.
United States.....	8,412	25	68,000	265,620	no return.	no return.	no return.	5,000
	1,531,835	4,571	8,041,894	43,596,361	199	408,359	349,225	.....

RECAPITULATION.

Canadian Companies.....	707,256	3,579	5,077,601	21,957,296	107	162,959	151,512	
British Companies.....	699,508	904	1,614,886	18,735,226	119	295,587	217,701	
57 American Companies.....	1,551,835	4,571	8,041,894	43,596,361	199	408,359	349,225	
Totals.....	2,868,599	9,054	14,734,381	84,286,883	425	866,905	718,438	

\* By a subsequent return this amount is stated at \$271,869.  
 † According to the amended statement of the Company (see page 58), these items should be 1,041 and 1,611,295 respectively.

LIFE INSURANCE COMPANIES.

THE RETURNS MARKED † ARE IMPERFECT.

CANADIAN COMPANIES.

Year.	Premiums of the Year.	No. of Policies, New.	Amount of Policies, New.	Amount at Risk.	No. of Policies become Claims.	Amount of Policies become Claims.	Claims Paid.
1869.....	\$ 164,910	831	\$ 1,156,855	\$ 5,476,368	35	\$ 61,300	No Return.
1870.....	203,922	1,062	1,584,456	6,404,437	41	87,977	No Return.
1871.....	291,897	1,677	2,623,944	8,711,111	42	88,328	88,328
1872.....	417,628	3,655	5,276,859	13,070,811	36	46,200	46,400
1873.....	511,235	3,345	4,608,913	15,777,197	59	93,800	81,800
1874.....	638,854	3,744	5,259,822	19,634,319	110	155,386	140,339
1875.....	707,256	3,579	5,077,601	21,957,296	107	162,959	151,512
Total.....	2,935,702	17,893	25,588,450	.....	430	692,822	508,379

BRITISH COMPANIES.

1869.....	\$ 515,741	1,481	\$ 2,027,392	\$ 10,318,475	76	\$ 174,878†	\$ 183,005
1870.....	531,250†	1,075†	1,657,493†	17,391,922†	87†	241,276†	170,986†
1871.....	570,449	1,347	2,212,107	18,405,325	87	179,791†	207,573
1872.....	596,982	1,212	1,896,655	19,258,166	125	274,434†	244,837
1873.....	594,108†	1,130†	1,704,338†	18,862,191†	98†	216,262†	206,310†
1874.....	629,808	1,255	2,143,080	19,863,867	126	278,404†	255,072
1875.....	699,508†	904†	1,614,886†	19,007,095†	119†	295,587†	217,701†
Total.....	4,047,846	8,410	13,855,951	.....	718	1,660,632	1,485,484

AMERICAN COMPANIES.

1859.....	\$ 557,708	4,191	\$ 9,069,885	\$ 13,885,219†	38	\$ 78,840	\$ 64,340
1870.....	729,175	4,819	8,952,747	18,898,353†	45	111,232	104,194
1871.....	990,628	4,383	8,486,575	18,709,499†	71	161,428	150,327
1872.....	1,250,912	6,459	13,896,587	34,905,707	99	187,208	165,241
1873.....	1,492,315	7,327	14,740,367	42,861,508	133	276,062	232,412
1874.....	1,575,748†	6,755†	11,705,319†	46,218,139†	163†	297,245†	272,826†
1875.....	1,551,835	5,029	8,306,824	43,596,361	199†	408,359†	349,225†
Total.....	8,148,321	38,963	75,158,304	.....	748	1,520,374	1,338,565

TOTALS FOR ALL THE YEARS 1869 TO 1875 INCLUSIVE.

Canadian Companies.....	\$ 2,935,702	17,893	\$ 25,688,450	.....	430	\$ 692,822	\$ 508,379
British Companies.....	4,047,846	8,410	13,655,951	.....	718	1,660,632	1,485,484
American Companies.....	8,148,321	38,963	75,158,304	.....	748	1,520,374	1,338,565
Grand Totals.....	15,131,869	65,266	114,602,705	.....	1896	3,873,828	3,332,428

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 UNION MUTUAL LIFE INSURANCE COMPANY.
 

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A telegram was received from H. S. Washburn, President of the above Company dated "Boston, 7th April, 1876," as follows:—

"We to-day discover error in our annual returns to your Department for 1875. Answer to question two should be 1,253 policies instead of 795. The answer to question three should be \$1,936,795 instead of \$1,671,865."

A statement embodying the above amendment was subsequently received, attested by the President of the Company; and a letter from the Actuary in explanation, dated "Boston, 11th April, 1876," as follows:—

"Upon looking over our returns, we find that in making up our figures for Canada a clerical error had been made by copying the business done in the State of New York, instead of that done in Canada. The total business for the Dominion in the first return (see page 27) was made up as follows:—

"Nova Scotia, 34 policies, insuring.....	\$41,620
"New Brunswick, 170 policies, insuring.....	259,900
"P. E. Island, 12 do .....	12,000
"Newfoundland, none .....	None.
"The two Canadas, 579 policies, insuring.....	1,358,345

"This last item is where we erred. The 579 policies insuring the above amount, is really the work done in New York State, as you will see by referring to the New York Report when published. This made a total business of 795 policies, insuring \$1,671,865, as given in our first returns.

"The above returns for Nova Scotia, New Brunswick and P. E. Island are all correct; but in place of the 579 policies, insuring \$1,358,345, should be the actual work in the two Canadas, which was 1,037 policies, insuring \$1,623,275. This, with the work of the other provinces, makes a total for the Dominion of 1,253 policies, insuring \$1,936,795, which, as you will see, is the same as telegraphed you

\* \* \* \* \*

(Signed,) D. L. GALLUP,  
"Actuary."

According to this correction, the figures for this Company at pages 41 and 55 should be

Number of policies.....	1,041
Amount.....	\$1,611,295

as stated in the foot-note. The correction was too late to be made in those tables, but is applied in the Summary at page 57.

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 SCOTTISH PROVIDENT.
 

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By a subsequent statement, the amount at risk for this Company for 1875 is given as \$271,869. This correction is applied in the Summary at page 57.

STATEMENTS

MADE BY

ACCIDENT, GUARANTEE AND PLATE-GLASS  
INSURANCE COMPANIES.

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## LIST OF COMPANIES

DULY LICENSED FOR THE TRANSACTION OF **ACCIDENT** AND  
**GUARANTEE** INSURANCE BUSINESS IN THE DOMINION,  
FOR THE YEAR ENDED 31<sup>ST</sup> DECEMBER, 1875.

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ACCIDENT.

- The Accident Insurance Company of Canada.
- The Citizens' Insurance and Investment Company of Canada.
- The Sun Mutual Life Insurance Company of Montreal.
- The Toronto Life Assurance and Tontine Company.
- The Travelers' Insurance Company of Hartford, Conn.

GUARANTEE.

- The Canada Guarantee Company (Montreal).

PLATE-GLASS INSURANCE COMPANY.

- The Metropolitan Plate-Glass Insurance Company of New York. Head Office in Canada, Montreal. (No License necessary.)
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STATEMENT OF THE ACCIDENT INSURANCE COMPANY OF CANADA,  
FOR YEAR ENDED 31st OCTOBER, 1875.

Number of policies issued.....	1,713	
Total amount assurance effected.....		3,852,500 00
Total revenue, premiums and interest.....		23,134 59
Capital subscribed.....		125,000 00
Capital paid up.....		25,000 00

## BALANCE SHEET.

## RECEIPTS AND EXPENDITURE.

*Dr. Receipts:—*

Premiums.....	\$21,015 30	
Interest.....	2,119 29	
Profit and loss account.....	350 00	
		23,484 59
Capital account.....		25,000 00
		<u>48,484 59</u>

*Cr. Disbursements:—*

Working expenses.....	\$6,059 21	
Commissions.....	3,862 69	
		9,921 90
Preliminary expenses account.....		1,094 26
Losses.....		1,024 86
Balance.....		36,443 57
		<u>48,484 59</u>

## ASSETS AND LIABILITIES.

*Assets:—*

Deposited with Government in securities whose present value is in excess of this amount.....		20,000 00
Bank of Montreal stock, cost.....		5,557 50
Cash on hand and in bank.....		4,071 07
Agents balances, less cost of collection.....		1,937 96
(These are items advised as received).		
		31,544 53
Accrued interest.....		441 90
Preliminary expense account.....		4,377 04
		<u>36,385 47</u>

*Liabilities:*

Capital paid up.....		25,000 00
Unearned premiums.....	\$5,840 00	
Losses under adjustment.....	196 58	
		6,036 58
Surplus.....		5,348 89
		<u>36,385 47</u>

FINANCIAL RESOURCES.

Capital subscribed (no transfer allowed without sanction of Board)...	125,000 00
Surplus, as above.....	5,348 89
	130,348 89

NATURE OF BUSINESS.

Strictly limited to Accident Insurance.

A. T. GALT,  
*President.*

ED. RAWLINGS,  
*Manager and Secretary.*

MONTREAL, 21st January, 1876.

STATEMENT OF THE TRAVELERS' INSURANCE COMPANY, FOR THE YEAR ENDED 31st DECEMBER, 1875.

ACCIDENT DEPARTMENT.

*Canadian Business:—*

Total premiums received during the year in Canada.....	70,346 97
Number of policies issued do do .....8,423	
Amount of do do do ..... 22,709,000 00	
do at risk on all policies in force do ..... Unknown.	
Number of policies become claims during the year in Canada...415	
Amount of do do do ..... 31,533 65	
do paid on claims do ..... 26,533 65	
do of claims in suspense in Canada..... 5,000 00	
do do resisted do ..... 5,000 00	
For deposit with Receiver-General and other Canadian Investments —See Life Return.	

*General Business:—*

Assets of the Company.....	1,148,054 34
Liabilities of the Company excluding premium reserve.....	98,500 00
Amount of premium reserve.....	169,417 45
Rate per cent. and table of mortality on which this reserve is based—Company's own table.	
Amount of capital stock of the Company } See Life Return.	
Amount paid thereon..... }	
Total premiums received by the Company during the year in all countries.....	596,979 54
Number of policies issued by the Company during the year in all Countries..... 32,857	
Amount of policies issued by the Company during the year in all countries.....	100,224,000 00
Number of policies become claims by the Company during the year in all countries..... 2,165	
Amount of policies become claims by the Company during the year .....	230,097 47
Amount of policies in all countries.....	90,736,550 00
Expenses of management, agencies, commissions, &c., &c.....	346,751 88

T. E. FOSTER,  
*General Agent.*

MONTREAL, 21st January, 1876.

STATEMENT OF THE SUN MUTUAL LIFE INSURANCE COMPANY OF MONTREAL, FOR THE YEAR ENDING 31st DECEMBER, 1875.

ACCIDENT DEPARTMENT.

Number of policies issued during the year in Canada.....	1,020	
do not taken out.....	7	
Amount of policies issued during the year in Canada.....		1,217,500 00
do not taken out.....		41,000 00
Amount at risk of all policies in force in Canada.....		1,176,500 00
Number of policies become claims during the year in Canada	1	
Amount do do do .....		1,000 00
do of claims in Canada resisted.....		None.

R. MACAULAY,  
*Secretary.*

STATEMENT OF THE CITIZENS INSURANCE AND INVESTMENT COMPANY, FOR THE YEAR 1875.

ACCIDENT DEPARTMENT.

Total premiums received during the year 1875 in Canada.....		9,954 23
Number of policies issued during the year.....	703	
Amount of policies issued during the year.....		1,439,000 00
Amount at risk in all policies in force.....		1,563,500 00
Number of policies become claims during the year.....	79	
Amount of the said policies.....		2,773 71
Amount paid on claims during the year.....		2,573 71
Amount of claims in suspense.....		200 00
Claims resisted.....		None.
Expense of management, agencies, commissions, &c., &c.....		1,186 94
Assets, liabilities and investments included in Life return.....		

ARCHD. MCGOWN,  
*Secretary-Treasurer.*

EDWARD STARK,  
*Manager.*

Montreal, 1st February, 1876.

STATEMENT OF THE CANADA GUARANTEE COMPANY, 31st OCTOBER, 1875, BEING THE CLOSE OF ITS FINANCIAL YEAR.

BUSINESS.

Number of policies issued during the year.....	671	
Amount do do .....		1,432,800 00
Total amount of policies in force.....		3,160,900 00
Total annual revenue (premiums and interest).....		32,320 47
Number of claims made during the year.....	11	
Claims disputed.....		None
Claims in course of adjustment.....	2	5,500 00

FINANCIAL.

RECEIPTS AND DISBURSEMENTS.

*Cash Received:—*

Premiums received in year.....	29,831 88	
Interest on investments.....	2,488 59	
		32,320 47
Capital instalments.....		1,980 00
Sundries.....		1,741 69
		36,042 16
Receipts for 1875.....		38,293 94
Balance of last year.....		74,336 10

*Cash Expended:—*

Losses paid.....		7,400 71
General working expenses including salaries, commis- sion, &c.....	9,673 46	
Dividends.....	2,581 00	
Preliminary expenses.....	726 00	
		12,980 46
Balance on year.....		15,660 99
		36,042 16
Balance last year.....		38,293 94
		74,336 10
Gross balance carried from.....	1874 38,293 94	
do do .....	1875 15,660 99	
		53,954 93

ASSETS AND LIABILITIES.

*Assets.*

Securities deposited with Government, par value.....	33,399 99	
Montreal Corporation bonds.....	8,000 00	
Cash on hand and in bank.....	8,619 51	
		50,019 50
Agents' balances (exclusive of Head office premiums due)	1,956 52	
Office furniture, present value.....	961 39	
Accrued interest on investments.....	231 66	
Bills receivable.....	1,047 25	
		4,196 82
		\$54,216 32

*Liabilities.*

Paid up capital.....		23,335 00
Reserve for unearned premiums.....		12,000 00
Claims and engagements in abeyance, not yet due.....		6,500 00
Surplus.....		12,381 32
		\$54,216 32

## FINANCIAL RESOURCES OF THE COMPANY.

Capital subscribed, 20 per cent. paid up.....	116,675 00
Double liability, making it.....	233,350 00
Add surplus as above.....	12,381 32
Total available resources.....	<u>\$245,731 32</u>

The stock is not transferable without sanction of the Board.

NOTE.—7th January, 1876.—The full deposit of \$50,000 has now been completed with Government in securities, the present value of which is in excess of that amount.

## NATURE OF BUSINESS.

Strictly limited to Guarantee.

A. T. GALT,  
*President.*

ED. RAWLINGS,  
*Manager and Secretary.*

Montreal, 21st January, 1876.

## STATEMENT OF THE METROPOLITAN PLATE GLASS INSURANCE COMPANY OF NEW YORK, ON 31st DECEMBER, 1875.

Amount of capital stock.....	100,000 00
do do paid up.....	100,000 00

*Assets:—*

Cash on hand and in the hands of agents or other persons.....	8,681 17
Bonds owned by the Company, viz.: United States' 5-20 Government Bonds, 1865 new, par value, \$83,800; market value.....	98,465 00
Loans on bond and mortgage.....	None.
Debts otherwise secured.....	90 00
Debts for premiums.....	2,953 18
All other securities.....	5,327 34
Total Assets.....	<u>115,516 69</u>

*Liabilities:*

Losses adjusted and not due.....	1,117 62
All other claims against the Company.....	533 62
Amount necessary to insure outstanding risks.....	10,423 94
Total Liabilities.....	<u>12,075 18</u>

*Canadian Business for year ended 31st Dec., 1875:—*

Policies issued.....	83
Amount insured.....	21,252 58
Premiums received.....	1,399 43
Losses paid.....	814 30
Amount at risk.....	19,640 08

Montreal, 20th January, 1876.

113—5½

R<sup>y</sup> JOHN LONSDALE,  
*Manager, Canada.*



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## LIST OF COMPANIES

DULY LICENSED FOR THE TRANSACTION OF **FIRE INSURANCE**  
BUSINESS IN THE DOMINION, FOR THE YEAR ENDED 31<sup>ST</sup>  
DECEMBER, 1875.

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- The Ætna Insurance Company of Hartford, Conn.
  - The Agricultural Mutual Assurance Association of Canada, London, Ont.
  - The British American Assurance Company, Toronto.
  - The Canada Agricultural Insurance Company, Montreal.
  - The Citizens' Insurance and Investment Company of Canada.
  - The Commercial Union Assurance Company of London, England.
  - The Guardian Fire and Life Assurance Company, London, England.
  - The Hartford Fire Insurance Company, Hartford, Conn.
  - The Imperial Insurance Company of London, England.
  - The Isolated Risk and Farmers' Fire Insurance Company of Canada.
  - The Lancashire Insurance Company.
  - The Liverpool and London and Globe Insurance Company.
  - The London Assurance Corporation.
  - The National Insurance Company (Montreal).
  - The North British and Mercantile Insurance Company.
  - The Northern Assurance Company of Aberdeen and London.
  - The Ottawa Agricultural Insurance Company.
  - The Phenix Insurance Company of Brooklyn.
  - The Phoenix Fire Assurance Company, London, England.
  - The Provincial Insurance Company of Canada.
  - The Quebec Fire Assurance Company.
  - The Queen Fire and Life Insurance Company, England.
  - The Royal Canadian Insurance Company.
  - The Royal Insurance Company of England.
  - The Scottish Commercial Insurance Company of Glasgow.
  - The Scottish Imperial Insurance Company.
  - The Stadacona Insurance Company of Quebec.
  - The Western Assurance Company, Toronto.
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**ABSTRACT**

— OF —

**FIRE AND INLAND MARINE INSURANCE**

**IN CANADA,**

**FOR THE YEARS 1869-1875.**

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**FIRE COMPANIES.**

**ABSTRACT of Fire Insurance Business done by all Companies in Canada.**

**ÆTNA INSURANCE COMPANY OF HARTFORD, CONN., LICENSED 1st AUGUST, 1868.**

	Premiums of the Year.	No. of Policies new and renewed.	Amount of Policies new and renewed.	Amount at risk.	No. of losses during the year.	Amount of losses paid.	Losses in suspense.	Losses resisted.
1869	\$ 107,635	4,308	\$ 9,702,356	\$ 9,702,356	.....	\$ 82,299	\$ 14,667	\$ 14,667
1870	114,121	4,795	10,632,627	9,148,828	104	111,235	16,811	16,811
1871	153,751	7,039	16,099,727	12,261,341	122	116,943	11,000	1,500
1872	177,943	8,180	17,960,913	14,037,146	150	142,928	33,302	9,100
1873	183,929	8,242	16,268,820	14,528,648	134	182,368	4,600	1,800
1874	168,147	7,458	15,243,769	13,550,427	135	103,864	17,769	none.
1875	152,835	no return.	no return.	*12,000,000	.....	113,761	3,216	1,500
	1,058,361	.....	85,908,212	.....	.....	853,398	.....	.....

\* Estimated.

**AGRICULTURAL INSURANCE COMPANY OF WATERTOWN, N.Y., LICENSED 2nd JUNE, 1870.**

	Premiums of the Year.	No. of Policies new and renewed.	Amount of Policies new and renewed.	Amount at risk.	No. of losses during the year.	Amount of losses paid.	Losses in suspense.	Losses resisted.
1870	\$ 5,431	2,250	\$ 2,261,200	\$ 2,019,100	2	100	none.	none.
1871	68,361	9,250	8,450,222	8,995,288	47	13,168	none.	none.
1872	73,813	9,642	8,565,421	12,781,524	130	33,616	1,600	none.
1873	64,641	11,708	7,620,030	14,341,781	190	28,204	2,772	none.
	212,046	.....	26,796,873	.....	.....	75,088	.....	.....

**AGRICULTURAL MUTUAL ASSURANCE ASSOCIATION OF CANADA, LONDON, ONT., LICENSED 1st AUGUST, 1868.**

1869	60,702	11,141	8,870,728	25,684,188	156	42,317	1,200	350
1870	71,135	12,319	10,269,187	28,196,473	210	64,078	3,500	2,500

1871	76,073	12,687	10,650,987	29,374,997	218	55,049	4,000	900
1872	62,807	11,602	9,704,577	30,643,125	219	50,165	none.	1,600
1873	73,614	13,066	11,980,962	32,295,396	256	47,273	3,500	none.
1874	74,317	14,101	12,954,387	34,756,276	212	45,047	5,600	1,200
1875	60,333	12,984	12,079,428	36,644,433	.....	59,423	10,413	3,292
	481,040	.....	76,430,856	.....	.....	363,351	.....	.....

ANDES INSURANCE COMPANY OF CINCINNATI, OHIO, LICENSED 3RD JUNE, 1871.

1871	31,431	1,360	2,817,763	no return.	no return.	5,668	1,844	none.
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BRITISH AMERICA ASSURANCE COMPANY, TORONTO, LICENSED 1ST AUGUST, 1868.

1869	113,883	2,823	4,927,297	9,752,151	111	49,538	6,819	none.
1870	114,377	7,005	12,530,097	10,584,788	133	61,636	27,953	none.
1871	135,852	8,494	14,485,038	11,927,288	168	83,669	11,057	none.
1872	174,047	10,036	17,690,653	14,040,912	223	89,828	42,125	none.
1873	191,035	9,545	17,266,795	14,540,474	254	117,970	5,290	none.
1874	194,077	10,036	20,195,582	17,596,653	213	92,346	10,242	none.
1875	184,799	no return.	18,583,483	16,346,820	.....	125,435	34,934	9,224
	1,108,020	.....	105,668,945	.....	.....	620,422	.....	.....

CANADA AGRICULTURAL INSURANCE COMPANY, MONTREAL, LICENSED 23RD MAY, 1874.

1874	109,892	15,000	no return.	15,000,000*	146	41,317	none.	none.
1875	112,103	14,838	14,922,419	22,505,357	.....	63,437	none.	none.
	221,995	.....	14,922,419	.....	.....	104,754	.....	.....

\* Estimated.

CITIZENS' INSURANCE AND INVESTMENT COMPANY OF CANADA, LICENSED 24TH MARCH, 1875.

1875	129,893	4,963	13,792,748	11,042,299	.....	62,632	1,900	none.
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**FIRE COMPANIES. — Continued.**

**ABSTRACT of Fire Insurance Business done by all Companies in Canada.**

**COMMERCIAL UNION ASSURANCE COMPANY OF LONDON, ENGLAND, LICENSED 1ST AUGUST, 1868.**

	Premiums of the Year.	No. of Policies, new and renewed.	Amount of Policies, new and renewed.	Amount at risk.	No. of losses during the year.	Amount of losses paid.	Losses in suspense.	Losses resisted.
—	\$		\$	\$		\$	\$	\$
1869	81,690	3,707	8,025,190	7,160,785	70	38,223	5,135	15,863
1870	86,371	4,169	9,135,173	7,269,209	88	45,035	2,786	1,000
1871	80,162	4,007	8,782,650	7,333,591	105	85,262	none.	1,779
1872	57,329	2,892	8,037,901	5,949,056	122	89,407	18,972	none
1873	29,782	1,468	4,699,384	4,038,016	34	31,765	800	none.
1874	84,066	2,644	10,230,644	6,404,891	31	30,467	3,884	none.
1875	127,253	no return.	14,341,460	10,466,193	.....	65,287	5,968	4,000
	546,853	.....	63,252,402	.....	.....	384,446	.....	.....

**GUARDIAN FIRE AND LIFE ASSURANCE COMPANY, LONDON, ENGLAND, LICENSED 5TH DECEMBER, 1868.**

	Premiums of the Year.	No. of Policies, new and renewed.	Amount of Policies, new and renewed.	Amount at risk.	No. of losses during the year.	Amount of losses paid.	Losses in suspense.	Losses resisted.
1869	3,166	159	993,760	569,100	none.	none.	none.	8 months.
1870	8,780	442	2,148,875	1,245,275	2	1,300	none.	none.
1871	37,947	1,366	3,468,555	2,065,265	7	3,823	none.	none.
1872	32,392	1,366	5,911,107	3,631,047	24	22,910	42,470	none.
1873	54,887	1,704	5,647,383	4,501,968	22	77,859	4,000	none.
1874	51,225	1,343	4,025,345	4,533,912	25	34,465	25	none.
1875	59,905	1,796	5,869,849	5,047,645	.....	24,275	none.	none.
	218,792	.....	28,064,874	.....	.....	164,732	.....	.....

**HARTFORD FIRE INSURANCE COMPANY, HARTFORD, CONN., LICENSED 1ST AUGUST, 1868.**

	Premiums of the Year.	No. of Policies, new and renewed.	Amount of Policies, new and renewed.	Amount at risk.	No. of losses during the year.	Amount of losses paid.	Losses in suspense.	Losses resisted.
1869	57,531	no return.	no return.	no return.	no return.	28,198	9,325	no return.
1870	16,266	no return.	no return.	no return.	no return.	35,726	6,863	no return.

1871	60,509	no return.	4,000,000*	74,681	no return.	no return.
1872	80,687	no return.	7,000,000*	68,795	no return.	4,000
1873	105,685	no return.	11,250,000*	16,647	8,159	4,000
1874	90,902	10,500*	11,500,000*	38,719	20,681	no return.
1875	96,054	8,000*	6,000,000*	65,594	1,321	2,000
	564,997	13,000,000		350,160		

\* Estimated.

HOME INSURANCE COMPANY, OF NEW HAVEN, CONN., LICENSED 1st AUGUST, 1868.

1869	no return.	no return.	4,094,534	no return	2,383	7,615
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IMPERIAL INSURANCE COMPANY OF LONDON, ENGLAND, LICENSED 1st AUGUST, 1868.

1869	64,522	2,991	7,622,301	54	27,587	64	1,400
1870	82,004	4,041	9,932,704	72	71,589	24,870	none.
1871	85,915	4,175	10,753,562	61	67,986	6,316	4,000
1872	102,750	4,217	9,293,004	100	80,965	21,520	10,700
1873	134,710	4,585	9,921,809	83	71,295	5,318	7,200
1874	134,794	4,554	10,452,343	81	69,886	17,461	none.
1875	126,945	5,021	10,117,243		105,942	10,450	11,900
	731,640	76,796,046			494,250		

ISOLATED RISK AND FARMERS FIRE INSURANCE COMPANY OF CANADA, LICENSED 4th JULY, 1871.

1871	20,680	2,028	2,407,967	2	2,132	none.	none.
1872	59,121	5,847	6,478,904	23	10,074	1,000	none.
1873	55,623	5,968	10,500,000	70	20,349	none.	none.
1874	83,250	8,316	17,274,319	107	37,210	2,229	none.
1875	92,351	no return.	16,842,887		44,646	3,743	none.
	311,025	23,339,344			114,211		

**FIRE COMPANIES.**

**ABSTRACT of Fire Insurance Business done by all Companies in Canada.**

LANCASHIRE INSURANCE COMPANY, LICENSED 7TH AUGUST, 1869.

	Premiums of the Year.	No. of Policies new and renewed.	Amount of Policies new and renewed.	Amount at risk.	No. of losses during the year.	Amount of losses paid.	Losses in suspense.	Losses resisted.
1869	\$ 40,487	2,090	4,273,264	3,912,389	44	29,368	3,537	\$ 3,000
1870	34,615	1,983	4,095,789	3,691,559	42	28,212	3,000	3,000
1871	33,561	1,905	3,641,367	3,230,342	23	25,055	3,000	3,000
1872	43,967	2,559	4,741,638	3,924,221	61	53,670	3,386	None.
1873	66,733	3,223	5,535,137	4,624,547	97	46,802	6,852	2,000
1874	43,097	2,309	4,463,858	3,920,333	73	45,088	6,436	15,000
1875	71,455	3,516	6,782,635	5,872,600	.....	46,393	1,477	2,500
	333,915	.....	33,537,688	.....	.....	274,588	.....	.....

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY, LICENSED 1st AUGUST, 1868.

1869	286,398	14,038	26,744,986	23,480,172	255	183,579	35,008	7,763
1870	273,303	13,457	27,184,034	23,923,264	254	251,405	36,405	12,050
1871	263,696	13,157	27,165,768	25,115,754	248	215,563	13,580	2,750
1872	260,262	12,907	26,851,438	24,444,161	242	244,474	32,732	6,800
1873	236,632	11,129	23,549,017	22,331,200	230	136,608	5,647	10,800
1874	219,948	10,496	21,201,439	21,214,556	241	164,156	3,500	8,200
1875	138,480	8,117	15,375,898	18,333,820	.....	193,477	3,370	12,069
	1,700,719	.....	168,072,582	.....	.....	1,389,262	.....	.....

LONDON ASSURANCE CORPORATION, ENGLAND, LICENSED 3RD AUGUST, 1869.

1869	55,931	2,189	7,509,151	6,142,508	45	66,274	None.	None.
1870	56,496	2,079	8,103,812	6,124,090	33	33,221	15,900	None.
1871	63,330	2,542	8,762,191	6,638,118	33	35,034	10,500	None.
1872	67,365	2,422	9,277,300	6,996,874	64	84,493	7,500	None.
1873	79,368	2,450	8,843,188	6,892,531	39	43,875	None.	None.
1874	60,086	1,948	6,863,945	5,657,885	45	56,724	None.	None.
1875	47,450	1,814	6,298,173	5,525,923	.....	16,544	None.	None.
	430,046	.....	55,657,750	.....	.....	336,165	.....	.....

NORTH BRITISH AND MERCANTILE INSURANCE CO., LICENSED 1ST AUGUST, 1868.

1869	141,822	6,682	16,325,066	14,279,705	90	47,829	2,664	6,800
1870	168,500	10,151	21,642,755	16,877,693	144	115,967	7,946	None.
1871	203,724	10,844	24,428,961	20,308,283	160	140,757	7,700	None.
1872	235,290	11,362	26,316,373	22,268,269	177	119,605	2,214	None.
1873	309,234	12,458	29,882,829	24,282,988	195	110,154	19,002	None.
1874	322,516	11,998	31,030,837	26,665,943	200	157,391	10,916	3,000
1875	292,563	11,806	31,665,728	25,839,449	.....	220,639	25,192	5,000
	1,673,649	.....	181,301,552	.....	.....	912,342	.....	.....

NORTHERN ASSURANCE CO. OF ABERDEEN AND LONDON, LICENSED 1ST AUGUST, 1868.

1869	18,115	1,203	3,560,895	2,779,395	10	6,609	None.	4,330
1870	25,252	1,586	4,392,057	3,623,417	18	2,781	4,500	None.
1871	50,682	2,959	7,698,345	6,464,821	46	22,709	325	None.
1872	69,905	3,788	9,648,940	7,645,182	56	60,948	8,300	13,000
1873	72,359	3,455	7,920,467	6,464,602	74	67,722	3,650	None.
1874	76,397	4,025	9,266,707	7,482,018	82	35,269	8,242	2,000
1875	60,830	no return.	no return.	7,280,312	.....	44,184	2,505	4,000
	373,540	.....	42,487,411	.....	.....	240,222	.....	.....



**FIRE COMPANIES.—Continued.**

**ABSTRACT of Fire Insurance Business done by all Companies in Canada.**

**OTTAWA AGRICULTURAL INSURANCE CO., LICENSED 12TH AUGUST, 1875.**

	Premiums of the Year.	No. of Policies new and renewed.	Amount of Policies new and renewed.	Amount at risk.	No. of losses during the year.	Amount of losses paid.	Losses in suspense.	Losses resisted.
1875	\$ 7,947	1,799	1,673,070	\$ 1,657,770	.....	\$ 280	\$ None.	\$ None.

**PHENIX INSURANCE CO. OF BROOKLYN, U.S., LICENSED 12TH MAY, 1874.**

1875	15,506	no return.	2,583,036	1,300,555	.....	2,558	7,597	None.
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**PHENIX FIRE ASSURANCE CO. LONDON ENGLAND, AU**

1869	86,081	2,887	9,309,690	9,309,690	38	23,819	None.	1,075
1870	82,643	2,732	3,488,306	10,072,078	46	128,845	57,310	None.
1871	80,133	2,907	4,345,133	10,463,153	29	37,226	None.	10,000
1872	108,215	3,325	12,636,184	10,542,887	54	86,919	5,000	None.
1873	158,403	4,022	15,359,670	12,391,647	44	53,009	4,039	None.
1874	186,503	3,925	16,786,684	15,073,539	58	81,752	3,640	None.
1875	162,030	3,680	15,864,769	13,630,067	.....	121,577	17,120	2,000
	866,008	.....	77,790,436	.....	.....	533,147	.....	.....

PROVINCIAL INSURANCE COMPANY OF CANADA, LICENSED 1st AUGUST, 1868.

1869	99,913	8,875	7,503,590	6,606,440	127	81,431	11,410	3,500
1870	97,633	9,034	7,660,992	7,000,000*	110	68,006	5,627	5,200
1871	171,514	9,910	15,283,494	9,500,000*	192	100,344	14,570	1,000
1872	161,168	9,894	10,689,098	no return.	198	119,791	11,150	10,200
1873	190,857	11,139	10,689,098	10,853,771	268	106,512	11,728	13,000
1874	244,331	12,479	16,254,639	no return.	211	117,386	8,525	8,875
1875	217,213	15,349,417	13,615,880	.....	.....	139,134	17,549	16,353
	1,182,619	.....	83,230,328	.....	.....	732,604	.....	.....

\* Estimated.

QUEBEC FIRE ASSURANCE COMPANY, LICENSED 31st MARCH, 1869.

1869	72,234	3,360	7,148,220	7,148,220	27	28,990	None.	None.
1870	72,725	3,526	6,919,300	no return.	190	152,076	None.	None.
1871	73,602	3,654	7,352,776	no return.	60	17,882	15,675	1,600
1872	77,508	3,976	7,762,317	no return.	85	60,630	2,000	None.
1873	75,169	3,546	6,764,498	6,609,256	78	57,606	None.	None.
1874	79,453	3,621	8,013,975	no return.	61	27,840	12,000	None.
1875	86,424	3,713	9,161,659	9,986,507	.....	61,658	None.	None.
	537,115	.....	53,122,745	.....	.....	406,382	.....	.....

QUEEN FIRE AND LIFE INSURANCE COMPANY OF ENGLAND, LICENSED 1st AUGUST, 1868.

1869	94,048	2,551	5,148,705	12,030,396	84	31,800	2,489	2,400
1870	106,616	2,919	6,303,775	9,032,168	72	56,251	42,408	700
1871	122,609	6,178	12,168,918	10,726,788	141	89,272	19,175	None.
1872	150,530	6,902	14,710,932	12,361,313	113	101,478	20,010	None.
1873	179,562	6,981	15,445,859	11,956,582	134	99,568	11,217	8,000
1874	163,329	6,362	13,783,765	11,250,420	164	126,903	15,286	980
1875	160,594	6,972	14,981,214	12,194,075	.....	123,729	4,526	14,010
	977,288	.....	82,543,168	.....	.....	628,991	.....	.....

FIRE COMPANIES. — *Continued.*

ABSTRACT of Fire Insurance Business done by all Companies in Canada.

ROYAL INSURANCE COMPANY OF ENGLAND, LICENSED 1ST AUGUST, 1868.

	Premiums of the Year.	No. of Policies, new and renewed.	Amount of Policies, new and renewed.	Amount at risk.	No. of losses during the year.	Amount of losses paid.	Losses in suspense.	Losses resisted.
	\$		\$	\$		\$	\$	\$
1869	241,683	11,636	30,330,965	27,777,606	137	124,328	24,719	2,650
1870	238,451	11,990	30,910,590	27,777,924	232	272,632	29,669	2,200
1871	262,609	12,779	31,851,153	27,846,337	216	181,486	6,265	None.
1872	315,848	13,959	36,327,665	33,568,082	251	147,269	35,227	None.
1873	371,045	13,523	35,687,177	34,153,739	218	167,858	2,635	None.
1874	405,901	14,143	40,326,482	36,540,544	255	258,970	19,867	None.
1875	361,514	13,420	38,502,854	32,768,805	.....	293,758	2,123	1,200
	2,196,551	.....	243,936,886	.....	.....	1,446,291	.....	.....

ROYAL CANADIAN INSURANCE COMPANY, LICENSED 9TH AUGUST, 1873.

1874	392,434	13,620	39,844,291	25,305,961	169	157,672	14,898	None.
1875	331,291	no return.	32,496,595	25,165,185	.....	383,433	no return.	no return.
	723,725	.....	72,340,886	.....	.....	541,105	.....	.....

SCOTTISH IMPERIAL INSURANCE COMPANY, LICENSED 7TH SEPTEMBER, 1869.

1869	4,878	289	903,540	845,640	None.	None.	None.	None.
1870	29,367	1,549	4,233,068	3,103,146	25	17,134	10,000	5,000
1871	36,133	2,265	5,081,360	3,903,319	28	18,127	800	None.
1872	55,192	3,354	8,136,333	5,241,390	75	45,029	28,517	5,000
								4 months only.

1873	59,060	3,432	7,538,200	6,243,400	66	60,811	3,470	1,500
1874	60,011	3,409	7,052,547	5,932,041	101	60,035	8,762	3,000
1875	46,260	No return.	No return.	4,795,791	.....	33,830	900	1,291
	283,881	.....	32,948,049	.....	.....	234,566	.....	.....

SCOTTISH COMMERCIAL INSURANCE COMPANY OF GLASGOW, LICENSED 25TH JUNE, 1874.

1875	37,446	1,604	5,272,405	2,755,868	.....	9,977	314	None.
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STADACONA INSURANCE COMPANY OF QUEBEC, LICENSED 26TH OCTOBER, 1874.

1874	21,918	584	2,124,620	2,124,620	None.	None.	None.	None.
1875	183,009	10,644	19,706,122	16,596,069	.....	54,854	2,263	5,411
	204,927	.....	21,830,742	.....	.....	54,854	.....	.....

WESTERN ASSURANCE COMPANY, TORONTO, LICENSED 1ST AUGUST, 1868.

1869	154,680	9,289	12,640,769	10,149,917	145	73,840	11,865	4,000
1870	180,730	11,896	17,237,139	13,743,380	156	107,618	6,815	None.
1871	227,698	13,028	18,841,232	16,355,262	226	155,564	15,106	None.
1872	262,206	13,737	24,273,993	21,224,503	314	179,981	42,801	8,200
1873	256,598	11,738	19,367,910	16,233,390	220	138,039	5,919	4,600
1874	254,049	10,352	18,565,687	14,647,508	224	143,652	1,879	None.
1875	262,355	No return.	23,796,364	21,329,212	.....	146,402	26,508	9,500
	1,588,316	.....	134,723,094	.....	.....	947,096	.....	.....

ABSTRACT for the year 1869  
FIRE INSURANCE IN CANADA.

	Premiums of the Year.	No. of New Policies including Renewals.	Amount of said Policies	Amount at risk at date.	Losses during the Year.	Claims Paid.	Claims in Suspense.	Claims Resisted.
	\$		\$	\$		\$		\$
<b>CANADIAN COMPANIES.</b>								
Agricultural .....	60,702	11,141	8,870,728	25,684,188	156	42,317	1,200	350
British America .....	113,833	2,823	4,927,237	9,752,151	111	49,538	6,819	None.
Provincial .....	99,913	8,875	7,503,580	6,605,440	127	81,431	11,410	3,500
Quebec .....	72,234	3,360	7,148,220	7,148,220	27	28,986	None.	None.
Western .....	154,680	9,289	12,640,769	10,149,917	145	73,840	11,865	4,000
	501,362		41,090,604	59,340,916		276,116		
<b>BRITISH COMPANIES.</b>								
Commercial Union .....	81,890	3,707	8,025,190	7,160,785	70	38,223	5,135	15,853
Guardian .....	3,156	159	993,760	569,100	None.	None.	None.	None.
Imperial .....	64,522	2,991	7,822,301	6,314,617	54	27,587	64	1,400
Lancashire .....	40,487	2,090	4,273,264	3,912,389	44	29,368	3,537	3,000
Liverpool and Globe .....	286,398	14,038	26,744,988	23,480,172	255	183,579	35,008	7,763
London .....	55,931	2,189	7,509,151	6,142,508	45	66,274	None.	None.
North British .....	141,822	6,682	15,325,068	14,279,705	90	47,899	2,664	6,800
Northern .....	18,115	1,203	3,560,885	2,779,395	10	6,609	None.	4,330
Phoenix .....	86,081	2,887	9,309,690	9,369,690	38	23,819	None.	1,075
Queen .....	94,048	2,551	5,148,706	12,650,396	84	31,800	2,489	2,400
Royal .....	241,683	11,636	30,330,965	27,777,606	137	124,328	24,719	2,650
Scottish Imperial .....	4,878	289	903,540	845,640	None.	None.	None.	None.
	1,119,011		120,747,515	115,222,003		579,416		
<b>AMERICAN COMPANIES.</b>								
Etna .....	107,635	4,308	9,702,356	9,702,356	No return.	82,299	14,667	14,667
Hartford .....	57,531	No return.	No return.	No return.	No return.	29,198	9,325	o return.
Home .....	No return.	No return.	No return.	4,094,534	No return.	60,691	2,383	7,615
	165,166		9,702,356	13,796,890		172,198		

RECAPITULATION.

Canadian Companies .....	501,362	41,090,604	59,340,916	270,116	.....
British Companies.....	1,119,011	120,747,515	115,222,003	579,416	.....
Co-American Companies.....	165,166	9,702,356	13,796,890	172,188	.....
Totals .....	1,785,539	171,540,475	188,359,809	1,021,720	.....

ABSTRACT for the Year 1870.

FIRE INSURANCE IN CANADA.

	Premiums of the year.	No. of New Policies including Renewals.	Amount of said Policies.	Amount at Risk at Date.	Losses during the year.	Claims Paid.	Claims in suspense.	Claims Resisted.
	\$		\$	\$		\$	\$	\$
<b>CANADIAN COMPANIES.</b>								
Agricultural .....	71,135	12,319	10,289,787	28,195,473	210	64,078	3,500	2,500
British America .....	114,377	7,005	12,530,097	10,584,788	133	61,636	27,953	None.
Provincial .....	97,633	9,031	7,660,892	7,000,000	110	68,006	5,627	5,200
Quebec .....	72,725	3,326	6,919,300	No return.	180	152,076	None.	None.
Western .....	180,730	11,896	17,237,139	13,743,380	156	107,618	6,815	None.
	536,600		54,637,315	59,523,641		453,414		
<b>BRITISH COMPANIES.</b>								
Commercial .....	86,371	4,169	9,135,173	7,269,209	88	45,035	2,786	1,000
Guardian .....	8,780	442	2,148,875	1,245,275	2	1,300	None.	None.
Imperial .....	82,004	4,041	9,932,704	7,572,194	72	71,589	24,670	None.
Lancashire .....	34,615	1,983	4,095,789	3,691,559	42	28,212	3,000	3,000
Liverpool, London & Globe .....	273,303	13,457	27,184,034	23,923,264	254	251,405	36,405	12,050
London .....	56,496	2,079	8,103,802	6,124,090	33	33,221	15,900	None.
North British .....	168,500	10,151	21,642,755	16,877,693	144	115,967	7,946	None.
Northern .....	25,232	1,586	4,392,057	3,623,417	18	2,781	4,500	None.
Phoenix .....	82,643	2,732	3,486,306	10,072,078	46	128,845	57,310	700
Queen .....	106,616	2,919	6,303,775	9,623,168	72	56,251	42,408	2,200
Royal .....	238,451	11,990	30,910,590	27,777,924	232	272,622	29,589	None.
Scottish Imperial .....	22,367	1,549	4,233,068	3,103,146	25	17,134	10,000	5,000
	1,185,398		131,570,928	120,903,017		1,024,362		
<b>AMERICAN COMPANIES.</b>								
Etna .....	114,121	4,795	10,632,627	9,148,828	104	111,235	16,811	16,811
Agricultural .....	5,431	2,250	2,261,200	2,019,100	2	100	None.	None.
Hartford .....	75,229	No return.	No return.	No return.	No return.	35,726	6,863	No return.
	194,781		12,893,827	11,167,928		147,061		

RECAPITULATION.

Canadian Companies .....	536,600	54,637,315	59,523,641	453,414	.....
British Companies. ....	1,185,398	131,570,928	120,903,017	1,024,382	.....
American Companies.....	194,781	12,893,827	11,167,928	147,061	.....
Total.....	1,916,779	199,102,070	191,594,586	1,624,837	.....



ABSTRACT for the year 1871.

FIRE INSURANCE IN CANADA.

	Premiums of the year.	No. of new Policies including Renewals.	Amount of said Policies.	Amount at Risk, at Date.	Losses during the Year.	Claims Paid.	Claims in Suspense.	Claims Resisted.
	\$		\$	\$		\$	\$	\$
<b>CANADIAN COMPANIES.</b>								
Agricultural.....	78,072	12,687	10,550,987	29,275,397	218	55,048	4,000	900
British America.....	135,852	8,494	14,485,038	11,927,288	168	83,669	11,057	None.
Isolated Risk.....	20,680	2,028	2,407,967	2,132	2	2,132	None.	None.
Provincial.....	171,514	9,910	15,283,494	9,500,000	192	100,344	14,570	1,000
Quebec.....	73,602	3,654	7,352,776	No return.	60	17,582	15,675	1,600
Western.....	227,698	13,028	18,841,432	16,355,262	226	155,564	15,106	None.
	707,418	.....	68,921,494	68,465,914	.....	414,339	.....	.....
<b>BRITISH COMPANIES.</b>								
Commercial Union.....	80,162	4,007	8,782,650	7,333,591	105	85,262	None.	779
Guardian.....	17,392	795	3,468,565	2,055,265	7	3,923	None.	None.
Imperial.....	85,915	4,175	10,753,562	8,645,470	61	67,986	6,316	4,000
Lancashire.....	33,961	1,905	3,641,367	3,230,342	23	25,055	3,000	3,000
Liverpool and Globe.....	263,696	13,157	27,165,768	25,115,754	248	215,563	13,580	2,750
London.....	63,330	2,542	8,762,191	6,638,118	33	35,034	10,500	None.
North British.....	203,724	10,844	24,428,964	20,308,283	169	140,757	7,700	None.
Northern.....	50,682	2,959	7,698,345	6,464,621	46	22,709	325	None.
Phoenix.....	80,133	2,907	4,345,133	10,463,163	29	37,228	None.	10,000
Queen.....	122,609	6,178	12,168,918	10,726,788	141	89,272	19,175	None.
Royal.....	262,609	12,779	31,851,153	27,846,337	216	181,486	6,255	None.
Scottish Imperial.....	36,133	2,265	5,081,360	3,903,319	28	18,127	800	None.
	1,299,846	.....	148,147,966	132,731,241	.....	922,400	.....	.....
<b>AMERICAN COMPANIES.</b>								
Atlas.....	153,751	7,039	16,099,727	12,261,341	122	116,943	11,000	1,500
Agricultural.....	68,961	9,350	8,450,222	8,996,268	47	13,168	None.	None.

	31,431 60,909	1,360 No return.	2,817,763 No return.	6,000,000 No return.	1,844 No return.	5,668 76,681	None. No return.
Andes.....	314,452	27,367,712	27,256,629	212,460			
Hardford .....							
RECAPITULATION.							
Canadian Companies .....	707,418	68,921,494	68,465,914	414,339			
British Companies.....	1,299,846	148,147,866	132,731,241	922,400			
American Companies .....	314,452	27,367,712	27,256,629	212,460			
Totals.....	2,321,716	244,437,172	228,453,784	1,549,199			

**ABSTRACT for the Year 1872.**  
**FIRE INSURANCE IN CANADA.**

	Premiums of the year.	No. of New Policies including Renewals.	Amount of said Policies.	Amount at Risk, at Date.	Losses during the Year.	Claims Paid.	Claims in Suspense.	Claims Resisted.
	\$		\$	\$		\$	\$	\$
<b>CANADIAN COMPANIES.</b>								
Agricultural.....	62,807	11,602	9,704,577	30,642,125	219	50,165	None.	1,600
British America.....	174,947	10,086	17,690,663	14,040,912	223	89,828	42,125	None.
Isolated Risk.....	59,121	5,847	6,478,904	6,296,244	23	10,074	1,000	None.
Provincial.....	161,158	9,894	10,589,098	No return.	198	119,791	11,150	10,200
Quebec.....	77,508	3,976	7,762,317	No return.	85	60,630	2,000	None.
Western.....	262,206	13,737	24,273,993	21,224,503	314	179,981	42,801	8,200
	796,847	.....	76,489,542	72,203,784	.....	510,469	.....	.....
<b>BRITISH COMPANIES.</b>								
Commercial Union.....	57,329	2,892	8,037,901	5,949,056	122	88,407	18,972	None.
Guardian.....	32,947	1,366	5,911,107	3,631,047	24	22,910	42,470	None.
Imperial.....	102,750	4,217	11,762,584	9,292,004	100	80,965	21,620	10,700
Lancashire.....	43,967	2,559	4,741,638	3,924,221	61	53,670	3,386	None.
Liverpool and London and Globe.....	260,262	12,907	26,851,438	24,444,161	242	244,474	32,732	6,800
London.....	67,385	2,452	9,277,300	6,926,874	64	84,483	7,600	None.
North British.....	235,290	11,362	26,316,373	22,268,269	177	119,605	2,214	None.
Northern.....	69,905	3,788	9,648,940	7,645,182	56	60,948	8,300	13,000
Phoenix.....	108,215	3,325	12,636,184	10,542,887	54	86,919	5,000	None.
Queen.....	160,530	6,902	14,710,932	12,261,313	113	101,478	20,010	None.
Royal.....	318,848	13,969	36,327,665	33,568,082	251	147,269	35,227	None.
Scottish Imperial.....	55,192	3,354	8,139,333	5,247,390	75	45,079	28,517	5,000
	1,489,620	.....	174,361,395	145,700,486	.....	1,136,167	.....	.....
<b>AMERICAN COMPANIES.</b>								
Etna.....	177,943	8,180	17,960,913	14,037,146	150	142,928	33,302	9,100
Agricultural.....	73,613	9,642	8,565,421	12,781,524	130	33,616	1,600	None.
Hartford.....	80,687	No return.	No return.	7,000,000	No return.	86,795	No return.	4,000
	332,243	.....	26,526,334	33,818,670	.....	263,339	.....	.....

RECAPITULATION.

Canadian Companies .....	796,847	76,499,543	72,203,784	510,469	.....
British Companies .....	1,499,620	174,861,385	145,700,486	1,136,167	.....
American Companies .....	332,343	26,526,334	33,819,670	263,339	.....
	2,628,810	277,887,271	251,722,940	1,909,975	

ABSTRACT for the Year 1873.  
FIRE INSURANCE IN CANADA.

	Premiums. of the year.	No. of New Policies including Renewal.	Amount of said Policies.	Amount at Risk, at Date.	Losses during the Year.	Claims Paid.	Claims in Suspense.	Claims. Resisted.
	\$		\$	\$		\$	\$	\$
<b>CANADIAN COMPANIES.—1873.</b>								
Agricultural .....	73,614	13,066	11,980,962	32,295,396	256	47,273	3,500	None.
British America .....	191,035	9,545	17,266,795	14,540,474	254	117,970	5,290	None.
Isolated Risk .....	55,623	5,966	5,816,689	10,500,000	70	20,219	None.	None.
Provincial .....	190,857	11,139	10,589,098	10,853,771	268	106,512	11,728	13,000
Quebec .....	75,169	3,546	6,764,498	6,609,256	78	57,606	None.	None.
Western .....	256,598	11,738	19,367,910	16,233,290	220	138,039	5,919	4,600
	842,896		71,775,952	91,032,187		487,649		
<b>BRITISH COMPANIES.</b>								
Commercial Union .....	29,782	1,466	4,699,384	4,038,016	34	31,765	800	None.
Guardian .....	54,387	1,704	5,647,383	4,501,958	22	77,859	4,000	None.
Imperial .....	134,710	4,585	12,422,815	9,921,809	83	71,285	5,318	7,200
Lancashire .....	66,733	3,223	5,535,137	4,624,547	97	46,802	6,852	2,000
Liverpool and London and Globe .....	258,632	11,129	23,549,017	22,331,200	230	136,608	5,647	10,800
London .....	79,368	2,450	8,343,188	6,692,531	39	43,675	None.	None.
North British .....	309,234	12,458	29,882,829	24,282,988	195	110,154	19,002	None.
Northern .....	72,359	3,456	7,920,467	6,464,602	74	67,722	3,650	None.
Phoenix .....	158,403	4,022	15,359,670	12,391,647	44	53,009	4,029	None.
Queen .....	179,562	6,981	15,445,859	11,955,582	134	99,858	11,217	8,000
Royal .....	371,045	13,523	36,687,177	34,153,739	218	167,858	2,635	None.
Scottish Imperial .....	59,050	3,432	7,536,200	6,243,400	56	60,811	3,470	1,500
	1,773,265		172,531,126	147,602,019		967,316		
<b>AMERICAN COMPANIES.</b>								
Ætna .....	183,929	8,242	16,268,820	14,528,848	154	182,368	4,600	1,800
Agricultural .....	64,641	11,708	7,520,030	14,341,781	190	28,204	2,772	None.
Hartford .....	103,665	10,500	3,000,000	11,250,000	45	16,647	8,159	4,000
	362,255		26,788,850	40,120,629		227,219		

RECAPITULATI

.....	842,886	.....	71,776,952	91,032,187	.....	487,619	.....
Canadian Companies.....	1,773,265	.....	172,531,126	147,602,019	.....	967,316	.....
British Companies.....	352,255	.....	26,788,850	40,120,629	.....	227,219	.....
American Companies.....	2,968,416	.....	271,085,928	278,754,835	.....	1,682,184	.....

ABSTRACT for the Year 1874.  
FIRE INSURANCE IN CANADA.

	Premiums of the year.	No. of New Policies including Renewals.	Amount of said Policies	Amount at Risk at Date.	Losses during the Year.	Claims Paid.	Claims in Suspende.	Claims Resisted.
	\$	\$	\$	\$			\$	
<b>CANADIAN COMPANIES.—1874.</b>								
Agricultural .....	74,377	14,101	12,954,387	34,756,276	212	45,047	5,600	1,200
British America.....	194,077	10,036	20,195,582	17,596,653	213	92,346	10,242	None.
Canada Agricultural .....	109,892	15,000	No return.	15,000,000	146	41,317	None.	None.
Isolated Risk .....	83,250	8,316	8,635,784	17,274,319	107	37,210	2,229	None.
Provincial.....	244,331	12,479	16,254,639	No return.	211	117,386	8,525	8,875
Quebec .....	79,453	3,621	8,013,975	No return.	61	27,840	12,000	None.
Stadacona .....	21,918	584	2,124,620	2,124,620	None.	None.	None.	None.
Western .....	254,049	10,952	18,565,687	14,547,508	224	143,652	1,879	None.
Royal Canadian .....	392,434	13,620	39,844,291	25,305,961	169	157,672	14,898	None.
	1,453,781	.....	126,588,965	126,705,337	.....	682,470	.....	.....
<b>BRITISH COMPANIES.</b>								
Commercial Union .....	84,066	2,644	10,230,644	6,404,891	31	30,467	3,984	None.
Guardian .....	51,225	1,343	4,025,345	4,533,912	25	34,465	25	None.
Imperial .....	134,794	4,651	12,302,987	10,452,343	81	68,886	17,461	None.
Lancashire .....	43,097	2,309	4,465,868	3,920,333	73	6,436	6,436	15,000
Liverpool and London and Globe .....	219,948	10,496	21,201,439	21,214,586	241	164,156	3,500	8,200
London .....	60,686	1,948	6,863,945	5,557,885	45	56,724	None.	None.
North British.....	322,516	11,998	31,039,837	26,665,943	200	157,391	10,916	3,000
Northern .....	76,397	4,025	9,266,707	7,482,018	82	35,269	8,242	2,000
Phoenix .....	188,503	3,925	16,786,684	15,073,539	58	81,752	3,640	None.
Queen .....	163,329	6,362	13,783,765	11,250,420	164	126,903	15,285	980
Royal .....	405,501	14,143	40,326,482	36,540,544	255	288,970	19,967	None.
Scottish Imperial.....	60,011	3,409	7,052,547	5,992,041	101	60,035	8,762	3,000
	1,809,473	.....	177,346,240	155,088,455	.....	1,120,108	.....	.....
	188,147	7,468	15,243,769	13,550,427	135	103,864	17,769	None.
<b>AMERICAN COMPANIES.</b>								

	50,000	6,000	10,000,000	11,500,000	80	39,719	20,881	No return.
Hartford .....	259,049	25,243,769	25,050,427	143,583				
RECAPITULATION.								
Canadian Companies .....	1,453,781	126,588,965	126,705,337	662,470				
British Companies.....	1,809,473	177,348,240	155,088,455	1,120,106				
American Companies.....	259,049	25,243,769	25,050,427	143,583				
Totals .....	3,522,303	329,176,974	306,844,219	1,926,159				



**ABSTRACT for the year 1875.**

**FIRE INSURANCE IN CANADA.**

	Premiums of the year.	No. of New Policies including Renewals.	Amount of said Policies.	Amount at Risk at Date.	Losses during the year.	Claims Paid.	Claims in suspense.	Claims Resisted.
	\$		\$	\$		\$	\$	\$
<b>CANADIAN COMPANIES</b>								
Agricultural.....	60,333	12,984	12,079,428	36,644,433	.....	59,423	10,413	3,292
British America .....	184,799	No return.	18,683,483	16,346,820	.....	125,455	34,934	9,224
Canada Agricultural.....	112,103	14,838	14,922,419	22,606,357	.....	63,437	None.	None.
Citizens'.....	129,893	4,963	13,792,748	11,042,299	.....	62,632	1,900	None.
Isolated Risk.....	92,351	No return.	No return.	16,842,857	.....	44,546	3,743	None.
Ottawa Agricultural.....	7,947	1,799	1,673,070	1,657,770	.....	280	None.	None.
Provincial.....	217,213	No return.	15,349,417	13,615,880	.....	139,134	17,649	16,353
Quebec.....	86,424	3,713	9,161,659	9,986,507	.....	61,668	None.	None.
Royal Canadian.....	331,291	No return.	32,496,595	25,165,185	.....	383,433	No return.	No return.
Stadacona.....	183,009	10,644	19,706,122	16,596,069	.....	54,854	2,263	5,411
Western.....	252,365	No return.	23,796,364	21,329,212	.....	148,402	26,508	9,600
	1,657,718	.....	161,561,305	191,732,389	.....	1,143,234	.....	.....
<b>BRITISH COMPANIES.</b>								
Commercial Union.....	127,253	No return.	14,341,460	10,466,193	.....	65,287	5,968	4,000
Guardian.....	50,906	1,796	5,869,849	5,047,645	.....	24,275	None.	None.
Imperial.....	126,945	5,021	11,899,093	10,117,243	.....	105,942	10,450	11,900
Lancashire.....	71,455	3,516	6,782,635	5,872,600	.....	46,393	1,477	2,500
Liverpool, London and Globe.....	136,480	8,117	15,376,898	16,333,820	.....	193,477	3,370	12,069
London.....	47,460	1,814	6,298,173	5,525,923	.....	16,644	None.	None.
North British.....	292,553	11,866	31,665,728	25,839,449	.....	220,639	25,192	5,000
Northern.....	60,830	No return.	No return.	7,280,312	.....	44,184	2,505	4,000
Phoenix.....	162,030	3,680	15,864,769	13,630,067	.....	121,577	17,120	2,000
Queen.....	160,694	6,872	14,981,214	12,194,075	.....	123,729	4,526	14,010
Royal.....	361,514	13,420	38,602,854	32,768,805	.....	293,768	2,123	1,200
Scottish Imperial.....	46,260	No return.	No return.	4,795,791	.....	33,830	900	1,291
Scottish Commercial.....	37,446	1,604	5,272,405	2,755,868	.....	9,977	314	None.
	1,683,715	.....	166,954,078	184,627,791	.....	1,369,612	.....	.....

AMERICAN COMPANIES.	No return.		No return.		No return.		None.	1,500 2,000 None.
	152,335	96,054	15,508	264,395	12,000,000	6,000,000		
<i>Atna</i> .....								113,761
<i>Hartford</i> .....								68,394
<i>Phoenix</i> .....								2,558
Totals.....	264,395			2,583,036	19,300,555			181,715

RECAPITULATION.

Canadian Companies .....	1,657,718	161,561,305	191,732,389	1,143,234			
British Companies.....	1,683,715	166,954,078	154,627,791	1,299,612			
American Companies .....	264,395	2,583,036	19,300,555	181,713			
Totals.....	3,605,828	331,098,419	365,660,735	2,624,559			

## SUMMARY of Fire Insurance in Canada, for the years 1869-1875.

Year.	Premiums of the Year.	Amount of Policies.	Amount at risk at date.	Claims Paid.
<b>CANADIAN COMPANIES.</b>				
	\$	\$	\$	\$
1869.....	501,362	41,090,604	59,340,916	276,116
1870.....	536,600	54,637,315	59,523,641†	453,414
1871.....	707,418	68,921,494	68,485,914†	414,339
1872.....	796,847	76,499,542	72,203,784†	510,469
1873.....	842,896	71,775,952	91,032,187†	487,649
1874.....	1,453,781	126,588,965	126,705,337†	662,470
1875.....	1,657,718	161,561,305†	191,732,389	1,143,234
	6,496,622	601,075,177	.....	3,947,691
<b>BRITISH COMPANIES.</b>				
1869.....	1,119,011	120,747,515	115,222,003	579,416
1870.....	1,185,398	131,570,928	120,903,017	1,024,362
1871.....	1,299,846	148,147,966	132,731,241	922,400
1872.....	1,499,620	174,361,395	145,700,486	1,136,167
1873.....	1,773,265	172,531,126	147,602,019	967,316
1874.....	1,809,473	177,346,240	155,088,455	1,120,106
1875.....	1,683,715	166,954,078†	154,627,791	1,299,612
	10,370,328	1,091,659,248	.....	7,049,379
<b>AMERICAN COMPANIES.</b>				
1869.....	165,166†	9,702,356†	13,796,890†	172,188
1870.....	194,781	12,893,827†	11,167,928†	147,061
1871.....	314,452	27,367,712†	27,256,629†	212,460
1872.....	332,243	26,526,334†	33,818,670	263,339
1873.....	352,255	26,788,850	40,120,629	277,219
1874.....	259,049	25,243,769	25,050,427	143,588
1875.....	264,395	2,583,036†	19,300,555	181,713
	1,882,341	131,105,884	.....	1,347,563
<b>TOTALS FOR ALL THE YEARS FROM 1869 TO 1875, INCLUSIVE.</b>				
Canadian Companies.....	6,496,622	601,075,177	669,004,168	3,947,691
British do.....	10,370,328	1,091,659,248	971,875,012	7,049,379
American do.....	1,882,341	131,105,884	170,511,728	1,347,563
Grand Totals.....	18,749,291	1,823,840,309	.....	12,344,633

† The returns marked thus are imperfect.

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## LIST OF COMPANIES

DULY LICENSED FOR THE TRANSACTION OF **INLAND MARINE**  
INSURANCE BUSINESS IN THE DOMINION, FOR THE YEAR  
ENDED 31<sup>ST</sup> DECEMBER, 1875.

---

The Aetna Insurance Company of Hartford, Conn.  
The Anchor Marine Insurance Company, Toronto.  
The British America Assurance Company, Toronto.  
The British and Foreign Marine Insurance Company.  
The Citizens' Insurance and Investment Company of Canada.  
The Phenix Insurance Company of Brooklyn.  
The Provincial Insurance Company of Canada.  
The Western Assurance Company, Toronto.

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INLAND MARINE INSURANCE BUSINESS IN CANADA FOR 1875.

	Net Premiums Received.	Number of new Policies.	Gross Amount of said Policies.	Net Amount at Risk at Date.	Net Amount of Losses Paid.	Losses in Suspense.	Losses Resisted.	Remarks.
<b>CANADIAN COMPANIES.</b>								
Anchor Marine.....	\$ 21,772	1,654	6,075,718	\$ 2,593	\$ 10,684	\$		
British America.....	26,627	No return.	3,671,672	332,550	40,701	6,846		† Included in Fire Returns
Citizens'.....	Licensed but have done no business.	No return.						
Provincial.....	18,336	No return.	1,608,737	95,250	4,800			
Royal Canadian.....	68,644	1,949	4,488,828	472,720	17,877			* Paid and incurred.
Western.....	81,415	No return.	3,181,327	198,184	17,996			
Totals.....	216,794		19,026,182		92,058			
<b>BRITISH COMPANIES.</b>								
British & Foreign.....	1,711	126	253,227	None.	20	None.	None.	
<b>AMERICAN COMPANIES.</b>								
Ætna.....	1,986	No return.	No return.	No return.	3,990	None.	None.	
Phenix.....	29,513	No return.	2,414,041	108,950	8,676	None.	None.	
Totals.....	31,499		2,414,041		12,666			

RECAPITULATION.

Canadian Companies.....	216,794		19,026,182		92,058			
British Companies.....	1,711		253,227		20			
American Companies.....	31,499		2,414,041		12,666			
Totals.....	250,004		21,693,450		104,744			

*Business of Fire and Marine Insurance done in all Countries by Canadian Companies, for the Year 1875.*

**-BRITISH AMERICA ASSURANCE COMPANY, TORONTO.**

Nature of Business.	Net Premiums Received.	Gross Amount of Policies, new and renewed.	Net Amount at risk at date.	Net Losses paid.	Net Losses unpaid.	Date of Statement.	Remarks.
Fire Insurance.....	\$ 412,354	\$ 38,777,694	\$ 30,570,359	\$ 177,834	\$		
Inland Marine.....	48,149	6,122,137	602,640	63,185	32,979		
Marine (Ocean).....	48,996	2,993,121	261,500	30,689			
	509,499	47,892,952	31,434,499	271,708	32,979	31st Dec.	

**PROVINCIAL INSURANCE COMPANY OF CANADA.**

Fire Insurance.....	217,213	14,522,701	13,615,880	139,135	33,903		
Marine (General).....	18,336	1,608,737	95,250	4,800			
	235,549	16,131,438	13,711,130	143,935	33,903	31st Dec.	

**ROYAL CANADIAN INSURANCE COMPANY OF MONTREAL.**

Fire Insurance.....	1,076,626	93,715,045	80,359,123	*619,422			*Paid and incurred.
Inland Marine.....	144,296	10,059,933	1,110,372	*56,079			*Paid and incurred.
Marine (Ocean).....	50,170	10,130,851	40,000	33,189			
	1,271,092	113,905,829	81,509,495	708,690		31st Dec.	

**WESTERN ASSURANCE COMPANY, TORONTO.**

Fire Insurance.....	600,984	58,411,513	46,606,839	263,087	36,008		
Inland Marine.....	24,109	10,059,361	251,484	77,576			
Marine (Ocean).....	11,953	1,023,286	12,100	3,834			
	737,046	69,494,160	46,864,423	344,497	36,008	31st Dec.	

LIST OF INSURANCE COMPANIES, LICENSED TO DO BUSINESS IN CANADA UNDER THE ACTS RESPECTING INSURANCE COMPANIES (31 VICT., CHAP. 48, 34 VICT., CHAP. 9, AND 38 VICT., CHAP. 20.)

Name of the Company.	Chief Agent to receive Process.	Residence.	Date of License.	Nature of Business.
The Accident Insurance Company	Edward Rawlings.	Montreal	23rd April, 1874.	Accident.
The Aetna Insurance Company	Robt. Wood	Montreal	1st August, 1868	Fire and Inland Marine.
The Aetna Life Company	W. H. Orr	Montreal	1st August, 1868	Life
The Agricultural Mutual	D. C. Macdonald	London, Ont.	1st August, 1868	Fire
The Anchor Marine	Hugh Scott	Toronto.	31st March, 1874	Inland Marine.
The Atlantic Mutual	Winford York	Toronto.	11th September, 1868.	Life.
The British America.	F. A. Ball	Toronto.	1st August, 1868.	Fire and Inland Marine.
The British and Foreign Marine	Gillespie, Moffatt & Co.	Montreal	16th April, 1873.	Inland Marine.
The Briton Medical and General Life	J. B. M. Chipman	Montreal	22nd August, 1870	Life.
The Canada Agricultural	Ed. H. Goff	Montreal	23rd May, 1874	Fire.
The Canada Guarantee Company	Ed. Rawlings.	Montreal	5th September, 1872.	Guarantee.
The Canada Life	A. G. Ramsay	Hamilton	1st August, 1868.	Life.
The Citizens' Insurance and Investment Company	Ed. Stark.	Montreal	14th July, 1873.	Life and Accident.
The Citizens' Insurance and Investment Company	Ed. Stark.	Montreal	24th March, 1875	Fire and Inland Marine.
The Commercial Union	Fred. Cole	Montreal	1st August, 1868.	Fire and Life.
The Confederation Life	J. K. Macdonald	Toronto.	26th September, 1871.	Life.
The Connecticut Mutual Life	Robt. Wood	Montreal	1st August, 1868	Life.
The Edinburgh Life	D. Higgins	Toronto	1st August, 1868	Life.
The Equitable Life	R. W. Gale	Montreal	28th September, 1868.	Life.
The Globe Mutual Life	B. H. Pring.	Toronto	11th June, 1875.	Life.
The Guardian	R. Simms and Geo. Denholm.	Montreal	5th December, 1868	Fire.
The Hartford Fire	Robt. Wood	Montreal	1st August, 1868	Fire.
The Imperial	W. H. Rintoul	Montreal	1st August, 1868	Fire.
The Isolated Risk	Jno. Maughan jun.	Toronto.	4th July, 1871	Fire.
The Lancashire	S. C. Duncan Clark	Toronto.	7th August, 1869.	Fire.
The Life Association of Scotland	Richard Bull	Montreal	1st August, 1868	Life.
The Liverpool and London and Globe	G. F. C. Smith.	Montreal	1st August, 1868	Life.
The London Assurance Corporation	Romeo H. Stephens	Montreal	3rd August, 1869	Fire and Life.
The London and Lancashire	Wm. Robertson	Montreal	19th August, 1868.	Fire.
The Metropolitan Life	T. A. Temple	St. John, N.B.	24th October, 1872	Life.
The Mutual Life	Wm. Powis	Hamilton	22nd August, 1871	Life.
The National Life	Livingston, Moore & Co.	Hamilton	11th June, 1869	Life.
The New York Life	Walter Burke	Montreal	28th August, 1868	Life.
The North British and Mercantile	McDougall & Davidson	Montreal	1st August, 1868.	Fire and Life.
The Northern Assurance Company	Taylor Bros.	Montreal	1st August, 1868.	Fire.
The North Western Mutual Life	M. W. Mills	Toronto	18th August, 1871.	Life.
The Ottawa Agricultural	Jas. Blackburn	Ottawa.	12th August, 1875.	Fire.

The Phoenix of Brooklyn.....	Robt. Hampson.....	Montreal.....	12th May, 1874.....	Fire and Inland Marine.
The Phoenix Fire—England.....	Gillespie, Moffatt & Co.....	Montreal.....	1st August, 1868.....	Fire.
The Phoenix Mutual Life.....	Simpson & Bethune.....	Montreal.....	1st August, 1868.....	Life.
The Positive Life.....	F. C. Ireland.....	Montreal.....	19th December, 1873.....	Life.
The Provincial.....	Arthur Harvey.....	Toronto.....	1st August, 1868.....	Fire and Inland Marine.
The Quebec Fire.....	W. L. Fisher.....	Quebec.....	31st March, 1869.....	Fire.
The Queen.....	A. M. Forbes.....	Montreal.....	1st August, 1868.....	Fire and Life.
The Reliance Mutual Life.....	Fred. Stanciliffe.....	Montreal.....	1st August, 1868.....	Life.
The Royal Canadian.....	Alfred Perry.....	Montreal.....	9th August, 1873.....	Fire.
The Royal.....	L. H. Routh and Wm. Tauley.....	Montreal.....	1st August, 1868.....	Fire and Life.
The Scottish Amicable.....	Geo. W. Ford.....	Montreal.....	15th November, 1869.....	Life.
The Scottish Commercial.....	Lawrence Buchan.....	Toronto.....	25th June, 1874.....	Fire.
The Scottish Imperial.....	Taylor Bros.....	Montreal.....	7th September, 1869.....	Fire.
The Scottish Provident.....	James Croil.....	Montreal.....	3rd September, 1869.....	Life.
The Scottish Provincial.....	Geo. W. Ford.....	Montreal.....	21st August, 1868.....	Life.
The Stadacona.....	C. W. A. Lindsay.....	Quebec.....	28th October, 1874.....	Fire.
The Standard.....	W. M. Ramsay.....	Montreal.....	20th August, 1875.....	Life.
The Star.....	A. W. Laufer.....	Toronto.....	1st August, 1868.....	Life.
The Sun Mutual Life.....	M. H. Gault.....	Montreal.....	4th December, 1868.....	Life.
The Toronto Life.....	Arthur Harvey.....	Toronto.....	9th May, 1871.....	Life and Accident.
The Travelers.....	T. E. Foster.....	Montreal.....	24th June, 1874.....	Life and Accident.
The Union Mutual.....	John Tilton.....	Ottawa.....	1st August, 1868.....	Life and Accident.
The United States.....	Geo. W. Liddell.....	Montreal.....	12th October, 1868.....	Life.
The Western.....	B. Haldan.....	Toronto.....	8th August, 1873.....	Life.
			1st August, 1868.....	Fire and Inland Marine.

31st December, 1875.



(This Statement was received too late for insertion in its proper place.)

STAR LIFE ASSURANCE SOCIETY OF LONDON, ENGLAND.

CANADIAN BUSINESS UP TO 31ST DECEMBER, 1875.		\$
Total premiums received during the year in Canada.....		13,788
Number of policies issued during the year in Canada.....	36	
Number of policies not taken out .....	6	
Amount of policies issued during the year in Canada.....		85,167
Amount of policies not taken out.....		10,220
Amount at risk on all policies in force in Canada.....		448,512
Number of policies become claims during the year in Canada..	None.	
Amount of policies become claims during the year in Canada. ....		None.
Amount paid on claims during the year in Canada.....		None.
Amount of claims in suspense in Canada.....		None.
Amount of claims in Canada resisted.....		None.
Deposit in Canadian Government Securities .....		100,344
OTHER CANADIAN INVESTMENTS.		
Mortgages on real estate.....		269,127
GENERAL BUSINESS.		
Assets of the Company.....		6,397,296
Liabilities of the Company, excluding Premium Reserve. 1873.....		4,842,930
Amount of premium reserve, $\frac{1}{4}$ th with, $\frac{1}{4}$ th without, profits.....		
Rate per cent, and table of mortality on which this reserve is based —Carlisle, 3 per cent.....		
Amount of capital stock of the Company.....		486,667
Amount paid thereon.....		24,333
Total premiums received by the Company during the year in all countries.....		827,640
Number of policies issued.....	1,800	
Amount of policies issued.....		2,826,829
Number of policies become claims.....	281	
Amount of policies become claims.....		459,420
Amount of policies in all countries, 1873.....		25,283,336
Expenses of management, agencies and commissions, etc., including medical fees.....		126,285

(Signed,)

A. W. LAUDER,  
General Treasurer.

Toronto, 25th April, 1876.

## TABLE OF CONTENTS.

	PAGE.
List of Companies licensed for Life Insurance.....	6
Statements of Life Companies for 1875.....	8 to 28, 58, 102
Abstract of Life Insurance Returns from 1869-75 .....	30 to 41
Summary of Life Insurance from 1869-75.....	42 to 57
Statements of Accident, Guarantee and Plate Glass Companies for 1875....	63 to 67
List of Companies licensed for Fire Insurance.....	69
Abstract of Fire Insurance Returns from 1869-75.....	72 to 81
Summary of Fire Insurance from 1869-75.....	82 to 96
List of Companies licensed for Inland Marine Insurance.....	97
Abstract of Inland Marine Insurance for 1875.....	98
General Business done by Canadian Companies in Fire and Marine Insurance for 1875.....	99
List of Licensed Companies at 31st December, 1875.....	100, 101



## INDEX.—PART I.

COMPANIES.	Statement 1875.	Abstract of Returns 1869 to 1875.	Comparative Statement.	General Business, 1875.
Accident.....	63			
Etna..... Fire.....		72	82 to 98	
"..... Inland Marine.....			98	
"..... Life.....	8	30	42 to 55	
Agricultural of Watertown..... Fire.....		72	84 to 90	
Agricultural Mutual..... Fire.....		72	82 to 95	
Anchor..... Marine.....			98	
Andes..... Fire.....		73	87	
Atlantic Mutual..... Life.....	8	30	42 to 55	
British America..... Fire.....		73	82 to 95	
"..... Inland Marine.....			98	
"..... General.....				99
British & Foreign..... Marine.....			98	
Briton Medical..... Life.....	9	30	44 to 55	
Canada Agricultural..... Fire.....		73	92 to 95	
Canada Guarantee..... Fire.....	65			
Canada..... Life.....	10	31	42 to 55	
Citizens..... Life.....	11	31	52 to 55	
"..... Accident.....	65			
"..... Fire.....		73	94	
"..... Inland Marine.....			98	
Commercial Union..... Life.....	12	74	82 to 95	
"..... Life.....	12	31	42 to 55	
Confederation..... Life.....	12	32	48 to 55	
Connecticut Mutual..... Life.....	13	32	42 to 55	
Edinburgh..... Life.....	13	32	42 to 55	
Equitable..... Life.....	14	33	42 to 55	
Globe Mutual..... Life.....	14	33	50 to 55	
Guardian..... Fire.....		74	82 to 95	
Hartford..... Fire.....		74	82 to 95	
Home..... Fire.....		75	82	
Imperial..... Fire.....		75	82 to 95	
Isolated Risk..... Fire.....		75	86 to 95	
Lancashire..... Fire.....		76	82 to 95	
Life Association, Scotland..... Life.....	15	33	42 to 55	
Liverpool & London & Globe..... Fire.....		76	82 to 95	
"..... Life.....	15	34	42 to 55	
London Assurance..... Fire.....		77	82 to 95	
London & Lancashire..... Life.....	16	34	42 to 55	
Metropolitan..... Life.....	16	34	48 to 55	
Metropolitan..... Plate Glass.....	67			
Mutual..... Life.....	17	35	48 to 55	
National..... Life.....	18	35	42 to 55	
New York..... Life.....	18	35	42 to 55	
North British..... Fire.....		77	82 to 95	
"..... Life.....	19	36	44 to 55	
Northern..... Fire.....		77	82 to 95	
North Western..... Life.....	20	36	48 to 55	

INDEX.—PART I.—Continued.

COMPANIES.	Statement, 1875.	Abstract of Returns, 1869 to 1875.	Comparative Statement.	General Business, 1875.
Ottawa Agricultural..... Fire.....		78	94	
Phenix, Brooklyn..... Fire.....		78	95	
“ “..... Inland Marine .....			98	
Phenix, London..... Fire.....		78	82 to 95	
“ Mutual..... Life.....	20	36	42 to 55	
Positive..... Life.....	21	37	52 to 55	
Provincial..... Fire.....		79	82 to 95	
“..... Inland Marine .....			98	
“..... General .....				99
Quebec..... Fire.....		79	82 to 95	
Queen..... Fire.....		79	82 to 95	
“..... Life.....	21	37	42 to 55	
Reliance..... Life.....	22	37	42 to 55	
Royal..... Fire.....		80	82 to 95	
“..... Life.....	22	38	42 to 55	
Royal Canadian..... Fire.....		80	92 to 95	
“..... Inland Marine .....			98	
“..... General .....				99
Scottish Amicable..... Life.....	23	38	42 to 55	
“ Commercial..... Fire.....		81	94	
“ Imperial..... Fire.....		80	82 to 95	
“ Provident..... Life.....	23	38	42 to 55	
“ Provincial..... Life.....	23	39	42 to 55	
Stadacona..... Fire.....		81	92 to 95	
“..... Life.....	24	39	54	
Standard..... Life.....	24	39	42 to 55	
Star..... Life.....	102	40	42 to 55	
Sun Mutual..... Life.....	25	40	46 to 55	
“..... Accident.....	66			
Toronto..... Life.....	25	40	52 to 55	
Travelers..... Life.....	26	41	42 to 55	
“..... Accident.....	64			
Union Mutual..... Life.....	27	41	42 to 55	
United States..... Life.....	27	41	50 to 55	
Western..... Fire.....		81	82 to 95	
“..... Inland Marine .....			98	
“..... General .....				99

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RETURN TO ADDRESS;

CORRESPONDENCE WITH THE

COLONIAL SECRETARY

IN THE DISALLOWANCE OF THE

PROVINCIAL STATUTES.

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Printed by Order of Parliament.

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OTTAWA:  
PRINTED BY MACLEAN, ROGER & CO., WELLINGTON STREET.  
1876.

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## RETURN

To an ADDRESS of THE HOUSE OF COMMONS, dated 2nd March, 1876 ;—For all correspondence with the Colonial Secretary on the subject of the exercise of the power of disallowance of the Provincial Statutes.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 4th March 1876.

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(No. 89.)

GOVERNMENT HOUSE,  
OTTAWA, 7th April, 1875.

MY LORD,—I have the honor to inform your Lordship that the Honorable Mr. Blake, member for South Bruce, on the 22nd February, gave notice that he would move, in the House of Commons, the following resolutions:—

“That by the 56th clause of the British North America Act, 1867, it is in effect enacted that when the Governor General assents to a Bill in the Queen’s name, the Queen in Council may within two years after its receipt disallow such Act.

“That by the 90th clause of the said Statute it is enacted that the above provision shall extend and apply to the Legislatures of the several Provinces as if re-enacted, with the substitution of the Lieutenant-Governor for the Governor General, of the Governor General for the Queen, of one year for two years, and of the Province for Canada.

“That, in the opinion of this House, the power of disallowance of Acts of a Local Legislature conferred by the said Statute is thereunder vested in the Governor General in Council, and that His Excellency’s Ministers are responsible to Parliament for the action of the Governor General in exercising or obtaining from the exercise of the said power.

“That, by a letter dated 13th December, 1872, the Registrar of the Privy Council of the United Kingdom conveyed to the Colonial Office the opinion of the Lord President of the Council, that the power of confirming or disallowing local Acts is under the said Statute vested in the Governor General acting under the advice of his constitutional advisers.

“That, notwithstanding the premises, by a despatch dated 30th June, 1873, the Secretary for the Colonies, in response to an application from the Governor General for instructions on the subject, informed His Excellency that he was advised by the Law Officers of the Crown that the question of disallowance or allowance of Local

Acts is a matter in which His Excellency must act on his own individual discretion, and in which he cannot be guided by the advice of his responsible Ministers.

"That this House feels bound, in assertion of the constitutional rights of the Canadian people, to record its protest against and dissent from the said instruction, and to declare its determination to hold His Excellency's Ministers responsible for his action in the exercise of the power so conferred by the said Statute."

An opportunity of bringing the subject before the House did not occur until Wednesday, March 31st, when Mr. Blake moved the adoption of the resolutions of which he had given notice; but after a debate, in the course of which Mr. Mackenzie and Sir J. A. Macdonald expressed their assent to the constitutional doctrines laid down by Mr. Blake, that gentleman withdrew his motion.

I have the honor to enclose a copy of the parliamentary report of the debate that took place on that occasion.

I have, &c.,

(Signed),

DUFFERIN.

The Right Honorable

The Earl of CARNARVON,

&c., &c., &c.

### CORRESPONDENCE relating to the exercise of the Prerogative of Pardon in New South Wales.

#### TABLE OF CONTENTS.

No in Series.	From or to whom.	Date.	Subject.
1	Sir H. Robinson, K.C.M.G.....	June 29, 1874. (Rec. Aug. 31.)	Exercise of the prerogative of pardon. Decision arrived at by the Executive Council on the subject.
2	Sir H. Robinson, K.C.M.G.....	June 29, 1874. (Rec. Aug. 31.)	Submitting, for approval, a plan for dealing with applications for the mitigation of sentences in cases which are not provided for by the Royal Instructions.
3	Sir H. Robinson, K.C.M.G.....	June 30, 1874. (Rec. Aug. 31.)	Circumstances connected with the proposed mitigation of bushranging sentences; the criminal career of Gardiner, and the commutation of the sentence passed upon him.
4	Sir H. Robinson, K.C.M.G.....	July 3, 1874. (Rec. Aug. 31.) (Extract.)	Drawing attention to the practice in force in the Australasian Colonies, of exercising the prerogative of pardon in other than capital cases.
5	To Sir H. Robinson, K.C.M.G.....	Oct. 7, 1874.	Remarking upon Despatch of the 29th of June last, embodying the decision of the Executive Council relating to the prerogative of pardon.
6	To Sir H. Robinson, K.C.M.G.....	Oct. 7, 1874.	Approving generally of the mode proposed in Confidential Despatch of 29th June last, of dealing with applications for the mitigation of sentences in cases which are not provided for by the Royal Instructions.



CORRESPONDENCE relating to the exercise of the Prerogative of Pardon  
in New South Wales.—*Continued.*TABLE OF CONTENTS.—*Continued.*

No. in Series.	From or to whom.	Date.	Subject.
7	To Sir H. Robinson, K.C.M.G.....	Oct. 7, 1874.	Respecting the commutation of the sentence which had been passed upon the bush-ranger Gardiner, and expressing disapproval of the course of action which had been adopted in the matter.
8	To Sir H. Robinson, K.C.M.G.....	Oct. 8, 1874.	Referring to Despatch of the 3rd July last, and stating that there is no objection to the proposed form of procedure to be adopted in New South Wales respecting grants of pardon.
9	Sir A. E. Kennedy, C.B., K.C.M.G.	Oct. 3, 1874. (Rec. Nov. 11.)	Protest of the United States Vice-Consul at Hong Kong against the embarkation for the United States of Gardiner, who having been pardoned by the Governor of New South Wales had arrived at Hong Kong from that Colony.
10	To Sir A. E. Kennedy, C.B., K.C.M.G.	Dec. 2, 1874.	Approving the answer sent to the protest of the United States Vice-Consul at Hong Kong against the embarkation of Gardiner.
11	Sir H. Robinson, K.C.M.G.....	Nov. 30, 1874. (Rec. Feb. 22.)	Enclosing copies of the <i>Sydney Morning Herald</i> of the 25th and 26th instant, containing reports of the recent debate in the Assembly on the subject of the release of Gardiner, which reports reflect unfavorably on his (Sir H. Robinson's) conduct in the matter, and giving a brief narrative of the events in connection with Gardiner's case.
12	To Sir H. Robinson, G.C.M.G.....	March 20, 1875.	Accepting the explanation, submitted in his Despatch of the 30th of November last, of the circumstances connected with the release of the prisoner Gardiner.

## APPENDIX.

Copy of so much of the Commission and Instructions to the Governor of New South Wales as relates to the exercise of the Prerogative of Pardon.

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CORRESPONDENCE RELATING TO THE EXERCISE OF THE PREROGATIVE OF PARDON IN NEW SOUTH WALES.

No. 1.

*Sir H. Robinson, K.C.M.G., to the Earl of Carnarvon.—(Received 31st August.)*

GOVERNMENT HOUSE,  
SIDNEY, 29th June, 1874.

MY LORD,—With reference to Lord Kimberley's despatch of the 17th February, 1873, and to previous correspondence, as to the exercise of the prerogative of pardon, I have the honor to forward a copy of a printed paper which has been laid before Parliament showing the decision arrived at by the Executive Council on this subject.

I have, &c.,  
(Signed), HERCULES ROBINSON.

(Inclosure in No. 1.)

1873-4—NEW SOUTH WALES.

*Prerogative of Pardon. (Despatches and Correspondence respecting the.)*

Presented to both Houses of Parliament by Command.

(No. 1.)

*His Excellency the Governor to the Secretary of State for the Colonies.*

GOVERNMENT HOUSE,  
SIDNEY, 14th July, 1869.

MY LORD,—Considerable inconvenience has been experienced here by the practice of nearly always referring petitions for remission of sentences to the presiding Judge or Magistrate, even when no point of law or evidence might be involved.

2. The time of the Governor also is often unnecessarily occupied (although that is a matter of less consequence) by the reconsideration of cases upon petitions by prisoner's friends, although perhaps the case may have been more than once before disposed of.

3. The Colonial Secretary has submitted to me the accompanying paper, with a view to some alteration of practice being made. The question, however, of the personal responsibility of the Governor in granting or withholding remissions of sentences arises; and before deciding the matter absolutely as far as relates to that part of the subject, both Mr. Robertson and myself would be glad to be favored with your Lordship's views in the matter, as to what weight the recommendation of the Colonial Secretary ought to have with the Governor—whether, in fact, the latter is bound by his instructions to act on his own independent judgment or not.

4. I have noted in the margin of Mr. Robertson's paper my views with regard to a point on which I do not quite agree with him.

I have, &c.,  
(Signed), BELMORE.

(No. 2.)

*Minute by the Colonial Secretary respecting Petitions from Prisoners for Remission or Mitigation of Sentence.*

1. I am induced, not less by the frequency and irregularity of petitions presented for the remission or mitigation of the sentences of prisoners, than by communications which have been addressed to me by his Honor the Chief Justice and Mr. District Court Judge Simpson, to submit for consideration certain suggestions for the more satisfactory dealing with such petitions, by which it is hoped the time of the Judges, to whom they are referred for report, and of His Excellency, to whom they are submitted for decision, may be less trespassed upon.

2. It may be admitted that, as a rule, all evidence which can be adduced in favor of the prisoner is so adduced before sentence is passed upon him.

3. That in view of surrounding circumstances the sentence is not excessive, and that the only mitigation, therefore, which the prisoner or his friends can claim or expect is that provided by the gaol regulations for good conduct. Such remission becomes due at a certain time, is recommended by the Sheriff or Superintendent at Cockatoo Island, and cannot properly be made the subject of petition.

4. It follows, therefore, as it appears to me, that the petitions requiring special notice are exceptional, containing statements of new evidence requiring reference to the Judge, and perhaps to the Crown Law Officers, or particular circumstances not before known, calling for the exercise of the prerogative of mercy.

5. In the former class of cases reference to the Judges or the Crown Law Officers should, of course, be continued, but in the latter class of cases no such reference would be needed.

6. In England the administration of the prerogative of mercy has devolved upon the Secretary for the Home Department (answering in some sort to the Colonial Secretary here), who is considered as directly responsible for the same. (See "Todd's Parliamentary Government in England," vol. 1, folios 343, 4, 5.)

7. It is submitted, therefore, that in all future cases the reference to the judges on legal points or evidence should continue, but that, an expression of the opinion of the Minister should accompany the petitions submitted, whatever they be—such expression being viewed as embodying no more than a recommendation in the matter, of which the decision is within the competency of His Excellency.

8. It may be considered desirable, notwithstanding the right of petition, that all petitions from prisoners or their friends should be forwarded through (or be referred to) the sheriff or the Superintendent of Cockatoo Island, as the case may be, and that frivolous petitions, or false representations, should be disregarded.

(Signed), JOHN ROBERTSON.

[Date omitted—must have been early in July 1869.]

(No. 3.)

*The Secretary of State for the Colonies to His Excellency the Governor.*

DOWNING STREET,

4th October, 1869.

MY LORD,—I have the honor to acknowledge the receipt of your despatch No. 111 of the 14th of July, asking for instructions on the question whether a Colonial Governor is bound to act on his own independent judgment in deciding upon the petitions frequently presented for the mitigation of sentence passed upon a prisoner, or what weight he should attach to the advice of the Colonial Secretary.

The responsibility of deciding upon such applications rests with the Governor, and he has undoubtedly a right to act upon his own independent judgment. But unless any Imperial interest or policy is involved, as might be the case in a matter of

treason or slave-trading, or in matters in which foreigners might be concerned, the Governor would be bound to allow great weight to the recommendation of his Ministry.

I have, &c.,  
(Signed), GRANVILLE.

(No. 4)

*The Secretary of State for the Colonies to the Officer administering the Government of New South Wales.*

(Circular.)

DOWNING STREET, November 1, 1871.

MY LORD,—Questions having been recently raised in the Colony of New Zealand as to the powers vested in the Governor of a Colony to grant pardons, it became necessary for Her Majesty's Government to consider carefully the various bearings of this important subject; and I have now to transmit to you, for your information and guidance, the conclusion at which they have arrived.

The cases which have to be dealt with may be classed under the five following heads:—

1. Pardon of convicted offenders.
2. Pardon or security of immunity to a witness fearing to criminate himself.
3. Pardon of an accomplice included in a prosecution, and turning Queen's evidence.
4. Promise of pardon to an unknown person concerned in a crime, but not being the principal offender, in order to obtain such information and evidence as shall lead to the apprehension and conviction of the principal.
5. Promise of pardon to political offenders or enemies of the State.

With respect to the pardon of convicted offenders, a Governor has already full powers under the terms of his existing Commission.

I am not aware whether in the Colony under your government it has been the practice for the Governor to leave signed pardons in blank, to be filled up and used during his temporary absence from the seat of Government. But as the question has been raised whether this procedure is admissible, I may here observe, for your guidance, that such a course would be irregular, and I am not aware of any circumstances which could justify it. The Governor, as invested with a portion of the Queen's prerogative, is bound to examine personally each case in which he is called upon to exercise the power entrusted to him, although, in a Colony under responsible Government, he will of course pay due regard to the advice of his Ministers, who are responsible to the Colony for the proper administration of justice, and the prevention of crime, and will not grant any pardon without receiving their advice thereupon.

When the person whom it is proposed to pardon has been already convicted, there can be no sufficient reason why the case should not stand over until it can be duly submitted to the Governor.

With respect to the second head, namely, the pardon of a witness fearing to criminate himself, it is undoubtedly necessary that means should exist by which the evidence of such a witness may be obtained. This case, however, may be better provided for by local legislation than by the exercise of the Royal prerogative through the Governor. The Judge presiding at the trial should be empowered to give a certificate under his hand, that the evidence of the witness was required for the ends of justice, and was satisfactorily given; and such certificate should be a bar to all proceedings in respect of the matters touching which the witness has been examined.

With respect to the third head, namely, the pardon of an accomplice included in the prosecution, and turning Queen's evidence, it appears to Her Majesty's Government that no local legislation, nor alteration of the Governor's Commission is needed, and the practice in England upon this point may properly be adopted in the Colony.

In England a pardon is not granted before the trial, neither has the party admitted as Queen's evidence any legal claim to a pardon, nor has the Magistrate before whom the original examination is taken, any power to promise him one on condition of his becoming a witness.

In such cases where the accomplice's evidence has been obtained (which can be done either by his pleading guilty, or by the Crown entering a *nolle prosequi* against him before calling him as a witness against his accomplice), and he appears to have acted in good faith, and to have given his evidence truthfully, he is always considered to have an equitable claim to the merciful consideration of the Court, which is usually extended to him by the Judge presiding at the trial, by the infliction of minor, or in some cases of a merely nominal, punishment.

With respect to the fourth head, namely, the promise of pardon in order to discover and convict the principal offender, Her Majesty's Government will be prepared, in future Commissions, to vest in the Governors of Colonies the power of granting a pardon to any accomplice, not being the actual perpetrator of the crime, who shall give such information and evidence as shall lead to the apprehension and conviction of the principal offender.

It is not, however, considered necessary to issue at once supplementary Commissions for this purpose, as you (or your Executive Council, if an emergency should compel them to take action at a time when you are absent and cannot be immediately communicated with) can issue a notice that the grant of Her Majesty's gracious pardon to any accomplice who shall give such information and evidence will be recommended. Such notice, which is similar to that issued in England in like circumstances, will have the desired effect, and the formal authority to grant the pardon can in due course be transmitted to the Governor by the Secretary of State.

Lastly, with respect to the fifth head, namely, the promise of pardon to political offenders or enemies of the State, Her Majesty's Government are of opinion that, for various reasons, it would not be expedient to insert the power of granting such pardons in the Governors' Commissions; nor do they consider that there is any practical necessity for a change.

If a Governor is authorized by Her Majesty's Government to proclaim a pardon to certain political offenders or rebels he can do so. If he is not instructed from home to grant a pardon, he can issue a proclamation, as was done in New Zealand in 1865 by Sir G. Grey, to the effect that all who had borne arms against the Queen should never be prosecuted for past offences, except in certain cases of murder. Such a proclamation would practically have the same effect as a pardon.

The above-mentioned are, I believe, all the cases for which it is necessary to provide, and I trust that this explanation will have the effect of removing, for the future, any doubt as to the exercise of the prerogative of pardon in the Colony under your Government.

I have, &c.,

(Signed),

KIMBERLEY.

(No. 5.)

*The Administrator of the Government to the Secretary of State for the Colonies.*

GOVERNMENT HOUSE,

SYDNEY, 30th May, 1872.

MY LORD,—Your despatch of the 1st November, 1871, marked Circular, respecting the powers of a Colonial Governor to grant pardons, was received by Lord Belmore on the 25th of December, and immediately forwarded by him to the Cabinet. It was not returned here until the 18th April, a delay occasioned, I believe, by other engagements of the late Attorney-General, whose report was desired as to the practice observed in this Colony.

2. Your Lordship's despatch appears to have been occasioned by some questions raised, and, therefore, I presume, some difficulties felt, in New Zealand. With respect to the Governor's pardoning power, I am able to state that no question has arisen or difficulty been experienced in New South Wales; although if we construe literally the terms of his Commission, difficulties might easily be made. The only questions which have arisen here relate to a different, although a kindred point; namely, in what cases the Governor ought to consult his Ministers before granting or refusing a pardon, and how far, if at all, he is bound by their opinion.

3. Those questions have respect to pardons, absolute or conditional, after an offender's conviction, being the subject which is classed, in your Lordship's despatch, under the first head or division.

4. With regard to the second, third and fourth divisions of the subject (so called in the despatch,) I have had a large experience in such matters, both as a Law Officer and a Judge; and I confirm Sir James Martin's statement that the English practice respecting pardons, or the promise of pardon, prospectively, to witnesses and accomplices has invariably been adopted in New South Wales, as also, I believe, in the sister Colonies. The legal power of the Governor to pardon, in such cases, may be doubtful. Practically, however, no inconvenience has arisen, because the power of prosecuting is in all cases vested exclusively in the Attorney-General. Should a person ever happen to be convicted to whom a promise of pardon or protection had been held out by the Governor's authority, the pardoning power could then confessedly be exercised, as of course in such a case it would be.

5. On the class of cases fifthly specified, relating to political offenders and State enemies, no observation seems necessary; as no case of the kind, that I remember, has ever occurred in New South Wales.

6. I am glad to learn from your Lordship that the Commissions to Governors will in future be amended, by conferring in express terms the power of pardoning parties prospectively. At present (Clause 6 in Lord Belmore's Commission), the authority given is restricted to convicted offenders. It will hereafter embrace, I presume, all persons "guilty or supposed to be guilty" of any crimes committed in the Colony, after which, I would suggest the addition of the words "or for which the offender may by law be tried therein." The power will then include cases of kidnaping and other offences in these seas, in which its exercise may be found of service.

7. By the Governor's instructions (clause 8 in those issued to Lord Belmore), he is "in all cases" to consult with the Executive Council, except when material prejudice would be sustained thereby, or the matters shall be too trivial or too urgent to render such consultation advisable. Now, does this instruction apply to cases of petition for pardons or mitigation, where the sentence is not capital? By clause 13, the Governor is specially required to consult his Council in capital cases, and not to grant or withhold a pardon, until after receiving their advice. Nevertheless, he is to act eventually on his own deliberate judgment, whether the Council shall have concurred with him or not.

8. What is to be the Governor's course when the sentence was to imprisonment with hard labor (penal servitude) or to a fine and imprisonment, and the prisoner's friends, or sympathisers with his family, think the punishment too severe originally, or that he has after a certain period endured enough, or, perhaps, that the evidence was not sufficient, or that circumstances subsequently discovered or arising call for a mitigation?

9. The practice hitherto adopted has been, almost as a matter of course, to refer petitions containing any such representation to the sentencing Judge. The consequence is—petitions of one or the other of these classes being numerous—that his time is largely occupied, if he does his duty by reporting fully in, (substantially) trying the case over again, and justifying his sentence to the Executive, or explaining why for the sake of the community it ought to be endured. I have always thought that these references should be exceptional—made sparingly and with due discrimination—and yet, that the Governor ought never (or except under very peculiar circumstances) to mitigate a criminal's punishment without reference to and

report from the Judge. In the majority of cases I am enabled to say, from my long experience, that these petitions require no such reference; but, notwithstanding the number of signatures generally attached to them, that they may summarily and most justly be rejected.

10. On this point of the subject I would refer, with approval, to Mr. Secretary Robertson's Minute of July 1869, of which a copy was transmitted to Lord Granville in that month by Lord Belmore, when asking for an official instruction whether he was bound, in deciding on such petitions, to act on his own independent judgment. Mr. Robertson suggested that the Colonial Secretary should, in every instance, submit his recommendation or opinion with the case, leaving its decision then to the Governor. And Lord Granville, in answer, by his despatch of the 4th October, 1869, seems to have (in effect) adopted the principle, observing that the Governor has undoubtedly a right to act on his own judgment, but that (in all matters at least of purely local concern) he ought to allow great weight to the recommendation of his Ministry. Your Lordship's Circular, the receipt of which I am acknowledging, appears to carry this instruction further, by the opinion, if not positive direction, that the Governor ought not to grant any pardon without receiving their advice.

11. It is necessary to state therefore what is (and, so far as I can learn, what always has been, the course pursued in this Colony: in order that, if it shall be thought by your Lordship to be incorrect or undesirable, a different system may be adopted.

12. The Colonial Secretary, in whose department all correspondence on the subject of crime, after conviction, is carried on, does not in the first instance express any opinion on a petition of pardon or mitigation. He may have done so in a few cases, but as a general rule he certainly does not. The mode of dealing with the petition is determined, and in effect all references concerning it are directed, by the Governor, a very considerable portion of whose time is occupied (I may say in every week), in the investigation of and deliberation upon such cases. Neither does the Governor, in general, confer with any Minister on them; although occasionally he asks the Colonial Secretary or Attorney-General to advise him. But, as the Governor's decision is always minuted on the papers, with or without his reasons for it, the Colonial Secretary before acting on or communicating that decision, has the opportunity of forming an opinion for himself, and of submitting the case to the Governor for re-consideration, should he desire to do so.

13. In this way, I submit to your Lordship, the views expressed in Mr. Robertson's Minute, and in Lord Granville's despatch, although the order of proceeding is reversed and practically observed.

14. It remains only to mention, that no such practice as that of signing pardons in blank, adverted to by your Lordship, has ever (in, I believe, even a single instance) prevailed in the Colony.

15. Although it is not strictly on the subject of pardons, I would ask a re-consideration of clause 406 in the Colonial Regulations (edition 1867) respecting the Judges' notes in capital cases. The Royal Instructions accompanying the Governor's Commission require only that the Judge shall make a report of every such case tried by him, and attend the Executive Council when taken into consideration there, for the purpose, I presume, of affording further information if desired. The Judge accordingly does always attend, and he brings his note book with him, reading portions of the evidence from it, when explanation is asked by any Member. More than this I submit is unnecessary, and may even be embarrassing to the Governor. It is not impossible that the instruction referred to was intended as a substitute for the Regulation, but the latter, if in force, requires a Governor invariably to peruse the notes (necessary therefore the whole) before decision; unless, indeed, he shall exercise the power of pardon, in which case it seems he need not read them.

I have, &c.,

(Signed),

ALFRED STEPHEN.

(No. 6.)

*The Secretary of State for the Colonies to His Excellency the Governor.*

DOWNING STREET, February 17, 1873.

SIR,—I have had under my consideration the questions raised by Sir A. Stephen, in his despatch, No. 48, of 30th May last, in reply to my Circular of 1st November, 1871, respecting the powers of a Colonial Governor to grant pardons, but I deferred replying to that despatch until I had received answers from the other Colonies, to which my circular despatch was transmitted. As, however, it will not be necessary to issue any further circular, I proceed to deal separately with the points raised by Sir A. Stephen.

The terms of your Commission extending the power of granting pardons to other than convicted offenders, dispose of one of his suggestions, but I am of opinion that the additional words which he has proposed to meet the case of kidnapping and other like offences, committed out of the Colony, but triable within, may properly be inserted in future Commissions.

With respect to that part of his despatch which refers to the question of the Governor consulting his Council upon for petitions for pardon,—I may observe that there is no real inconsistency, as is apparently supposed, between my circular and Lord Granville's despatch of the 4th October, 1869. It was pointed out that a Governor in granting pardons is exercising a portion of the Queen's prerogative, and has strictly a right to exercise an independent judgment; but that in a Colony under responsible Government a Governor would (as stated by Lord Granville) be bound to allow great weight to the recommendation of his Ministry; in other words, he would (as stated by the Circular) be bound not to grant any pardon without receiving their advice thereon.

It was not, however, intended to lay down a rule that a Governor should in all cases formally consult with his Ministers in Council, as is provided by the Royal Instructions in respect of capital cases; and I see no objection to the Governor consulting, or acting upon the advice of the Minister who is, for the time being, primarily concerned in such matters, in whatever manner is most convenient to both.

With reference to the suggestion made by Sir A. Stephen in the postscript to his despatch, I will consider whether any modification of Clause 406, of the Colonial Regulations is required. It appears to me that the regulation is substantially complied with by the practice adopted in New South Wales; and a strict observance of the regulation is clearly necessary when, for some reason, the presiding Judge is unable to attend.

I have, &amp;c.,

(Signed), KIMBERLEY

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(No. 7.)*Minute for His Excellency the Governor.*

I have given much consideration to the expediency of changing the system of treatment in the cases of petitions presented for the absolute or conditional pardon of convicted offenders, and have carefully read the correspondence on the subject, commencing with Lord Belmore's despatch, of July 14, 1869, and closing with Lord Kimberley's despatch of February 17, 1873.

The minute of Mr. Robertson, which gave rise to this correspondence, does not appear to me to deal with the real question which the despatches of the Secretary of State present for determination in the Colony. That question, in any view, is the extent to which the Minister is to have an active voice in the decision of these cases; but in my view it is much more—it is whether the Minister is virtually to decide in



every case upon his own direct responsibility, subject of course to the refusal of the Crown to accept his advice, which refusal at any time should be held to be, as in all other cases, tantamount to dispensing with his services. The seventh paragraph of the minute alone touches the question of the Minister's relation to the Crown, and it seems to prescribe a position for the Minister, in which, on submitting petitions to the Governor, he is to express an opinion on each case, to be "viewed as embodying no more than a recommendation," after which he is to have no further concern in the matter. I cannot subscribe to this principle of Ministerial conduct, if this be what was intended by Mr. Robertson.

There can be no question, I believe, that from the beginning of the present reign the Home Secretary in England decides absolutely in all matters of this kind in the name of the Crown, and that the Crown does not in practice interfere. At no former time when the Crown took an active part in such decisions, could the Crown, in the nature of things, be subject to a superior or an instructing authority. The wide difference between the position of the Minister and his relations to the Crown and to Parliament in the Colony and in England is at once apparent on reading the despatches from the Secretary of State. The Governor is invested with the prerogative of the Crown to grant pardon, and by the letter of the instructions conveyed to him by Lord Kimberley's Circular of November 1, 1871, he "is bound to examine personally each case in which he is called upon to exercise the power entrusted to him." By the instructions previously conveyed to the Governor of this Colony by Lord Granville, in reply to Lord Belmore's despatch of July 14, 1869, he is told "that the responsibility of deciding upon such applications rests with the Governor," and, in reference obviously to advice that may be tendered, it is expressly added that the Governor "has undoubtedly a right to act upon his own independent judgment." And, finally, after the question has been re-opened by Sir Alfred Stephen, it is repeated by Lord Kimberley's despatch of February 17, 1873, that "in granting pardons" the Governor "has strictly a right to exercise an independent judgment."

It seems to be clear that the "portion of the Queen's prerogative" entrusted to the Governor of a Colony, unlike the prerogative in England, is intended to be a reality in its exercise. It is undeniably the case that the Representative of the Crown in a Colony, unlike the Crown itself, is subject to a superior or instructing authority. What, then, is the position of the Minister, and what is intended to be the nature of the advice he may be called upon to give, and under what circumstances is that advice to be given?

In no sense of responsibility, in this respect, has the Minister in this Colony hitherto been in the same position as the Home Secretary in England. He has neither exercised the function of pardon, nor, as a rule, been asked for advice. Except in rare cases, and then only in a limited degree, when special features or new facts have presented themselves, he has never actively interfered. What would be his position, if he entered upon a system of partial advice, and accepted in matters of the gravest moment a secondary or limited authority, irreconcilable with the nature of his duties and responsibilities as a Minister under Parliamentary government?

Lord Granville says, "the Governor would be bound to allow great weight to the recommendation of his Ministry." The Circular of November 1, 1871, says, "he will, of course, pay due regard to the advice of his Ministers." Lord Kimberley, in his despatch of February 17, 1873, repeats the words of Lord Granville.

It cannot be doubted that the advice here intended is wholly distinct in its nature from the advice given in the general conduct of affairs. In the general case the advice is uniformly accepted, as the first condition of the adviser continuing to hold office. In all his acts the Minister's responsibility to Parliament is simple, undivided, and direct. But in pardoning convicted offenders, the Governor, although he is to "pay due regard to the advice of his Ministers," is at the same time informed by the Secretary of State that he "is bound to examine personally each case in which he is called upon to exercise the power entrusted to him," and that with him rests the responsibility. The exceptional advice implied seems to be of the nature of opinions or suggestions, to which weight may be attached as coming from persons "responsible

to the Colony for the proper administration of justice and the prevention of crime," but which in any case, or in every case, may be partially or wholly disregarded.

It does not appear to be clear that the Governor is required by the Secretary of State to seek even this secondary class of advice in all cases. It would rather seem that the instruction does not necessarily extend beyond cases in which pardons are proposed to be granted, in which cases the Minister would simply have to concur in a decision already formed, or be placed in the somewhat invidious position of objecting to the extension of mercy. This view would shut out from the Minister's limited power of advice the numerous cases in which much concern is frequently felt by portions of the public, where a merciful consideration is prayed for and is refused.

I entertain grave doubts whether any change at present from the system which has hitherto prevailed will be beneficial to the Colony. In a community so small as ours, the distinctions between classes are very slight. The persons entrusted with authority and the relatives and friends of prisoners move closely together. The means of political pressure are easily accessible. A larger share by the Minister in the exercise of the prerogative of pardon would not, in my judgment, be more satisfactory to the public. But if a change is to take place, and the cases of prisoners are to be decided on the advice of Ministers, I can see no sufficient reason for making a distinction between this class of business and the ordinary business of Government. The Minister ought to inquire into and examine each case, and each case ought to be decided on his advice. The refusal of the Governor to accept his advice in any case of this kind ought to have the same significance and effect as a similar refusal in any other case. In no other way can the Minister be fairly responsible to Parliament for what is done. Either "the responsibility of deciding upon such applications" must still "rest with the Governor," as Lord Granville expresses it, or it must rest with the Minister in the only way in which it would be just to hold him responsible.

(Signed), HENRY PARKES.

COLONIAL SECRETARY'S OFFICE,  
Sydney, May 30, 1874.

(No. 8.)

*Minute by the Governor for the Executive Council.*

I have read the Minute of the Honorable the Colonial Secretary upon the subject of Pardons, and it has occurred to me that the difficulty of dividing the responsibility in this matter, in the manner suggested by the late Secretary of State, can perhaps best be illustrated by showing how such a system would work in the practical transaction of business.

Hitherto the practice here has been for all applications for mitigation of sentences to be submitted to the Governor for his independent decision thereon. Some are sent to him direct through the post by the petitioners, others are presented personally by influential persons interested, whilst the remainder reach him through the Colonial Secretary's office, without any expression of opinion from the Minister. Taken altogether these applications are numerous. I have not kept any account of them, but I should think that a weekly average of twelve would certainly be below the number. All are carefully perused by the Governor. Some—in which the grounds stated, even if proved, would be insufficient to justify remission—are summarily rejected; others, upon which inquiry may seem desirable, are referred for the report of the Sheriff and the sentencing official, and sometimes the opinion of the Crown Law officers is asked for. Previous petitions and papers in each case (if any) are carefully perused, and eventually the Governor gives his decision, according to his own independent judgment. The papers are then sent to the Colonial Secretary's Office, where the necessary official steps are taken to carry the decision into effect, without, I believe, in ordinary cases, the matter being even brought under the notice of the Minister.

If a change such as has been suggested were to be carried out, the first question to be decided would be by whom should all petitions and applications for mitigation of sentences be considered in the first instance,—by the Governor or by the Minister?

If, as at present by the Governor, what would be the consequence under the instructions contained in the Secretary of State's Circular despatch of the 1st November, 1871? The words of that despatch are as follows:—

“The Governor, as invested with a portion of the Queen's prerogative, is bound to examine personally each case in which he is called upon to exercise the power entrusted to him, although, in a Colony under Responsible Government, he will, of course, pay due regard to the advice of his Ministers, who are responsible to the Colony for the proper administration of justice and prevention of crime, and will not grant any pardon without receiving their advice thereupon.”

The last few words which I have italicised are not quoted by the Colonial Secretary in his minute, but they are important as showing the precise view taken by the Secretary of State. The Governor apparently may, after personally examining any petition for mitigation, and after giving due weight to the advice of his Ministers, exercise an independent judgment and reject the application. He may say “No” on his own authority, but he can only say “Yes” on the advice of a Minister. The idea would seem to be to make the Governor and the Ministers mutually act as checks on each other. Either can negative a prayer for pardon, but both must concur before any such application can be granted. If, therefore, the petitions were considered in the first instance by the Governor, all cases rejected by him would at once be withdrawn from the cognizance or control of the Minister—a proceeding of which the latter might justly complain if any responsibility at all were to be imposed on him in this matter. In all cases in which the Governor proposed to mitigate the sentence his decision would have to be approved and confirmed by the Minister, who might, if he saw fit, veto the merciful intentions of the Governor. It appears to me the Governor and the Minister would occupy somewhat anomalous positions in such cases. Under a constitutional form of Government the Crown is supposed to accept or reject the advice of Responsible Ministers; in this matter the Minister would adopt or reject as he pleased the advice of the Representative of the Crown!

But suppose, on the other hand, that all petitions were considered and reported on in the first instance by the Minister, what would then be the result? Why, all cases rejected by the Minister need never be sent on at all to the Governor, to whom they would be addressed. For, as the Governor could not pardon without the advice of the Minister, there would be no object in troubling him with applications which he could not comply with. In cases in which the Minister advised mitigation, the Governor could, of course, if he saw proper, in the exercise of his “undoubted right,” reject such advice—upon being prepared to accept the consequences. But practically, he would never do so, except in cases which, in his view, involved such a gross abuse of the prerogative that both the Secretary of State and local public opinion would be likely to support him in the adoption of extreme measures. In all ordinary cases in which neither Imperial interests nor policy were involved, the Governor, whatever his own private opinion might be, “would be bound to allow great weight to the recommendation of his Ministry, who are responsible to the Colony for the proper administration of justice and prevention of crime.” Practically, under such a system, the prerogative of mercy would be transferred from the Governor to the Minister charged with such duties.

It was perhaps the recognition of some such difficulties which led to the suggestion of a compromise between these two systems, thrown out in Lord Kimberley's last despatch on the subject. In effect, his Lordship appears to suggest that the Governor might continue, as at present, to examine into and deal with all petitions for pardon, but that he should, before granting a mitigation of the sentence in any case, ascertain by means of informal consultation that the Minister concurred in such a step. I fear that such a plan would not work well, and that its effect would simply be to tritter away any real or clearly defined responsibility in such matters. In the first place, who would be responsible for the appeals rejected upon which charges of sectarian

partiality or official corruption might possibly be based? Is the Governor to remain responsible for refusals, and the Minister to become responsible for pardons? Again, if the Minister is to be responsible for pardons, he would have, unless his concurrence were a mere matter of form, to go through all the reports and papers in each case in which a pardon was proposed by the Governor, and, as I have before shown, he would have to place upon the papers in writing his final acceptance or rejection of the Governor's advice. If such grave matters were disposed of in informal conversations, such a loose mode of transacting business would inevitably result in mistakes and misapprehensions. The Governor might decide a case under the full impression that the Minister concurred in his view, and yet he might find subsequently that there was some misunderstanding, and that his decision was repudiated and condemned.

For these reasons I entirely concur in the conclusion arrived at by the Honorable the Colonial Secretary, in his Minute, that the responsibility for the exercise here of the Queen's prerogative of pardon, must either, as heretofore, rest solely with the Governor, or it must be transferred to a Minister, who will be subject in this as in the discharge of other administrative functions, only to those checks which the Constitution imposes on every servant of the Crown, who is at the same time responsible to Parliament. The real question at issue is thus brought within narrow limits.

The Colonial Secretary expresses "grave doubts whether any change at present from the system which has hitherto prevailed here will be beneficial to the Colony," and he thinks that under the circumstances existing here, the prerogative of pardon will be better exercised by the Governor than by the Minister. If the validity of such an argument were once admitted, it might, perhaps be held to extend to other branches of administrative business. But the very essence of the Constitution is responsibility to Parliament for the administration of local affairs; and possessing, as the system does within itself, a prompt and effectual means of correcting any abuse of power, there can be little doubt that political training and official experience will soon impose restraints upon those impulses which sometimes mar the earlier attempts at self-government.

I have felt, ever since my first arrival in the Colony, that the practice which has hitherto prevailed here, of entrusting an important branch of local administration solely to an officer who is not responsible to Parliament, is highly objectionable; and as I fail to see that any plan of divided responsibility in such a matter can be devised, I can only repeat here, what I have on several occasions since the receipt of Lord Kimberley's last despatch stated to the Colonial Secretary in conversation, namely, that I am quite prepared to adopt a change of system; and I think that for the future all applications for mitigation of sentences should be submitted to me through the intervention of a responsible Minister, whose opinion and advice, as regards each case should be specified in writing upon the papers.

(Signed),

HERCULES ROBINSON.

GOVERNMENT HOUSE, June 1, 1874.

(No. 9.)

*Minute of Executive Council.*

June 2, 1874.

His Excellency the Governor lays before the Council a Minute by the Honorable the Colonial Secretary on the subject of the system of treatment of cases of petitions presented for the absolute or conditional pardon of convicted offenders; also, a Minute by his Excellency on the same subject.

2. The Council concur in the views expressed by the Honorable the Colonial Secretary and his Excellency the Governor in these Minutes, and advise that for the future all applications for mitigation of sentence should be submitted to his Excellency.

through the intervention of a responsible Minister, whose opinion and advice, as regards each case, should be specified in writing upon the papers.

Approved.—H. R., 2-6-74.

(Signed),

ALEX. C. BUDGE,

*Clerk of the Council.*

(No. 10.)

*Minute Paper for the Executive Council.*

COLONIAL SECRETARY'S OFFICE,

SYDNEY, June 2, 1874.

Consequent upon the change in the system of treating the cases of convicted offenders, in view of the exercise of the prerogative of pardon, I recommend that in future all petitions and applications for mitigation of sentence or pardon be received, considered and submitted to his Excellency the Governor by the Minister of Justice and Public Instruction.

(Signed),

HENRY PARKES.

(No. 11.)

*Minute of Executive Council.*

June 2, 1874.

His Excellency the Governor lays before the Council a Minute paper by the Honorable the Colonial Secretary, recommending, in consequence of the change in the system of treating the cases of convicted offenders in view of the exercise of the prerogative of pardon, that in future all petitions and applications for mitigation of sentence or pardon be received, considered and submitted to his Excellency the Governor by the Minister of Justice and Public Instruction.

2. The Council approve of the recommendation of the Honorable the Colonial Secretary, and advise that it be adopted accordingly.

Approved—H. R., 2-6-74.

(Signed),

ALEX. C. BUDGE,

*Clerk of the Council.*

(No. 2.)

*Sir H. Robinson, K.C.M.G., to the Earl of Carnarvon.—(Received August 31.)*

(Extract.)

GOVERNMENT HOUSE,

SYDNEY, June 29, 1874.

In a public despatch by this mail I have forwarded to your Lordship a Parliamentary paper, showing the decision which has been come to in Executive Council as to the mode of exercising the prerogative of pardon in cases which are not provided for by the Royal Instructions, but I think it right, at the same time, to state fully in this confidential despatch all the circumstances which have occurred here, and which have led to the conclusion which has at length been arrived at on this subject.

When I assumed the Government of New South Wales in June, 1872, my attention was almost immediately attracted to this question by finding a number of petitions for mitigation of sentences submitted for my decision, without any opinion or advice endorsed on them by the Colonial Secretary, through whose hands they reached me. I was the more surprised at this because I was aware that such a course was unusual, even in a Crown Colony, where the Governor is assisted in forming a judgment by the opinion expressed as to the merits of each case by the Colonial Secretary or other member of the Executive by whom such cases may be submitted.

for decision. Upon enquiry I was informed that it had been the practice here ever since the establishment of responsible Government for the Governor to dispose of all applications for mitigation or pardon, except in capital cases, without reference to Ministers. I was told that a correspondence had been going on with the Home Government for nearly three years on the subject, but that, the instructions received being thought to be conflicting, Sir A. Stephen had, a few days before my arrival, written fully to Lord Kimberley,\* describing precisely the practice here, and enquiring whether it was thought desirable that a different course should be adopted. Although, therefore, I entertained grave doubts myself as to the propriety of the practice, I thought it better, as it had been in force for sixteen years, and was then under reference to the Secretary of State, to make no change until a reply was received to Sir Alfred Stephen's despatch.

When Lord Kimberley's answer reached me in May, 1873, I at once forwarded a copy of it to the Premier, for his consideration in connection with the previous correspondence on the same subject.† It appeared to me that this despatch, read in conjunction with the Circular despatch of 1st November, 1871,‡ was clearly condemnatory of the practice which had up to that time been pursued in New South Wales. Under that system the Governor alone could be considered responsible for the exercise of the prerogative of pardon in other than capital cases, whilst it was clear that Lord Kimberley considered the responsibility for decisions, which were so intimately connected with the proper administration of justice and the prevention of crime, should rest with Ministers, and not solely with the Governor, as heretofore. It seemed to me from the correspondence that the one thing which Lord Kimberley held to be indispensable was Ministerial responsibility; so long as this obligation was clear and acknowledged it was a matter of little consequence by what form of consultation it was arrived at.

I took the earliest opportunity, after the receipt of Lord Kimberley's despatch, of speaking to Mr. Parkes on the subject. I pointed out that the question so long under reference here had, at length, I thought been conclusively disposed of, and I expressed my readiness to initiate a system more in accordance with home views and constitutional principles whenever he was prepared to take up the question.

\* \* \* \* \*

So the matter rested until about a month ago, when the attention of Parliament was attracted to the proposed release of the bush-ranging prisoners. The despatches as regards the exercise of the prerogative of pardon were then called for, and Mr. Parkes wrote his Minute of the 30th ultimo, which will be found amongst the published papers.§

Mr. Parkes' view as embodied in this paper was simply this: he preferred that the responsibility of deciding upon applications for mitigation of sentences should remain as heretofore, solely with the Governor; but if a change were insisted on, and the cases of prisoners were to be decided on the advice of Ministers, as required by the Secretary of State, he could see no sufficient reason for making a distinction between this class of business and the ordinary business of Government. In effect, he declined to accept any responsibility for Ministers unless they had, not only in form but in substance, a voice in such decisions.

I at once felt that it was impossible for me to accept Mr. Parkes' alternative of allowing matters to remain as they were. Such a settlement would have been opposed to the views of the Secretary of State, and it would have been instantly protested against by Parliament, as inconsistent with the principles of responsible government. The discussions which had already taken place in Parliament had shown beyond all question the necessity for some Minister being responsible for the pardons granted, as well as for those which might be refused. As instancing the necessity for ministerial responsibility in even the latter class of cases, I enclose a Parliamentary

\* Inclosure 5 in No. 1.

† Inclosure 6 in No. 1.  
‡ Inclosure 7 in No. 1.

§ Inclosure 4 in No. 1.

paper<sup>1</sup> which shows how charges of sectarian partiality and official corruption can be based on a refusal to entertain an application for mitigation. It will be obvious from a perusal of this paper how necessary it is that Her Majesty's Representative should be relieved from a position which exposes him to such imputations.

I accordingly felt no hesitation in closing with Mr. Parkes' other alternative, and deciding that for the future all applications for mitigation of sentences should be submitted to me through the intervention of a responsible Minister, whose opinion and advice, as regards each case, should be specified in writing on the papers. This is simply the mode in which all the ordinary business of Government is conducted, and I could see no sufficient reason for making any distinction in these cases. If the appointment of Judges and other prerogatives of like kind had been left to the Representative of the Crown, there might have been some grounds for retaining also in the same hands the exclusive exercise of the prerogative of pardon. But when everything else has been conceded to the responsible advisers, it seems too absurd to suppose that the question of letting out this or that criminal should be the one thing not entrusted to them.

\* \* \* \* \*

In the present Constitutional stage it is obvious that as regards all purely local matters, Ministers must be trusted "not at all, or all in all."

It appears to me, too, that the plan determined on meets all the requirements specified in Lord Granville's and Lord Kimberley's despatches on this subject.† The papers in every case will be laid before the Governor for his decision. He will thus have an opportunity of considering whether any Imperial interest or policy is involved, or whether his personal intervention is called for on any other grounds. If there should be no such necessity he would, of course, as desired by Lord Kimberley, "pay due regard to the advice of his Ministers who are responsible to the Colony for the proper administration of justice and the prevention of crime."

Mr. Parkes, I think, pushes his argument against the change too far when he implies that the refusal of the Governor to accept the advice of the Minister in any case of pardon would necessarily involve his resignation. Of course, theoretically, such a view is correct, but I need scarcely point out, that in the practical transaction of business Ministers do not tender their resignations upon every trivial difference of opinion between themselves and the Governor.

\* \* \* \* \*

I trust that your Lordship will approve of the plan which I have adopted, with the consent of the Government, and the entire concurrence of Parliament, for dealing with applications for the mitigation of sentences in cases which are not provided for by the Royal Instructions. I may add, that I have learned since the matter was disposed of here, that the new system is, in effect, similar to the practice in force in the neighbouring Colonies. In New Zealand the practice, I am informed, is precisely similar to that now established in New South Wales; whilst in Queensland, South Australia, and Tasmania, recommendations for mitigations of sentences are brought before the Executive Council by a Minister, which, of course, places the responsibility for the decision arrived at directly upon the Government. As regards Victoria I have not as yet received a reply to an inquiry which I have addressed to Sir George Bowen on the subject, but I have been given to understand that the practice there is somewhat similar.

### No. 3.

*Sir H. Robinson, K.C.M.G., to the Earl of Carnarvon.—(Received August 31.)*

GOVERNMENT HOUSE,

SYDNEY, June 30th, 1874.

(Extract.)

In my despatch of the 5th instant, † I stated that I would by this mail report

• Not printed.

† Inclosures 3 and 4 in No. 1.

‡ Not printed.

fully to your Lordship all the circumstances connected with the proposed mitigation of bush-ranging sentences, which have given rise here to so much discussion, and I now proceed to carry out this promise.

In August, 1872, about two months after my first arrival in this Colony, a petition, marked A, addressed to me praying for a mitigation of the sentence passed upon a prisoner named Gardiner was sent into the Colonial Secretary's Office. The petition, which will be found in the accompanying Parliamentary paper, marked A, was supported by the signatures of former Ministers of the Crown, of members of Parliament, Justices of the Peace, Ministers of Religion, Members of the Bar, and altogether by the names of about 400 citizens. I do not ever remember receiving before a petition in favor of a prisoner so numerously and influentially signed.

And here I may observe that although at this time, as I have shown in another despatch, it was the practice in ordinary cases of petitions for mitigation of sentences simply to forward such application to the Governor for his independent decision upon them, the ordinary routine was not followed in this case, which was dealt with out of the usual course. The petition, which was sent in to the Colonial Secretary's Office in August, did not reach me for nearly four months, and the following action was, in the interval, taken upon it.

On the 12th August, 1872, the petition and accompanying papers were referred by the Colonial Secretary to the Sheriff and Comptroller-General of Prisons for his report. On the 12th September that official reported on them. His minute was to the effect that the decision in Gardiner's case would be of unusual importance, as it would necessarily be a guide in numerous other cases of a similar character; that it was probably never contemplated that Gardiner should serve his full sentence; and that as the crime of bush-ranging had been practically suppressed, the time was favourable for making a mitigation in his case, as well as in the other cases of like character. In conclusion the Sheriff suggested in effect that the case of Gardiner might with propriety be disposed of by granting him a conditional pardon at the end of ten years' imprisonment in gaol, the condition contemplated being that specially authorised by Clause 4 of the Local Enactment, 11 Vict., cap. 34, a copy of which is annexed, marked B.

On the same day, the 12th of September, this Minute was read by the Colonial Secretary, who ordered it, together with all the other papers in the case, to be referred to the Chief Justice for his report, an order which was carried out by a letter from the office, dated 17th September, 1872.

Three days later, on the 20th September, the Colonial Secretary wrote the following Minute, which was transmitted to the Sheriff for his guidance:—"I have spoken to the Chief Justice on the subject of the sentences of the men convicted of the crime of bush-ranging at and about the time of Christie's conviction. I concur in a suggestion made by Sir Alfred Stephen, that the Sheriff prepare a statement of each case, showing age, previous character, number of offences, sentence, conduct in gaol, and other particulars, with a view to the consideration of all the cases."

Thus it will be seen that before any paper in this case had been even laid before me, the Colonial Secretary was acting as if the Sheriff's suggestion in his Minute of the 12th September, 1872, as to Gardiner's release, was approved of, as he called for a report on the other cases referred to in that Minute, and which the Sheriff had pointed out were dependent on the decision in Gardiner's case. Such a proceeding appears to me fairly to imply that the Colonial Secretary was at that time personally favourable to the recommendation of the Sheriff for Gardiner's conditional release.

Two months later, on the 30th November, 1872, the Chief Justice sent to the Colonial Secretary a report on the petition, in which he declined, for the reasons stated, to incur the responsibility of advising a mitigation in Gardiner's case.

A few days later, that is, on the 4th December, 1872, the Colonial Secretary, for the first time, laid the petition before me, with the reports on it which he had procured from the Sheriff and Sir Alfred Stephen, together with a statement from the principal gaoler, showing the particulars of Gardiner's sentence, his previous conviction and prison history. In submitting these papers, Mr. Parkes accompanied



them with a Minute of his own in which he specially pointed out to me (as if counterbalancing the unfavourable report of the Chief Justice) the names of the gentlemen of position and respectability who were in favour of a mitigation of Gardiner's sentence.

Shortly before this the Colonial Secretary had prepared me in conversation for the reception of such an application, and had stated verbally all the circumstances of Gardiner's case and the altered condition of the country as regards the practical extinction of the crime of bush-ranging. After I had perused the papers, and before I had come to any decision on the case, I had an opportunity of again conversing on the subject with Mr. Parkes; and although he offered no formal Ministerial advice (such a course being unusual, except in capital cases,) the facts that he laid before me appeared to lead to but one conclusion, namely, that the time had arrived when the case of the prisoner Gardiner might with both safety and propriety be viewed with merciful consideration.

Acting on this view, in the correctness of which after full consideration of the case, I entirely concurred, I gave the following decision which I endorsed on the papers under date 5th December, 1872: "When the prisoner has served ten years his case may again be brought forward. If his conduct should in the meantime be good, I should feel disposed to grant him then a pardon, conditional on his leaving the country. At present I do not concur with the Petitioners that the sentence which the prisoner has undergone is sufficient for the ends of justice." This decision was at once transmitted by me to the Colonial Secretary, who conveyed it by letters from his office, dated the 10th December, to the Chief Justice, the Sheriff, and the Petitioners; and I may here remark that neither then, nor at any subsequent time, did I ever hear from the Colonial Secretary one word to lead me to suppose that he did not cordially concur in the propriety of my decision.

And here it will perhaps be convenient that I should interrupt my narrative of more recent events to give a brief account of Gardiner's criminal career. In March, 1854, he was convicted at Goulburn of horse stealing and sentenced to fourteen years on the roads. In December, 1859, after five years' imprisonment, he obtained a ticket-of-leave for Carcoar district, which ticket was cancelled in May, 1861, on the grounds of absence from the district, and suspicion of cattle stealing. A reward was offered for his apprehension, and two constables, Middleton and Hosie, hearing that he was living in an isolated farm hut in the bush, visited the place unexpectedly on 16th July, 1861, and surprised Gardiner in an obscure inner room, from which there was no outlet except, by the door at which they stationed themselves. Gardiner resisted, pistol shots were exchanged, Middleton and Hosie were both wounded, but Gardiner was eventually captured and handcuffed. Middleton then left for the nearest village, which was many miles distant, to obtain assistance, and during his absence Gardiner escaped;—Hosie asserting that he had been rescued by some bush-rangers, with whom Gardiner was supposed at that time to be associated, but it is generally believed now that Hosie was bribed, and connived at the escape.

During the twelve months that followed this escape, Gardiner was supposed to be the ringleader of a gang of bushrangers, and to be constantly engaged in depredations of that character. He was a remarkable criminal in many ways, but certainly not for his atrocity as compared with others. It is stated that, through accident rather than design, it so happened that throughout his whole career of bush-ranging he never took life, and he was always noted for gentleness and respect for women, never allowing them to be insulted or attacked when he was present. He was no doubt a terror to the well-disposed portion of the community, and his example was most pernicious, for being looked on by many as a sort of hero, in consequence of his activity and feats of daring, he made bush-ranging, as it were, fashionable and attractive, and a number of foolish youths were led to follow in his footsteps. It is supposed that it was Gardiner who planned and directed the gold escort robbery in June, 1862, when the police in charge were fired on and driven into the bush. Some 3,000 ounces of gold were captured, of which about 1,700 ounces were subsequently recovered, the rest remaining with the captors. Immediately after this Gardiner

disappeared, and was not heard of for two years, when he was discovered by the police in the interior of Queensland, where he had in the interval been leading, it is asserted, a quiet and industrious life, engaged in occupations which were entirely free from crime. He was brought to Sydney to stand his trial, which took place in July, 1864. It was then found by Sir James Martin, the Attorney-General, that there was no evidence forthcoming to connect Gardiner with the escort robbery, or with any of the serious bushranging cases with which he was supposed to have been connected; and he was put on his trial eventually for wounding Middleton and Hosie, with intent to kill (in this Colony a capital offence), when they attempted to capture him in July, 1861, on the cancellation of his ticket-of-leave. The jury, however, were not satisfied that Gardiner in defending himself, as it were, against the sudden attack of these men in an almost dark room, knew that they were constables, and acquitted him of the capital charges, finding him guilty of the minor count of wounding Hosie with intent "to do grievous bodily harm." Gardiner was tried at the same time for robbing two travellers, Hessington and Hewett, being armed (an ordinary case of bushranging, unaccompanied by any aggravating circumstances), to which he pleaded guilty; and for these convictions he was sentenced by the late Chief Justice to 32 years imprisonment, the first two years in irons. The condition of the country at the time called perhaps for exceptionally severe sentences—the community being almost paralyzed with fear. But it is impossible when now reviewing dispassionately all these circumstances to resist the conviction that Gardiner's cumulative sentences were measured not only with reference to the crimes of which he had been convicted, but in view also of those with which he was supposed to have been connected, and of the charges of which he had been acquitted.

I will now revert to the circumstances connected with the mitigation of the bushranging cases, detailing them in the order in which they occurred. Shortly after my decision in Gardiner's case had been communicated to the Sheriff he proceeded to act on the instruction contained in the Colonial Secretary's Minute of 20th September, 1872, and which he had allowed to remain in abeyance pending a settlement of Gardiner's case. On the 21st January, 1873, the Sheriff addressed to the Colonial Secretary a General Report, marked D, on the cases of the prisoners serving long sentences for bushranging who still remained in gaol, and whose cases he thought called for serious consideration. These sentences, he pointed out, had been imposed at a period when it was thought necessary to deter from the commission of crime of that particular character by severe examples of punishments, but the remarks of the judges when passing sentence, and the action of the Executive subsequently had led the prisoners of this class generally to expect that their sentences would not be served in full, but that when the crime of bushranging had been as it were stamped out, the punishment awarded during that period of excitement would be carefully reconsidered. The Sheriff pointed out that of the bushranging cases convicted from 1860 to 1870, no less than 47 had been already commuted. In almost all these cases, the favourable report of the Judges had been received—thus showing that the Judges generally looked to a shortening of these bushranging sentences by the Executive, and justifying the expectations entertained by the remaining prisoners on the subject.

The desultory manner in which the 47 cases referred to had been dealt with had been productive of much harm. They were mostly decided upon applications from the relatives and friends of prisoners, and upon no fixed principle or rule whatever. This will be apparent from a glance at the accompanying return, marked E, \* called for by Parliament, showing the particulars of 267 remissions sanctioned during the five years ending 31st December, 1873, and which includes nearly all the 47 remissions in bushranging cases referred to by the Sheriff. The manner in which these 47 cases had been disposed of had created a strong feeling of injustice and unequal treatment amongst the prisoners of the same class that remained in gaol, to the serious prejudice of prison administration. The Sheriff stated to me that he scarcely ever

entered the gaols that prisoners did not lay before him their cases, which compared favourably with those of men who had been released whilst they remained in prison. The Sheriff accordingly recommended that, instead of continuing to treat these cases individually, they should be dealt with collectively with a view to equality of treatment, as far as circumstances would permit, a consideration which should always have a first place in prison administration. He submitted a scale of reductions which he thought would meet the cases generally, excepting, however, from its operation cases in which life had been taken, the cases of old offenders, and others presenting specially unfavourable circumstances. This suggestion was laid before me by the Colonial Secretary without remark, and I eventually, after a slight modification of the scale, concurred in the proposal, endorsing on the papers the following Minute, under date 5th June, 1873:—"I think, with this amendment, the cases of the prisoners referred to might be dealt with in the general manner recommended by the Sheriff, each case being submitted with a separate Report from the Sheriff as to whether there are any circumstances in connection with it which render it undesirable to apply to it the general regulations in the accompanying letter of the 21st of January." This decision was initiated by the Colonial Secretary as seen by him on the 10th June, 1873, and in the following October the Colonial Secretary submitted to me the special recommendations of the Sheriff in 23 cases based on the general scale of reduction already sanctioned. Full particulars of these cases, with the precise mitigation in each case of which I approved, will be found in the return which which accompanies inclosure D before referred to.

Thus, it will be seen, that although Gardiner's case, and those of the other 23 bushrangers, were disposed of at a time when, for the reasons explained in another despatch, the exercise of the prerogative of pardon in other than capital cases, was understood to rest with the Governor; these cases were dealt with out of the usual routine. They were, as I have shown, the subject of much correspondence, which originated with the Colonial Secretary; and all subsequent communications passed through his hands. The cases, too, were eventually decided in precise accordance with the recommendations of the permanent head of the Prison Department, which were submitted to me by the Colonial Secretary, who was supposed, from the absence of any statement to the contrary, to concur entirely in the views and proposals of his subordinate officer.

So the matter rested until about two months ago, when a question was asked in Parliament as to the proposed liberation of Gardiner. Mr. Parkes' answer not being considered satisfactory by the questioner, the adjournment of the House was moved, and a debate ensued, which will be found reported in the accompanying copy of the *Sydney Morning Herald* of the 30th April last.\*

\* \* \* \* \*

As soon as the question was disposed of in Parliament, several petitions, some of them largely signed, were presented to me, one being in favor of keeping faith with Gardiner, and the others deprecating any mitigation of his sentence. I found that Ministers, after the defeat of the adverse Resolutions in the House, did not propose to offer me any advice, but wished to leave me quite free to exercise my own unbiassed judgment as to whether the decision which had been come to in December, 1872, as to Gardiner's case ought or ought not to be adhered to. I accordingly considered very carefully whether any fresh facts had been brought to light by the public discussion of the question which would justify me in disappointing now the expectations which I had raised when Gardiner's case was first brought before me about eighteen months ago. Before coming to any decision I had a long conversation on the subject with the present Chief Justice, Sir James Martin, who having been Crown Prosecutor when Gardiner was convicted, was thoroughly conversant with all the circumstances of the case, and the condition of the country at that period of excitement. I found that Sir James Martin was very decidedly of opinion—(1) that Gardiner's sentence was excessive for the offences for which alone he had been convicted; (2) that he

had now been sufficiently punished; and (3) that he might be released even in Sydney without any substantial danger. As I myself entertained precisely the same views, I embodied my reasons for adhering to my former decision in a Minute for the Executive Council, marked R, and the Council concurring in my conclusion, the case may now be considered as finally decided and disposed of.

On the whole, I am disposed to think that the agitation which has been got up about this case will do good. It has already served to call attention to the mode of exercising the prerogative of pardon in ordinary cases, which has in consequence been placed on a proper footing. I trust also that it may have the effect of making the public here investigate more closely the principles which should govern the punishment and treatment of criminals. The paper marked E which accompanies this despatch, discloses some startling facts. It shows that the mitigation by the Executive of judicial sentences upon no settled system whatever has been here not the exception, but the rule. This, of course, is quite contrary to all the recognized principles of modern criminal treatment under which prisoners as a rule should only receive such remission of their sentences as they may themselves be able to earn under the established good conduct regulations. But Executive interference will necessarily take place when judicial sentences are excessive or wanting in uniformity. This subject was ably discussed in 1867 in a Minute by Lord Lisgar (then Sir John Young), in which he pointed out the excessive severity of the sentences passed in this Colony as compared with those usually awarded in the British Islands; and he characterized the punishments imposed here in cases of a certain character as "cruel and oppressive, and, under all the circumstances of the country, beyond all the measure of justice or reason." I enclose a printed copy of this Minute marked S which was quoted in the recent debate.

Inclosure 1 in No. 3

(A.) 1873-4.

LEGISLATIVE ASSEMBLY.—NEW SOUTH WALES.

*Gardiner alias Christie.*—(Correspondence relating to Applications for Mitigation of existing Sentences.)

Ordered by the Legislative Assembly to be printed, May 12, 1874.

(No. 1.)

*Petition of Mesdames Griffiths and Cale.*

To His Excellency Sir Hercules George Robert Robinson, Knight Commander of the Most Distinguished Order of St. Michael and St. George, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies, and Vice-Admiral of the same.

The humble Petition of Archina Griffiths, wife of Henry Griffiths, York Street; and Charlotte Deacon Cale, wife of Joseph Cale, King Street,—

Sheweth :—

That your Petitioners' brother (Francis Christie) was apprehended in February, 1864, and tried at the Criminal Court of Sydney, on the 8th July, before his Honor the Chief Justice, and convicted on the following charges :—For shooting and wounding Trooper Hosie he was sentenced to fifteen years (the first two in irons) with hard labor; and for robbing Messrs. Hewett and Horsington he received two cumulative sentences, ten and seven years, making a total of thirty-two years of hard labour.

Your Petitioners humbly implore your Excellency's merciful consideration of their unfortunate brother's case, toward affording a remission of his terrible sentence, on the following grounds :—

1st. Previous to his apprehension he was obtaining his living as a storekeeper in Queensland for nearly two years, having abandoned his former career of wickedness, and had left the Colony, fully determined to lead a life of honest industry. Proofs of the good character he had gained could have been produced at his trial; and it is well known that gold, both by escort and private individuals, has been placed under his care with confidence and safety during that time.

2nd. That only four months after his conviction there was a desperate outbreak of prisoners in the gaol, in which he took no part whatever. His conduct on that occasion was so noticed by the Inspector-General of Police that he assured the prisoner that he would see the Colonial Secretary (Mr. Foster) and have a record of it made for the future benefit of the prisoner. To this record your Petitioners would humbly refer your Excellency, the late Dr. West having told the prisoner that it had been made.

3rd. That the prisoner has assiduously endeavoured to make himself as useful as possible in the work appointed for him, and has invented a contrivance which has greatly improved the making of the selvage on the matting, which was previously very defective and much complained of.

4th. That the prisoner has always given every satisfaction to the Sheriff as well as the Governor of the Gaol, and other officers and overseers, during the whole time, now the ninth year of his imprisonment.

5th. That your Petitioners beg also humbly to direct your Excellency's attention to the fact that his Honour the Chief Justice has more than once publicly remarked that although during the time there was so much bushranging he should always inflict the severest penalty of the law, nevertheless, we might perhaps be permitted respectfully to suggest that your Excellency would not be unwilling to exercise your prerogative of mercy, now the crime of bushranging has been happily and effectually suppressed.

6th. That the prisoner's health has already suffered so much from his long confinement as to cause him to be almost constantly under the hands of a doctor for disease of the heart and other serious symptoms, which have obliged him for a time to be placed in the hospital of the gaol, and have totally incapacitated him from continuous work.

Lastly. That your Petitioners feel certain that if your Excellency be pleased to grant him a pardon, he will thus be afforded the opportunity of redeeming the past; and from your Petitioners' knowledge of his character, they can confidently assure your Excellency that they believe he will never again commit himself; and from the very confident and feeling manner in which his Honour Sir Alfred Stephen has on many occasions addressed himself to Petitioners' brother, and remarked upon his reformation, they hope that he will recommend the prayer of this Petition to the most favourable consideration of your Excellency.

Praying the Lord may guide to a wise and judicious conclusion in disposing of this Petition, your Excellency's Petitioners, as in duty bound, will ever pray, &c., &c

(Signed),

ARCHINA GRIFFITHS.

"

CHARLOTTE DEACON CALE.

We, the Undersigned, beg most respectfully to recommend the foregoing Petition\* to your Excellency's merciful consideration, the more especially from the desire to reform evidenced by the prisoner before capture, and his conduct since his incarceration, and trust that your Excellency may be pleased, under all the circumstances of the case, to deem the period of sentence already expired sufficient for the ends of justice.

(Signed),

WILLIAM B. DALLEY.

"

RICHARD DRIVER.

Having been referred to in a petition for the mitigation of the sentence of Francis Christie, as holding the office of Colonial Secretary when an outbreak occurred in Darlinghurst Gaol, we have much pleasure in testifying to the fact of Christie's good conduct on that occasion, as well as to his general conduct during the entire period of his incarceration, so far as it came under my notice in either case. We are glad to record this opinion, so that it may operate as it ought in the prisoner's favor. And so far as these and other circumstances mentioned in the petition entitle his case to the favorable consideration of the Government, we are willing to add our testimony and recommendation.

(Signed), WILLIAM FORSTER.  
" RICHARD HILL.

December 29th, 1871.

For about fourteen years I have been medical attendant on the family of Francis Christie, and have frequently visited him since his confinement in Darlinghurst, and during my last three visits I was glad to observe that he was greatly changed for the better, having entirely lost that peculiar ferocity of character which characterised him immediately after his capture in 1864; and it is my opinion that he is now completely recovered from his evil ways, and that it would be perfectly safe to permit him to go at large.

(Signed), A. MOFFITT,  
*Physician, &c.*

135, CASTLEREAGH STREET, January 5th, 1872.

Sometime since I visited Darlinghurst Gaol, and had a long conversation with the prisoner Christie, which has fully convinced me he deeply regrets the great wrongs he has done. Under this belief, and considering the long period he has been incarcerated, I am induced to sign this petition in his favor, and which I trust will be successful.

(Signed), JOSEPH ECKFORD.

THE OSBORNE, SYDNEY, January 10th, 1872.

J. J. JOSEPHSON,  
*Macquarie Street.*

JAMES SUTTON,  
*Dowling St. & Moore Park,*  
(*One of the Jury*).

Some years ago, whilst Christie, or Gardiner, was residing at Apis Creek, in the Colony of Queensland, keeping a roadside accommodation house for travellers, we were travelling that way in company with Mr. Keen, and on our return had occasion to want some flour from a dray which we met on a road; the driver refused to sell, urging that it belonged to Christie; in about half an hour after Christie made his appearance, and inquiring after his dray we mentioned the fact, when he immediately rode on and ordered some to be sent to us. From inquiries his conduct caused us to make, we learned that his conduct was civil and obliging, and that he was always willing to help or serve any traveller.

Since his long incarceration, we have made it a part of our duty to continually inquire of his behaviour and general deportment, and have found it to be good. Under

these circumstances, and believing that when we saw him at Apis Creek he was a good member of society, we have now no hesitation in recommending the prayer of the petition.

(Signed),

E. S. HILL.

"

G. HILL.

(No. 2.)

*Minute of the Sheriff.*

Francis Christie, *alias* Clarke, *alias* Gardiner.

In returning the petition in this case with the usual particulars of conviction, I have thought it desirable to accompany the same with a special report from the principal gaolers (herewith enclosed) upon the conduct and services, together with a report from the visiting surgeon, respecting the health of the prisoner.

Having regard to the prominence of prisoner's career, the circumstances attending the offences of which he was convicted, and the great length of his sentence (thirty-two years), the dealing with this case is of unusual importance, in respect of its bearing upon those of numerous other prisoners serving long sentences for offences of a similar character imposed during the prevalence of bushranging, who will form expectations or modify their hopes of commutation according to the decision that may be arrived at.

There is in the minds of those prisoners an expectation, founded partly upon the remarks of the judges when passing sentences, and partly upon the action of the Government in reductions made in some of the sentences referred to, that such sentences are not intended to be served in full, or even up to the periods of remission provided by the regulations. And if this view is to be entertained, it is desirable that the subject should be considered, and this and the other cases alluded to dealt with under a general idea of reduction of terms of sentence, modified in each case by the circumstances and the prison career of the prisoner; the greater proportionate reduction being allowed in the longer sentences according to the principle laid down in the Remission Regulations.

It probably was never contemplated that this prisoner should serve the full period of his sentence; and as he has now served eight years and the crime of bushranging has been practically abated, the time for making any limitation would not seem to be unfavourable. This remark applies to the other cases in the same category. Such a course would tend to settle the minds of the prisoners concerned, and give them encouragement in reformation of conduct and industry.

In the cases of the prisoners referred to, the granting of additional pardons (to exile) would in many respects be more desirable than the granting of actual remissions, and would admit of cases being dealt with at earlier periods, and without so apparent an interference with the ordinary operation of the Remission Regulations. The release of a prisoner under a conditional pardon is not open, as regards its effect on the criminal class, to so strong objections as his release in this Colony, wherein he might return to his former neighbourhood.

If any reduction be made in the sentence of this or any other similarly situated prisoner, I would suggest that it be made so that he could earn remission according to the regulations upon the reduced period, in order not to withdraw the incitement to good conduct and industry; thus, were his sentence reduced to twenty or fifteen years, that he could earn a further reduction of one-fourth. A conditional pardon granted after a service of ten years, would be about equivalent to the reduction of a sentence to fifteen years on the terms above mentioned. The advantage to the prisoner indeed would generally be with the latter.

(Signed),

HAROLD MACLEAN.

Principal Under-Secretary, B.C.  
September 12th, 1872.

(Inclosures.)

**PARTICULARS of Conviction and Prison History of Francis Clarke, a prisoner in Darlinghurst Gaol, petitioning for Remission of Sentence.**

Name of prisoner..... Francis Clarke, *alias* Christie, *alias* Gardiner.  
 Birth-place and age..... New South Wales, 43.  
 Convicted ... { Where ..... Sydney Criminal Court.  
                   { When ..... 4th and 8th July, 1864.  
 Offence..... Wounding with intent to do grievous bodily harm and robbery, being armed  
                   —two offences.  
 Sentence ..... 15 years roads, first two in irons ; 10 years roads, at expiration of first sentence, and 7 years roads at expiration of second sentence (in all, 32 years).  
 Judge ..... Chief Justice.

**PREVIOUS CONVICTIONS.**

Where.	When.	Offence.	Sentence.
As Francis Clarke, Goulburn Circuit Court ...	March 17th, 1854...	Horse-stealing.....	14 years roads.

**PRISON HISTORY—MARKS.**

In the Gaol at—	Period.		Total No. of Days.	Orderly.	Industrious.	Disorderly.	Idle.	Sick.*
	From	To						
Darlinghurst.....	Jan. 1st, 1866...	Aug. 20th, 1872.	2,423	2,423	2,016	.....	.....	407

\* Sick—Sundays and Holidays, 407.

**PUNISHMENTS.—None.**

General conduct in gaol very good, and sets a good example to others in every way.

(Signed), J. C. READ,  
Principal Gaoler.

DARLINGHURST GAOL, August 21st, 1872.

DARLINGHURST GAOL,  
August 21st, 1872.

*Memo.*—The prisoner referred to in this petition has been in hospital twice since I took medical charge in 1866, viz., once for two days for diarrhœa, and once for four days for a bilious attack. He has some degree of enlargement of the heart, rendering him unfit for very hard work (such as working at the loom) ; his appetite is variable, and he does not sleep very well. There is no other organic derangement than that of the heart,

(Signed), ISAAC AARON,  
Visiting Surgeon.



I would like to have from the Principal Gaoler in this case a special report as to the conduct of this prisoner, beyond the character in the printed form

I would further be glad to have Mr. Read's report on the alleged action of the prisoner on the occasion of the outbreak referred to in the petition, and the value of the service rendered by him in improving the mat-making machinery; and, on the other hand, the circumstances attending the attempt on behalf of himself and the prisoner Cust to compass an escape by means of friends outside the prison, which occurred early in prisoner's confinement.—H.M., 27th August, 1872.

DARLINGHURST GAOL,  
SYDNEY, 31st August, 1872.

SIR,—With reference to statements in the accompanying petition in favour of the prisoner named in the margin, I do myself the honour to state that the contrivance for improving the selvage of the matting therein alluded to was the invention of the prisoner. It is now in use, and very effective. The matting was certainly wanting in finish until this addition was made to the looms, and many customers complained of its faulty make, and would probably have obtained their supplies elsewhere had not this improvement been introduced.

As regards the prisoner's conduct on the occasion of the outbreak, 1st November, 1864, I must say he did not take any part in that desperate attempt, and, as far as I can learn, discouraged the proceeding, thereby incurring some annoyance from his fellow-prisoners, who looked to him as a leader. He was considered, both inside and outside the gaol, the leader of all bushrangers, and at the time a great many of that class were commencing long sentences. As a rule, his conduct has been good and exemplary; there is, however, one exception, that was in November, 1864, when he with another prisoner (Cust) opened communication with their friends outside with a view to effect their escape; in this they were assisted by a warder, who was dismissed for attempting to carry a letter out of the gaol for the prisoner's friends.

Since that time I have not had occasion to find fault with prisoner's conduct in any way.

I have, &c.,

(Signed), J. C. READ,  
Principal Gaoler.

(No. 3.)

*Minutes of Principal Under-Secretary and Colonial Secretary.*

May be referred to his Honour the Chief Justice for report.—Sept. 12-72.  
The Chief Justice.—H.P., 12-9-72.

(No. 4.)

*The Principal Under-Secretary to the Chief Justice.*

COLONIAL SECRETARY'S OFFICE,  
SYDNEY, 17th September, 1872.

SIR,—I have the honor to request the favour of your report upon the accompanying petition for mitigation of the sentence of thirty-two years' hard labour on the roads passed by you upon the prisoner named in the margin.

I have, &c.,

(For the Under-Secretary),

(Signed), WILLIAM GOODMAN,

(No. 5.)

*The Chief Justice to the Colonial Secretary.*

SUPREME COURT, 30th November, 1872.

SIR,—I have attentively read, and maturely considered, all the petitions in Gardiner's favour, with the recommendations attached to them; as also the reports of the Head Gaoler and Surgeon, and the very judicious remarks of the Sheriff, in his capacity of Inspector of Prisons. I have seen one or both of the prisoner's sisters, who are the principal petitioners, and the persons to whom he is indebted for the numerous signatures which are before me. I have also more than once, although not of late, seen Gardiner, and personally received representations from him. And I feel deep sympathy for those affectionate relatives, who are, I believe, respectable members of society. I moreover think it probable that Gardiner's desire to abstain from evil, if he were released, and as far as possible to induce others to abstain, is sincere, and perhaps may be permanent. But, remembering what I do of his whole career, what his past character and his crimes have been, and the notoriety which these have acquired, as well as the widely spread mischief which his leadership and tutoring for so many years occasioned, I dare not incur the responsibility of advising any mitigation in his case. I do not mean that none should at any time be granted; but the end and objects of all punishments are, first, the preventing of the individual offences. And I am satisfied from long experiences and observation, that the particular crime of bushranging—with its frightful loss of life and property, and the insecurity of both which is entailed, with its attendant terrorism,—has been reduced to its present dimensions and state, solely by the rigorously severe punishment (in which I include the deaths of some of the criminals by the police, as well as by the Courts of Justice), inflicted upon the perpetrators. In several instances, no doubt, the penal servitude punishments have been mitigated, as the crime itself has gradually diminished in frequency. But I am compelled by a sense of duty, in this case peculiarly irksome, to point out, that of Gardiner's companions two or three have been executed for crimes in which he participated; that for the shooting both of Constable Hosie and Sergeant Middleton he himself narrowly (and most unrighteously) escaped a capital conviction; and that, of the thirty-two years to which he was justly sentenced, he has as yet barely endured one-fourth.

I am, &amp;c.,

(Signed), ALFRED STEPHEN.

His Excellency.—H.P., 4-12-72.

In forwarding this petition (in the case of the most remarkable criminal that has appeared of late years in this Colony), I think it right to point out some of the minutes and signatures in his favour.

Names only:—

The Hon. W. B. Dalley.  
R. Driver, M.P.  
Richard Hill, M.P.  
J. J. Josephson.  
James Sutton, late Mayor of Sydney.  
George Hill, J.P.

Minutes by—

William Foster, Esq., M.P., formerly Colonial Secretary.  
Dr. Moffitt.  
Joseph Eckford, late M.P.  
Edward Smith Hill, J.P.

H.P., 4-12-72.

When the prisoner has served ten years his case may again be brought forward. If his conduct should, in the meantime, be good, I should feel disposed to grant him then a pardon, conditional on his leaving the country. At present I do not concur with the petitioners that the sentence which the prisoner has undergone is sufficient for the ends of justice.—H.R., 5-12-72.

(No. 6.)

*The Chief Justice to the Colonial Secretary.*

*In re Gardiner's Petitions for Mitigation.*

SUPREME COURT, 6th December, 1872.

MY DEAR COLONIAL SECRETARY,—I have received a letter (one only of several) from one of Gardiner's sisters, which I think ought to accompany the papers, with a copy of my reply. I therefore inclose both, begging you to submit them with the petitions to His Excellency. Or, if the case is already disposed of, I solicit the favor of your directing the present inclosures to be placed with them.

I have abstained from saying anything about Gardiner's career before his bush-ranging began, but I can add his previous history if desired. If my sentence on him for horse-stealing, passed at Goulburn, had not been interfered with, he would have had no opportunity of commencing cattle-stealing at Carcoar, or of robbing the Gold Escort afterwards; for the latter was committed before that sentence had expired.

I am, &c.,

(Signed), ALFRED STEPHEN.

*To His Honour Sir Alfred Stephen.*

(Inclosures.)

December 4, 1872.

SIR,—Again I place before you the one earnest wish of my anxious heart, in the hope that you will once more extend your mercy to my dear brother, Francis Christie. Oh, forgive him, for the sake of those who so earnestly plead for him, forgive him, as I hope the Great Judge of all may forgive you and yours when you plead for it. Mercifully grant him his liberation in the Colonies, so that his sisters may draw him nearer them and farther from danger. Could you know how we have waited and watched for your answer to our petition—an answer which seems so long delayed—you would have spared us, I believe, some of the anxious suspense; but if the answer be what we could wish, how little will the past misery seem compared to the boon ultimately granted. I know, your Honor, that my brother's sins have been many. I do not wish to think his sentence was unjust, but his punishment has been great and his reformation genuine, and may God grant that it may be your will to again restore my dear brother to freedom. With you his liberation or endless imprisonment rests, so far as earthly power rules; therefore, be that answer what it may, to you, Sir Alfred Stephen, I must look. Be merciful when you would look at the darkest side of this man's character, and forgive me for taking the liberty of writing to you as I have done. Trusting that you will pardon my presumption,

I remain, &c.,

(Signed), A. GRIFFITHS.

SUPREME COURT,  
December 6, 1872.

The Chief Justice has read with deep sympathy the several letters which he has received from Mrs. Griffiths and her sister, and he will forward her letter of yesterday

to His Excellency the Governor. The Chief Justice is quite willing to believe all that is represented in Christie's (otherwise Gardiner's) favour; but he feels bound to remember the notoriety of the prisoner's bushranging crimes, and their number, and the frightful evils to which they led, including the deaths of many persons, and the execution of two young men for acts in which Gardiner was the ringleader. Nor can it be forgotten that of the thirty-two years of his sentence one-fourth even has not yet elapsed.

The Chief Justice cannot, therefore, undertake the responsibility of recommending any mitigation in the case. But he does not admit that any such responsibility ought to be cast upon him. It is peculiarly a question for the Governor and Executive Council; and if they should think it right at some future period to remit any portion of the sentence, Sir Alfred Stephen, as an individual, would, for the sake of petitioners, be glad to hear of the decision.

His Excellency.—H. P., 7-12-72.

I have already decided to grant a conditional pardon at the termination of ten years' imprisonment.—H. R., 7-12-72.

(No. 7.)

*The Principal Under-Secretary to the Chief Justice.*

COLONIAL SECRETARY'S OFFICE,  
SYDNEY, 10th December, 1872.

SIR,—In acknowledging the receipt of your report of the 30th ultimo, on a petition in favor of the prisoner named in the margin, praying for a mitigation of the sentences, amounting to thirty-two years' hard labor on the roads, passed on him at the Central Criminal Court, on the 4th and 8th July, 1864, for wounding with intent to do grievous bodily harm and robbery, two offences, being armed, I am directed by the Colonial Secretary to inform you that His Excellency the Governor has been pleased to approve of the prisoner's case being brought forward for consideration when he shall have served ten years of his sentence.

2. I am further desired to state that, if the prisoner's conduct should be in the meantime good, His Excellency would feel disposed to grant him a pardon, on condition of his exiling himself.

I have, &c.,

(Signed), HENRY HALLORAN.

(No. 8.)

*The Principal Under-Secretary to the Sheriff.*

COLONIAL SECRETARY'S OFFICE,  
SYDNEY, 10th December, 1872.

SIR,—Referring to the petition in favor of the prisoner named in the margin, praying for a mitigation of the sentences, amounting to thirty-two years' hard labor on the roads, passed on him at the Central Criminal Court, on the 4th and 8th July, 1864, for wounding with intent to do grievous bodily harm and robbery, two offences, being armed, I am directed by the Colonial Secretary to state, for your information and guidance, that His Excellency the Governor has been pleased to approve of your bringing the prisoner's case forward for consideration when he shall have served ten years of his sentence.

2. I am further desired to state that, if the prisoner's conduct should be in the meantime good, His Excellency would feel disposed to grant him then a pardon, on condition of his exiling himself.

I have, &c.,

(Signed), HENRY HALLORAN.

(No. 9.)

*The Principal Under-Secretary to Mrs. Archina Griffiths and Mrs. Charlotte Deacon Cale.*

COLONIAL SECRETARY'S OFFICE,  
SYDNEY, 10th December, 1872.

MESDAMES,—I am directed by the Colonial Secretary to inform you that the petition received from you in August last, in favor of your brother, the prisoner named in the margin, at present serving a sentence of thirty-two years hard labor on the roads, has been duly laid before His Excellency the Governor, and that, when the prisoner shall have served ten years, instructions have been given to the Sheriff to bring his case forward again.

2. I am further desired to state that, if your brother's conduct should in the meantime be good, His Excellency would feel disposed to grant him then a pardon, on condition of his exiling himself from the Australian Colonies and New Zealand.

3. At present His Excellency does not concur with the persons who have recommended your petition, that the sentence which the prisoner has undergone is sufficient for the ends of justice.

I have, &c.,

(Signed), HENRY HALLORAN.

(No. 10.)

*Petition of Mrs. Griffiths.*

To the-Honourable

The Executive Council of New South Wales.

The humble petition of Archina Griffiths, wife of Henry Griffiths, 659 George Street, Sydney,—

SHEWETH :—That your Petitioner's brother, Francis Christie, was apprehended in February, 1864, and tried at the Criminal Court, Sydney, on the 8th July, before his Honour the Chief Justice, and convicted on the following charges :—For shooting and wounding Trooper Hosie he was sentenced to fifteen years imprisonment, the first two years in irons, with hard labour; and for robbing Messrs Hewitt and Horsington he received two cumulative sentences, ten and seven years, making a total of thirty-two years of hard labour.

Your Petitioner humbly implores your merciful consideration of her unfortunate brother's case, and that you will grant him a full remission of the unexpired term of his sentences, with a pardon suffering him to redeem the past in the Australian Colonies; and your Petitioner urges the following reasons:—

1. Previous to his apprehension your Petitioner's brother was obtaining his living as a storekeeper in Queensland for nearly two years, having abandoned his former career of wickedness, and had left this Colony, fully determined to lead a life of honest industry. During these two years, gold, both by escort and private hands, has, it is well-known, been left in his charge with confidence and in safety.

2. That when, only four months after his conviction, there was a desperate outbreak of prisoners in the gaol, he took no part whatever therein, and his conduct

on that occasion was such as to draw from the Inspector-General of Police an assurance that he would recommend the Colonial Secretary (Mr. Forster) to make a record of it for the future benefit of the prisoner; to which record your Petitioner humbly directs your attention, the late Dr. West having told the prisoner that it had been made.

3. That the prisoner has assiduously endeavoured to make himself as useful as possible in the work appointed for him, and is the inventor of an ingenious contrivance which materially improves the making of matting, hitherto defective.

4. That the prisoner has always given every satisfaction to the Sheriff, the Governor of the Gaol, and all other officers, during the ten years of his imprisonment.

5. That although his Honour the Chief Justice has often declared his intention to visit convicted bushrangers with extreme rigour, your Petitioner would humbly plead that the cessation of bushranging in this Colony may operate in favour of the prisoner, as it appears to have done in the case of the released prisoner John Vane (whom, however, your Petitioner's brother did not know previous to his imprisonment) and others.

6. That the prisoner's health has already suffered so much from his long confinement as to cause him to be almost constantly under the hands of the doctor, for disease of the heart and other serious symptoms, which have obliged him for a time to be placed in the hospital of the Gaol, and have totally incapacitated him from continuous work.

7th, and lastly. That your Petitioner feels certain that if a pardon be granted to the prisoner, and he be permitted to once again dwell among his relatives, he will do all that lies in his power to lead an honest and respectable life, and prove himself worthy of your clemency, and will never again return to his evil ways, but by exemplary conduct in the future fully and completely redeem the past. Your Petitioner also believes that his Honour Sir Alfred Stephen will graciously recommend, as he has very often spoken very kindly to the prisoner as to his reformation, and always seemed to take a kindly interest in him.

Praying the Lord may guide to a wise, merciful and judicious conclusion in disposing of this Petition, your humble Petitioner will, as in duty bound, ever pray,  
&c., &c.

(Signed), ARCHINA GRIFFITHS.

We, the undersigned, beg most respectfully to recommend the foregoing Petition to the merciful consideration of the Executive Council, the more especially from the desire to reform evidenced by the prisoner before capture, and his conduct since his incarceration, and trust that you may be pleased, under all the circumstances of the case, to deem the period of the sentence already expired to be sufficient for the ends of justice.

(Signed),

A. MOFFITT,

*Physician and Surgeon,  
135 Castlereagh Street.*

“ WILLIAM B. DALLEY.

“ A. McARTHUR & Co.

“ FARMER & Co.

“ W. & S. GARDINER, per J. W. NIFF.

“ S. HOFFNUNG & Co.

E. S. Hill, of Woolahra, having specially and carefully watched the prisoner during the past seven years of his incarceration, and having made on all occasions

strict inquiries as to his prison conduct at Darlinghurst, and uniformly received the most satisfactory reports, I have no hesitation in recommending the prayer of the Petition.

(Signed),

J. R. JONES & Co,  
*Produce Merchants, Sussex Street.*  
H. PRIESTLY, *Ditto.*  
JOHN GRAHAM.

The Sheriff.—B. C., April 2, 1874. For U. S.—W. G.

In returning the accompanying Petition in favour of prisoner Christie, *alias* Gardiner, I beg to refer to my report, dated 12th September, 1872, upon the Petition under which the prisoner was allowed a conditional pardon.

I took occasion in that report to urge the special importance, in the public interest, involved in the dealing with the case of this prisoner, by reason of the prominence of his career and the circumstances of his case.

That importance has been fully exhibited by the necessity that the granting to Christie of a conditional pardon, at all events, initiated of reconsidering the sentences of a large number of prisoners who may be termed lesser offenders of the same description; and a plan of abridgment of such sentences was prepared with much care and forethought, the main policy of which was permitting the men concerned to leave the Australian Colonies, chiefly based upon the action taken in Christie's case, approved, and now in course of being carried out.

Upon the same principle of equitable dealing which enjoined the adoption of the plan mentioned, if the condition of exile be foregone in Christie's case, it should similarly be foregone in those of the other men, and the whole policy of the plan abandoned.

The reasons now put forward in Christie's favour were fully considered when the former Petition was dealt with, and there can be no question but that the case was determined upon with a lenity which the condition of exile alone could reconcile with public opinion, and with a sense of justice towards the general body of criminals serving their allotted periods.

I confess that I am surprised, in view of the merciful consideration with which the former Petition was treated, at the present Petition having been made, and I would most strongly deprecate any compliance with its prayer.

Principal Under-Secretary, B. C., April 20, 1874.

(Signed),

HAROLD MACLEAN,  
*Comptroller-General of Prisons.*

The enclosed Petition prays for a remission of Gardiner's sentence. The prisoner has been authorized a conditional pardon, the condition being exile, The Sheriff strongly deprecates a compliance with the prayer of the Petition. His Excellency.—H.P., 24-4-74.

Refused.—R. H., 27-4-74.

(No. 11.)

*The Principal Under-Secretary to Mrs. Archina Griffiths.*

*Colonial Secretary's Office,  
Sydney, April 29, 1874.*

MADAM,—In reply to your further Petition, praying that your brother, the prisoner named in the margin, may receive an unconditional pardon, I am directed by the Colonial Secretary to inform you that His Excellency the Governor sees no grounds for authorizing a compliance with your application.

I have, &c.,  
(For the Under-Secretary.)

(Signed),

M. R. ALLAN.

(No. 12.)

*The Principal Under-Secretary to the Sheriff:*

COLONIAL SECRETARY'S OFFICE,  
 SYDNEY, 29th April, 1874.

SIR,—Referring to the further Petition in favour of the prisoner named in the margin, praying for the issue to him of an unconditional pardon, I am desired by the Colonial Secretary to inform you that the Governor has not seen fit to authorize a compliance therewith.

I have, &c.,  
 (For the Under-Secretary,)

(Signed, M. R. ALLAN.

Inclosure 2 in No. 3.

(B.)

11 VICTORIA, CAP. 34.

*Punishments in lieu of Transportation.*

Clause 4. AND be it enacted, that it shall be lawful for the Governor or officer administering the Government of the Colony to grant to any person under any sentence or order for transportation or of hard labour who shall have served on the roads or other public works of the Colony for not less than two years in any case a remission of the remainder of the term for which he shall have been so sentenced or ordered for transportation or hard labour, on condition that he shall not remain in or come within the Colony during the residue of his said term; and it shall be lawful for the said Governor to make such rules and regulations as he shall think fit for the mitigation or remission, conditional or otherwise, of any sentence or order for punishment under this Act as an incentive to, or reward for, good conduct whilst the offender shall be serving under such sentence or order, and to mitigate or remit the term of punishment accordingly.

(Inclosure 3 in No. 3.)

(C.)

1873-4.

LEGISLATIVE ASSEMBLY.—NEW SOUTH WALES.

*Gardiner, alias Christie. (Correspondence relating to Mitigation of Sentence under former Convictions.)*

Ordered by the Legislative Assembly to be printed, May 12, 1874.

(No. 1.)

*Petition of Francis Clarke.*

To His Excellency Sir William Denison, Knight, Governor-General of all Her Majesty's Possessions, Vice-Admiral of the same, &c., &c.

The humble petition of Francis Clarke, a prisoner of the Crown, at the Penal Establishment, Cockatoo, .



Showeth,—

That your Petitioner invokes your Excellency's clemency to take into favourable consideration his youth and the temptations incident to an early career in life, when left uncontrolled by parental influence or good example, to run a giddy headstrong course of life, and become involved in the commission of a crime for which he is now under penal sentence of servitude.

Your Petitioner implores your Excellency to pause but for a moment on the five years now nearly expired of penal service he has gone through, and, in the exercise of the Royal prerogative of mercy, your Petitioner supplicates your Excellency will be graciously pleased to restore him again to society, a sadder but a wiser man than he once was.

And having the unasked recommendations of those he injured, humbly approaches your Excellency with a prayer that you will grant to him a ticket-of-leave.

And your Petitioner, as in duty bound, will ever pray, &c.

Signatures of the prosecutors,

(Signed), JNO. REID,  
" EDWARD BAKER.

REID'S FLAT, LACHLAN RIVER, April 6, 1859.

MEADOW, LACHLAN RIVER, April 6, 1859.

I respectfully beg to append my name to the prayer of the above petition. Should his Excellency be mercifully disposed to grant this young man a ticket-of-leave, I shall be most ready to receive him into my employment, and do what in my power lies to influence his future life for good.

(Signed), WILLIAM TAYLOR.

REID'S FLAT, *via* WHEEO, April 19, 1859.

I beg leave respectfully to transmit the accompanying petition, and to recommend the same to the favourable consideration of the Government.

(Signed), HENRY NEWHAM.

(No. 2.)

The Inspector-General of Police.—C.C., B.C., 27th April.

*Memo.*—The Visiting Magistrate of Cockatoo Island will have the goodness to report, for the information of the Government, what has been the conduct of Francis Clarke since he has been on Cockatoo Island, and, with the task-work he is likely to make, at what period he will become eligible to receive a ticket-of-leave.—Jno. McLerie, Inspector-General of Police. Convict Department, 2nd May, 1859. B.C. to the Visiting Magistrate, Cockatoo Island, 2nd May.

Mr. Taylor will compute this.—D.F., 9th May, 1859.

The task-work to the Credit of Francis Clarke, to the 30th April, 1859, is 701½ days.

His probation will be eight years from the 17th March, 1854.

He will be eligible for a ticket-of-leave in or about December next, if he is not punished in the meantime.—Charles Ormsby, Superintendent Cockatoo Island, 12th May, 1859.

The Petitioner, Francis Clarke, a native of the Colony, was received here on the 10th April, 1854, under two sentences to the roads, the first of seven years' roads, the second of seven years' roads to commence at the expiration of the first sentence, passed upon him at the Circuit Court at Goulburn, on the 17th March, 1854, for horse-stealing; since which period his conduct has been as follows, viz. :—

30th April, 1855—Disobedience of orders; three days' cells.

17th April, 1856—Absented himself on the afternoon of this day, in company with Joseph Roberts, a native, and remained secreted until the evening of Sunday, the 20th April, 1856, when he was apprehended in the lumber-yard.

His conduct since then has been generally good.

Nothing further recorded.

(Signed),

CHAS. ORMSBY,  
*Superintendent.*

COCKATOO ISLAND, 12th May, 1859.

D. Forbes, V.J., Penal Establishment Cockatoo Island.

Blank cover to the Principal Under-Secretary.—Convict Department, 13th May, 1859.—Jno. McLerie, Inspector-General of Police.

The man applies for a ticket-of-leave, which he will not be entitled to until December next.—C.C., 25th May.

(No. 3.)

*The Under-Secretary to Government to the Visiting Justice, Cockatoo Island.*

COLONIAL SECRETARY'S OFFICE,  
SYDNEY, May 30, 1859.

SIR,—Referring to the petition from the prisoner named in the margin, praying for a mitigation of his sentence of fourteen years' labour on the roads or public works, I am directed to request that you will apprise the prisoner that by good conduct he will be eligible for a ticket-of-leave about December next.

I have, &c.

(Signed),

W. ELYARD.

(No. 4.)

*Mr. H. Newham to the Colonial Secretary.*

REID'S FLAT, LACHLAN RIVER,  
WHEEO, July 5, 1859.

SIR,—Referring to a petition in behalf of Francis Gardiner, *alias* Clarke, a prisoner of the Crown, under sentence at Cockatoo, which I became the medium of transmitting to the Government six weeks since, it being recommended by the prosecutors in the two cases of conviction, and undertaking to afford the man employment in my own service as also others, a guarantee that the locality are quite willing he should return to his native home.

I respectfully solicit information whether it has pleased the Executive Government to exercise the Royal clemency, by granting a remission or commutation of sentence under which Gardiner now labours. And those who have interested themselves in the subject will feel thankful for the communication.

I have, &c.,

(Signed),

HENRY NEWHAM.

He may perhaps be informed of the answer given to the petition.—C. C., 12th.

(No. 5.)

*The Under-Secretary to Government to Mr. Henry Newham.*COLONIAL SECRETARY'S OFFICE,  
SYDNEY, July 14, 1859.

SIR,—In reply to the enquiry contained in your letter of the 5th instant, I am directed to inform you that the Visiting Justice of Cockatoo Island has been instructed to apprise the prisoner named in the margin that by good conduct he will be eligible for a ticket-of-leave about December next.

I am, &amp;c.,

(Signed),

W. ELYARD.

(No. 6.)

*Petition of Henry Newham..*

To his Excellency Sir Thomas Denison, Knight, Captain-General and Governor-in-Chief of all Her Majesty's Australian Possessions, Vice-Admiral, &c., &c., &c.

MAY IT PLEASE YOUR EXCELLENCY,—I had the honor a few weeks since to be placed in receipt of a communication from the Honorable the Colonial Secretary, intimating to me that in the month of December next a ticket-of-leave would be granted to the prisoner named in the margin.

The application made in his favor had the spontaneous recommendation of his prosecutors. Their sympathy is enlisted with mine, because it has transpired since his conviction that, young and inexperienced at the time, he was made the dupe of others.

I guarantee him permanent employment on one or other of my properties.

And, therefore, I most respectfully solicit the indulgence, at your Excellency's hands, of a ticket-of-leave in the young man's favor, for the district of the Lachlan River; and I will second the humane considerations of the Government to restore him to society a good and a useful member.

I have, &amp;c.,

(Signed),

HENRY NEWHAM

Reid's Flat, Lachlan River, November 10, 1859.

Inspector-General of Police.—W. E., 14th November, 1859, B. C.

Francis Gardiner, *alias* Clarke, has been recommended for a ticket-of-leave this month, and the classification Board have offered no objection to his receiving the indulgence for Carcoar, the nearest police district to the Lachlan River.—Convict Department, 13th December, 1859.—Jno. McLerie, Inspector-General of Police.

To the Private Secretary.—December 13, B. C.

Has this been authorized?—22nd. Yes. See list enclosed in 59-6308 herewith.

—28th.

Inform.—28th.

(No. 7.)

To the Honorable the Board of Classification for determining on eligibility of Prisoners of the Crown to Remission of Sentence, &c., &c., &c.

GENTLEMEN,—I have previously placed myself in communication with the Government in respect of soliciting that the Crown prisoner, intimated in the margin, may be granted a ticket-of-leave for the Lachlan River District.

I have interested myself in this young man's behalf on principle. Since his conviction it is known to me that he was the dupe of artful and designing knaves, who, profiting by his inexperience and knowledge of the world, left him to wither his best years in abject servitude.

The two prosecutors in this case have given me their signatures, and they respectfully invoke the clemency of the Government. They recommend a ticket-of-leave to be granted for the district; they are not apprehensive of wrong being meditated by him.

I have already pledged myself to find permanent employment for this man on one or other of my stations.

And, Gentlemen, in conclusion, I will say, in assisting individually to carry out the beneficent intentions of the Government, by granting a ticket of leave, to reclaim and restore to society an erring member, I shall do a meritorious service, and respectfully trust that you, Gentlemen, will second me in my endeavours.

I shall presume on the favor of your acknowledgment of receipt of this communication.

I have, &c.,

(Signed), HENRY NEWHAM.

Inspector-General of Police.—B. C., 6th December, 1859, W. E. To be returned.

(No. 8.)

*The Chairman of the Convict Classification Board to the Under-Secretary to Government.*

CONVICT DEPARTMENT,

SYDNEY, December 10, 1859.

SIR,—I have the honor to transmit herewith, for the information of the Honorable the Chief Secretary, a list (in duplicate) of Colonial convicts on Cockatoo Islands, claiming indulgence this month.

I have, &c.,

(Signed),

JNO. McLERIE.

*Chairman of the Convict Classification Board.*

EXTRACT from a Return of Colonial Prisoners brought before the Classification Board by the Visiting Magistrate of Cockatoo Island, for indulgences, during December, 1859.

Name.	Ship.	Where tried.	When tried.	Offence.	Sentence.	When eligible according to Regulations.	Punishment received while under sentence.	When eligible with punishment.	Taskwork for which credit is claimed.	District for which Ticket of leave is desired.	Nature and date of recommendation by the Board.
Francis Clarke.	Native.	Circuit Court, Geulburn.	March 17, 1854.	Horse Stealing.	7 years roads, and 7 years roads to commence at expiration of the first sentence.	March 17, 1862.	3 days.	March 23, 1862.	796 $\frac{1}{2}$	Carcoar	Ticket of leave December 26.

(Signed), GOTHER K. MANN,  
Cockatoo Island, December 1, 1859.

To the Chairman of the  
Classification Board, &c., &c.

(Signed), S. NORTH, for the Visiting Magistrate.

Recommended.  
For the Board,

(Signed), JNO. McLERIE, *Chairman.*

Governor-General.—W. F., Dec. 21. W. DENISON.

Chairman.—B. C., Dec. 22, 1859.

(No. 9.)

*The Under-Secretary to Government to Mr. Henry Newham.*

*Colonial Secretary's Office, Sydney, December 30, 1859.*

Sir,—Referring to your memorial of the 10th ultimo, I am now directed to inform you that the prisoner named in the margin has been allowed a ticket-of-leave for the Police District of Carcoar.

I have, &c.,  
(Signed), W. ELYARD.

(No. 10.)

*Mr. Edward Ledsam to the Under-Secretary to Government.*

REID'S FLAT, WHEO, December 13, 1859.

Sir,—I beg leave respectfully to place myself in communication with you, having reference to the Crown prisoner herein named, who has, I am informed,

become eligible, from some years probation of penal servitude at "Cockatoo Prison Establishment," for a "ticket-of-leave."

It is within my knowledge that the parties who prosecuted this man have transmitted or appended their certificates in his behalf, the gist of their recommendation being that Gardiner might be granted his indulgence of a "ticket" for the Lachlan district.

Persons of undoubted character and respectability are willing to engage him; they have subscribed to the petition in these terms.

And in addition to their zeal in this young man's behalf, I beg leave to become an advocate in the same cause. Trusting that the Executive Government will enable the friends of this unfortunate young man to establish him in credit to earn for himself a good name.

I have, &c.,

(Signed), EDWARD LEDSAM.

Answered, I believe, on another paper?—10th. Herewith.—11th. Inform that a ticket-of-leave has been authorized in terms of the report of the Inspector-General of Police.—12th,

(No. 11.)

*The Under-Secretary to Government to Mr. Edward Ledsam.*

COLONIAL SECRETARY'S OFFICE,

SYDNEY, January 13, 1860.

SIR,—In reply to your letter of the 13th ultimo, I am directed by the Colonial Secretary to inform you that the prisoner named in the margin has been allowed a ticket-of-leave for the Police District of Carcoar.

I have, &c.,

(Signed), W ELYARD.

(No. 12.)

*Petition of Frederick Gardiner.*

To His Excellency Sir William Thomas Denison, Knight Commander of the Honourable Order of the Bath, Governor-General in and over all Her Majesty's Colonies of New South Wales, Tasmania, Victoria, South Australia, Western Australia, and Captain-General and Governor-in-Chief of the Territory of New South Wales and its Dependencies, and Vice-Admiral of the same, &c., &c., &c.

The humble petition of Frederick Gardiner, of the Fish River, in the Colony of New South Wales, farmer and grazier,

Sheweth:—

That on or about the seventeenth day of March, one thousand eight hundred and fifty-four, one Francis Clarke was tried at the Circuit Court, Goulburn, and convicted of horse-stealing on two several indictments.

That the said Francis Clarke was sentenced in each case to seven years' imprisonment.

That he served nearly six years at Cockatoo Island, and then obtained a ticket-of-leave for the district of Carcoar.

That he has been residing in the district of Carcoar for some months past, and his character and behaviour has been such as authorizes your petitioner in seeking on his behalf some mitigation of punishment.

Your Petitioner, therefore, humbly prays that your Excellency will be pleased to mercifully consider the premises, and afford such relief to the said Francis Clarke as to your Excellency shall seem meet.

And your Petitioner, as in duty bound, will ever pray, &c.

(Signed), FREDERICK GARDINER.

WMOGO, December, 1860.

We, the undersigned householders, residing in the Districts of Bathurst and Carcoar, hereby certify to your Excellency that we have read the annexed Petition, and declare that we knew the said Francis Clarke a considerable time before his conviction, and have known him since, and we beg conscientiously and strongly to recommend the prayer of the Petition.

(Signed),	ISAAC SHEPHERD, J P., <i>Wheeo.</i>	} Prosecutors.
"	JOHN REED, <i>Grazier,</i>	
"	EDWARD BARKER, <i>Grazier,</i>	
"	FRANCIS HARRIS, <i>Grazier.</i>	
"	WILLIAM FOGG, <i>Grazier.</i>	
"	WILLIAM ATKINS, <i>Grazier.</i>	
"	CHARLES AUGUSTUS HOWARD, <i>Grazier.</i>	
"	RICHARD TAYLOR, <i>Grazier.</i>	
"	HENRY NEWHAM, <i>Grazier.</i>	

By direction of the Administrator of the Government, referred to the Honourable the Colonial Secretary for a report from the Judge who tried the case.—B. C., 11 February, 1861—W. E. Oliver, Private Secretary.  
C. C., February 13, 1861.

(No. 13.)

*The Under-Secretary to Government to His Honour the Acting Chief Justice.*

COLONIAL SECRETARY'S OFFICE,  
SYDNEY, February 15, 1861.

SIR,—I am directed to request the favour of your Honour's report upon the accompanying Petition, for mitigation of the sentence of seven years' hard labour on the roads, passed upon the prisoner named in the margin, by his Honour Sir Alfred Stephen.

I have, &c.,

(Signed), W. ELYARD.

(No. 14.)

*The Chief Justice to the Colonial Secretary.*

SUPREME COURT, April 2, 1861.

SIR,—I have perused all the papers sent me respecting Francis Clarke, otherwise Gardiner; although many of them appear to me to be unnecessary to my report, I know nothing of any of the parties signing the various recommendations; and I observe that the names of Messrs. Ledsam and Newham, on whom I feel disposed from the style and tenor of their letters to place much reliance, do not appear to the recent application.

If there be no reason to doubt the representation, however, that Clarke has conducted himself well since the acquisition of his ticket-of-leave, then I should not hesitate to advise compliance with the Petition, bearing in mind the assurances given prior to that indulgence, that the prisoner had been led to the crime for which I sentenced him by other persons practising on an inexperienced young man; and that there was every reason to hope that restoration to society would benefit him without inflicting injury on others.

The only matters apparent on my notes of the trial are, that the prisoner committed some wholesale larcenies of horses, and found an easy sale, by travelling with a pretended servant—really his accomplice.

I am, &c.,

(Signed), ALFRED STEPHEN.

Refer to the District authorities to ascertain what character the man now bears there.—C.C., 5th April, 1861.

The Inspector-General of Police, for inquiry and report.—B.C., 8th April, 1861, W.E. To be returned.

The Police Magistrate of Carcoar (the district in which Clarke has been holding a ticket-of-leave) has reported most unfavourably of the man's conduct, so much so that I have recommended the cancellation of the indulgence he holds.

(Signed), JNO. McLERIE,  
*Inspector-General of Police.*

POLICE DEPARTMENT,

Convict Branch, May 14, 1861.

B. C.—To the P. U. Secretary.—14th.

The Chief Justice recommended a remission of sentence in the case of Francis Clarke or Gardiner, provided it was found that he had conducted himself well. It appears by the report of the Inspector of Police that this is not the case, and that the account received of him from the district is very unfavourable.

C. C.  
May 23, 1861.

Prayer of Petition cannot be acceded to.—J. Y., May 24, 1861.

(No. 15.)

*The Under-Secretary to Government to the Inspector-General of Police.*

COLONIAL SECRETARY'S OFFICE,  
SYDNEY, May 27, 1861.

SIR,—Referring to the petition from the prisoner named in the margin, praying for a mitigation of his sentence of fourteen years' labour on the roads, &c., I am desired by the Colonial Secretary to inform you that the Governor has not seen fit to authorize the remission of any portion of the prisoner's sentence, and to request that that individual may be apprised accordingly.

I have, &c.,

(Signed), W. ELYARD.



(No. 16.)

*Memorandum.*

POLICE DEPARTMENT, INSPECTOR-GENERAL'S OFFICE,  
 SYDNEY, October 12, 1863.

Francis Clarke or Gardiner, the bushranger, was convicted at Goulburn Circuit Court, on 17th March, 1864, and sentenced to two sentences of seven years each to the roads, on two charges of horse-stealing.

A native of Boro Creek, near Goulburn.

Obtained a ticket-of-leave on 31st December, 1859, for Carcoar, which was cancelled on 15th May, 1861; absence from district, and suspected of cattle stealing.

Inclosure 4 in No. 3.

(D.)

1873-4.

LEGISLATIVE ASSEMBLY—NEW SOUTH WALES.

*Administration of Justice. (Liberation and Exile of Prisoners.)*

Ordered by the Legislative Assembly to be printed, May 22, 1874.

RETURN to an Address of the Honourable the Legislative Assembly of New South Wales, dated 8th May, 1874, praying that His Excellency the Governor would be pleased to cause to be laid upon table of this House:—

“A return of the prisoners whom it is proposed to exile or liberate during the next twelve months, showing in each case the name of the prisoner, his offence, the duration of imprisonment to which he was sentenced, the period of sentence already elapsed, whether he had been previously convicted, and, if so, for what offence, and the duration of his sentence; also, the Minutes of His Excellency's Advisers, giving the reasons, if any for such exile or liberation.”—(*Mr. Combes.*)

(No. 1.)

*Minute of the Colonial Secretary.*

I have spoken to the Chief Justice on the subject of the sentences of the men convicted of the crime of bushranging at and about the time of Christie's conviction. I concur in a suggestion made by Sir Alfred Stephen, that the Sheriff prepare a statement of each case, showing age, previous character, number of offences, sentence, conduct in gaol, and other particulars, with a view to the consideration of all the cases.

H. P., 20-9-72.

The Sheriff, B. C., September 21-72.—For U.S. W.G. To be returned.

(No. 2.)

*The Sheriff to the Principal Under-Secretary.*

PRISONS DEPARTMENT, SYDNEY, 21st January, 1873.

SIR,—In compliance with the desire of the Honourable the Colonial Secretary, I have given my careful attention to the cases of prisoners serving long sentences under convictions of robbery with arms, or as is termed bushranging, and which sentences were imposed at a period when it was thought necessary to deter from the commission of crime of that particular character, by severe examples of punishment.

2. In my report of the 12th September last, on the case of Christie *alias* Gardiner, I took occasion to refer to this subject, and to the expectations generated in the minds of the prisoners of the class mentioned, by reason of remarks made by the

Judges at the times of sentencing, and from the action of the Executive in commuting from time to time a number of sentences; and I pointed out that the dealing with Gardiner's case, from the prominence of his career, would be by these men regarded as indicative of what they would, as to possible commutation of sentences, have to look forward to. I may here mention that, during the period which it is proposed to embrace in this report, there have been forty-seven cases of the kind in question in which remissions of more or less time has been made of periods ranging from nine to three years; some by conditional pardons, and these generally for the longer periods, excepting as regards a few cases wherein it has been made on the merits of the conviction, under circumstances subsequently brought to light. In the larger number of cases, the length of the sentences and the diminution of bushranging were, I understand, mainly operative; at any rate, it is so regarded by the prisoners still detained.

3. I conclude that it was intended that the decision in Gardiner's case should in a great measure govern the dealing with those of the other men now under consideration.

4. The cumulative sentences of Gardiner amount in all to thirty-two years. The decision conveyed in your letter of the 10th December last is equivalent to allowing him a pardon on condition of his exiling himself beyond the Australian Colonies and New Zealand, after a penal service of ten years, which may be taken substantially as a remission of two-thirds of his sentence upon that condition. I do not suppose that his liberation within the Colony, were he unable to comply with the exiling condition, would be assented to under a service of fifteen years, or one-half the entire period.

5. It is highly desirable, in carrying out a general reduction of the sentences now under consideration, to give a large preference in point of time to exiling rather than liberation in the Colony. Yet, to allow no abatement whatever to those who may be unable to provide means of exiling would be to give an undue advantage to means of friends or accidental circumstances—as, for instance, a prisoner having been a sailor, and able to work his passage; while it would be a denial, in the majority of cases, of the expectations the men have been permitted, as above stated, to form.

6. I regard sentences of ten years and upwards as within the category contemplated by the Government. Were that period not to be taken as a minimum, many cases comprehended in the intention would be excluded—in fact, the large majority—and great discontent would be occasioned.

7. These cases are embraced within the period from 1860 to 1870 inclusive, which may be said to comprehend that from the commencement to the suppression of bush-ranging as a peculiar and distinctive crime of the Colony.

8. It was my intention to have submitted the cases in a schedule form, something like that used for the ordinary monthly remissions, but I think that a general direction in a more comprehensive form could more conveniently be given upon this report, and a schedule afterwards submitted under the guidance of such directions.

9. In making commutations, it will be necessary to do so on a scale lessening the periods of reduction according to the lesser duration of the sentences,—the principle in operation under the remission regulations.

10. By the adoption of such a scale, whilst so large a concession will not be made in all cases as in that of Gardiner (whose conduct in gaol was taken into material account), the other long-sentenced prisoners for the like crime will gain considerable benefit beyond the provisions of the existing regulations.

11. Taking the case of Gardiner as a starting-point, I have the honour to submit the following suggestions, subject to reservations to be noticed further on, viz.:—

- (1.) That sentences to life be treated as for thirty years, and that such sentences and all others above fifteen years be treated, with some modifications according to the precedent of Gardiner, thus:—Conditional pardons to be allowed after a service of  $\frac{1}{4}$ ths, which, in a sentence of thirty years, would amount to twelve years and six months. And liberation in the Colony after a service of  $\frac{1}{2}$ ths, which in a sentence of thirty years would give a service of seventeen years and six months.

- \* (2.) In sentences of fifteen years and others above ten, conditional pardons on a service of  $\frac{1}{2}$ ths, amounting in a fifteen years' sentence to a service of six years and three months; and liberation in the Colony on a service of  $\frac{1}{2}$ ths, amounting in a sentence of fifteen years to a service of eight years and nine months.
- (3.) In sentences of ten years, conditional pardon on a service of  $\frac{1}{2}$ ths or  $\frac{1}{3}$ ; liberation in the Colony on a service of  $\frac{1}{2}$ ths, as allowed now by regulation for longer sentences, making a service of seven years and six months.

The reservations that I desire to mention in the application of the suggestions above offered are in respect of the cases wherein life has been sacrificed in the commission of the crime; of second or more convictions for the like crime; the prisoner's conduct in gaol; more than ordinary reason to anticipate that he might (if liberated in the Colony) return to the same courses, and any special circumstances in his disfavour.

The first description I propose to submit separately, each on its own merits. In the second it is a question whether any unconditional commutation should be allowed. Misconduct in gaol I propose to count as forfeiture of time of commutation against the prisoner (unless there be some special reason to the contrary) according to the system under the regulations, and the other considerations to bring forward in the schedule, which, upon being favoured with the views of the Government upon the general subject, I shall be prepared to submit.

I have, &c.,  
(Signed), HAROLD MACLEAN,  
Sheriff and Inspector of Prisons.

(No. 3.)

*The Sheriff to the Principal Under-Secretary.*

In reference to his Excellency's notation in pencil opposite to division (2) of paragraph 11, I may explain that the form of distinction between divisions (1) and (2) remained in the Report by error, and the similar treatment proposed for prisoners under sentences above fifteen years and for life, and of those of fifteen years and above ten, is, as observed, inconsistent with the principle laid down in paragraph 9 of lessening the periods of reduction according to the lesser duration of the sentences.

My recommendations were originally framed making the service required from division (2)  $\frac{1}{2}$ ths and  $\frac{1}{3}$ ths; but this proposition I was obliged to abandon, because, following on the plan by a still further reduced commutation to the ten years men, there would be nothing material left to them beyond the existing regulations.

The ten years and from ten to fifteen years' men form the main—almost the whole—body under consideration. The principle on which my recommendations are based is carried out in their case; but, for the reasons above given, cannot be applied to sentences above fifteen years, without making a larger diminution in such cases than seems to be desirable, it being borne in mind that such sentences indicate either magnitude or frequency of crime.

The distinction between divisions (1) and (2) should, excepting as regards life sentences counting for thirty years have been omitted in my Report.

H. M'L. 5th June, 1873.

His Excellency.—H. P., 4-7-73.

I think, with this amendment, the cases of the prisoners referred to might be dealt with in the general manner recommended by the Sheriff, each case being submitted with a separate Report from the Sheriff as to whether there are any circumstances in connection with it which render it undesirable to apply to it the general regulations in the accompanying letter of the 21st January.—

H. R., 5-7-73.  
H. P., 10-7-73.

*Pencilled Note by his Excellency the Governor:—This is apparently the same as (1,) and therefore inconsistent with the recommendation in par. 9.*

I.—RETURN of Prisoners to be Exiled or Liberated during next Twelve Months (ssy) to April 30th, 1875.

Name.	Offence.	Date of Sentence.	Sentence.	Period Served.	Previous Convictions.	Recommendation of the Sheriff.	Decision of His Excellency.
William Brookman...	Wounding with intent to murder.	in-16 Jan., 1868.	Death; commuted to 15 years roads.	6½ years.	None known	May be allowed conditional pardon after 13th April, 1874. Question of liberation in Colony to be postponed.	Approved—H.R. 1/10/73.
Samuel Clarke.....	Robbery, being armed and horse-stealing.	18 April, 1866.	15 years roads.	8½ do	do	May be allowed a conditional pardon; falling means, to be brought forward for consideration for liberation in January, 1876.	do
Dennis Shea.....	Robbery, being armed	6 Nov., 1860.	15 years roads, first 2 irons.	8½ do	Stealing, 2 years	May be allowed a conditional pardon.	do
William Willis, alias Dunkley.	do 3 charges.	16 May, 1866.	7 years roads.	8 do	Stealing (3 charges), 9 mo's, 18 mo's, 6 months.	do	do
Alexander Fordyce...	Robbery & wounding	23 Feb., 1863.	Death; commuted to life, first 3 years in irons.	11½ do	None	May be allowed a conditional pardon now; falling taking advantage, case to be brought forward commencement of June, 1874.	do
John Payne.....	Robbery, under arms, 2 charges.	14 Jan., 1868.	20 years, two of ten years each; the second sentence remitted by His Excellency.	6½ do	do	May be allowed a conditional pardon after service of 7 years.	do
James Jones.....	Robbery, under arms	31 Mar., 1864.	15 years; first 3 irons.	10½ do	do	May be allowed a conditional pardon after service of 10 years.	do
Robt. Cotterell, alias Blue Cap.	Robbery, being armed	20 April, 1868.	10 years roads.	6½ do	None	Not a case for liberation; may be allowed a conditional pardon.	do
James Boyd, alias M'Grath.	do	24 Feb., 1864.	10 do	9½ do	Horse-stealing, 5 yrs roads.	May be allowed a conditional pardon.	do

do	...	9 April, 1867..15	do	...	7 $\frac{1}{2}$	do	None known.	do	...	May be allowed a conditional pardon; falling to avail, case to be brought forward for liberation in January, 1876.
Thos. Cunningham, alias Smith.	do	...	...	...	7 $\frac{1}{2}$	do	Assault, with intent to rob, 3 years.	do	...	To be allowed .....
Chas. Hugh Gough, alias Windham, alias Bennett.	do	9 April, 1867..15	do	...	7 $\frac{1}{2}$	do	...	do	...	May be allowed a conditional pardon; case for liberation to be brought forward in September, 1874.
Thomas Dargue.....	do	28 Mar., 1867..	10 years roads, first year in irons.	...	7 $\frac{1}{2}$	do	None known.....	do	...	May be allowed a conditional pardon; case for liberation to be brought forward in September, 1874.
Henry Dargue .....	do	28 Mar., 1867..	10 years roads.....	...	7 $\frac{1}{2}$	do	Embezzlement, 2 yrs.	do	...	do
John Kelly.....	do	11 Mar., 1867..	14 years, first 2 in irons.	...	7 $\frac{1}{2}$	do	...	do	...	do
James Smith.....	do	15 April, 1867..	17 years roads.....	...	7 $\frac{1}{2}$	do	Horse - stealing, (2 charges), 3 years roads.	do	...	do
John Foran.....	Robbery, being armed 3 charges.	18 Oct., 1867..	15 do	...	6 $\frac{1}{2}$	do	None known.....	do	...	do
Edward Kelly.....	Robbery, with arms.	14 Jan., 1868..	15 do	...	6 $\frac{1}{2}$	do	do	do	...	do
John Williams.....	Wounding, with intent to murder.	in 14 Jan., 1868..	Death; commuted to 15 years roads.	...	6 $\frac{1}{2}$	do	do	do	...	do
Wm. H. Simmons.....	Robbery, being armed	6 April, 1868..	15 years roads.....	...	6 $\frac{1}{2}$	do	Larceny (2 charges), 10 years roads.	do	...	do
Wm. Taverner.....	do	5 April, 1867..	10 years roads, commuted to 8 years.	...	5 $\frac{1}{2}$	do	None known.....	do	...	do
Daniel Taylor.....	Robbery, being armed and horse-stealing.	24 Oct., 1865..	15 years roads.....	...	8 $\frac{1}{2}$	do	do	do	...	do
John Bolland.....	Assault, with intent to rob, being armed	19 Oct., 1868..	10 do	...	4 $\frac{1}{2}$	do	do	do	...	do

I.—RETURN of Prisoners to be Exiled or Liberated during next Twelve Months, &c.—*Concluded.*

Name.	Offence.	Date of Sentence.	Sentence.	Period Served.	Previous Convictions.	Recommendation of the Sheriff.	Decision of His Excellency.
Francis Christie, <i>alias</i> Clarke, <i>alias</i> Gardner.	Wounding, with intent to do grievous bodily harm and highway robbery.	8 July, 1864.	32 years roads, first 2 in irons.	do do 10	Horse - stealing, 14 years.	(Full Reports, Minutes, &c., in this case already laid before Parliament)	
John Bow .....	Robbery, with wounding.	26 Feb., 1863.	Death; commuted to life on roads; first 3 years in irons.	do do 1½	None.....	May be allowed a conditional pardon now (in August, 1873); failing to take advantage thereof, case for liberation in the Colony to be brought forward in June, 1874.	I approve the Sheriff's recommendation in this case—H.E. 19/8/73.

May 14, 1874.

(Signed)

HAROLD MACLEAN,  
*Comptroller-General of Prisons.*

(Inclosure 5 in No. 3.)

(R.)

1873-4.—NEW SOUTH WALES.

*Minute of His Excellency Sir Hercules Robinson, and proceedings of the Executive Council with respect to the release of the Prisoner Gardiner.*

Presented to both Houses of Parliament, by Command.

*Minute by the Governor for the Executive Council.*

I have to lay before the Executive Council six petitions and memorials which have been addressed to me with regard to the proposed mitigation of Gardiner's sentence. These representations, viewed in connection with the public discussions which have recently taken place on the same subject, have led me very carefully to consider whether any fresh facts have been brought to light which would justify me in disappointing now the expectations which I raised when this prisoner's case was first submitted to me—about eighteen months ago.

It is true that no positive compact was then made with the prisoner, or any decision given in the nature of an absolute remission, which would of course have been irrevocable; but it is beyond question that a hope was held out to him by my Minute of the 5th December, 1872, that if he continued to conduct himself well he would in all probability be allowed a pardon, conditional on his leaving the country so soon as he had served ten years of his sentence.

I think that this may fairly be held to have been tantamount to a promise, contingent alone on the prisoner's good conduct in gaol; and that it was so viewed by myself at the time, and by the Honorable the Colonial Secretary subsequently, is apparent from my Minute of the 7th December, 1872, in which I stated "I have already decided to grant a conditional pardon at the termination of ten years' imprisonment," and from the Colonial Secretary's Minute of 24th April last, in which, when submitting to me a petition for Gardiner's unconditional release, he observes, "the prisoner has been authorized a conditional pardon, the condition being exile." The Sheriff too obviously viewed the matter in precisely the same light, and referred, in his letter of the 21st January, 1873, and in his Minute of the 20th April, 1874, to Gardiner's case as one that had been practically decided and disposed of.

I may mention that it has been the practice here for many years for the Governor, when dealing with applications for mitigation which have appeared premature, to fix a date at which the case might again be brought under his consideration. Hopes so held out have always been regarded by the prison authorities, and by the prisoners themselves, as equivalent to promises of pardon, conditional on good conduct, and in every such case the expectation so raised has been, I believe scrupulously fulfilled. I remember one case in which Sir Alfred Stephen, as Administrator of the Government, intimated to one of the most prominent and daring of the bushrangers that his case might again be brought forward for consideration as soon as he had served seven out of the nineteen years to which he had been sentenced. The papers came before me at the time specified, and, as the case appeared to me a bad one, I declined to sanction any greater remission than that contemplated under the general regulations for bushranging cases, unless Sir Alfred Stephen's intimation was held to be a promise. I was informed by the Sheriff that this was unquestionably the view in which the decision had been looked on in the gaol, and I accordingly authorized the prisoner's discharge on conditional pardon, four years before the date at which he would have been eligible for exile under the special mitigation regulations laid down for such cases.

Of course I am aware that, under certain circumstances, it might be wise and proper to withhold the fulfilment of such promises, whether positive or implied. For example, a promise given under false representations would not be binding, and a

promise to release a prisoner which it was subsequently found would, if carried out, imperil the public safety, should be cancelled. The practical question for consideration in the present case is, therefore, simply this: Are there any such grounds which would justify me in now withholding the conditional pardon which nearly two years ago I led Gardiner and his friends to expect that he might receive about this time?

I have seen it urged that Gardiner's case was decided upon false representations, it being alleged that some of the signatures attached to the petition were forgeries, and that there was a previous conviction against Gardiner in Victoria, which had been concealed. But I think these grounds, even if they were facts, which they have not been proved to be, would be quite insufficient to release me from my implied promise. In a petition so numerous and influentially signed a few signatures more or less of persons of whom I had no knowledge would have been immaterial, and I cannot say that my decision would have been different if it had been stated on the papers that, before Gardiner commenced his criminal career in New South Wales, he had been convicted in Victoria of horse-stealing in 1850—nearly a quarter of a century ago. In view of the grave character of his crimes in New South Wales such a comparatively minor offence would have appeared insignificant. I must, therefore, as I have said, dismiss these pleas as insufficient.

The question remains—would the public safety be in any way jeopardised if the expectation held out to Gardiner, of being allowed to exile after ten years, were now fulfilled? I think not. Sir Alfred Stephen observes, in his letter on Gardiner's case, "the end and object of all punishment are, first, the preventing of the individual, and secondly, the deterring of other individuals, from the committing of similar crimes." Have these ends been attained in the present case? I think they have. The sentence of thirty-two years passed upon Gardiner, was imposed at a time of great excitement, and his punishment would seem to have been measured more in view of the crimes with which he was supposed to have been connected, than with reference solely to those of which he was actually convicted. It was probably never intended that such a sentence should be served in full; and, looking dispassionately at all the circumstances of the case, I consider that ten years of rigorous penal discipline within the walls of a gaol—the first two years in irons—followed by expatriation for a further period of twenty-two years, is a punishment amply sufficient to satisfy the ends of justice, and to deter others from following Gardiner's bad example.

Whether Gardiner's apparent reformation is sincere is a point which time alone can determine. I am myself disposed to think that, after the experience he has gained, and under the altered circumstances of the Colony, he might be released even in Sydney without any substantial danger; but there are many persons who apparently think differently, and who believe that if Gardiner had an opportunity he would revert to bushranging; and these fears, which are entitled to consideration, have been aggravated by a few isolated robberies which have occurred just at the time when this case was attracting public attention. Assuming, however, that these apprehensions are reasonable and well founded, it appears to me that they are fully met by the condition of exile, which the Government will of course, take effectual means to enforce. A legislative enactment authorizes and empowers the Government to take the necessary steps for this purpose, and none of the old and settled counties will offer opportunities for the peculiar crime of bushranging, even if Gardiner were disposed to revert to it. I do not think that sufficient weight has been allowed throughout the community to this condition of exile which it is intended to attach to Gardiner's pardon, and which supplies, in my opinion, effectual security for "preventing the individual from the committing of similar crimes."

The end and object of all punishment would, therefore, seem to have been secured by the course which it is proposed to adopt in the present case. The prisoner has, I hold, been sufficiently punished, and he can, I conceive, with safety be set free, upon condition of his leaving the country. If, while entertaining as I do these opinions, I were to break faith with the prisoner, and retain him in goal beyond the time specified for his liberation, I should be doing so, not because I think such a course necessary, but simply in response to clamour which I believe to be unreason-



able and unjust. It is indispensable for the maintenance of prison discipline that every hope held out to prisoners should be scrupulously fulfilled; that every promise made or implied, should be held sacred, or broken only on grounds, the sufficiency of which would be apparent even to the prisoners' minds. I can see no such grounds in the present case; and I am convinced that the moral bad effect upon the whole body of prisoners throughout the Colony, as well as upon the community generally, which would result from disappointing without sufficient reason an expectation raised by Her Majesty's Representative, would be infinitely greater than any practical inconvenience which would be likely to result from keeping faith with the prisoner, and allowing him to leave the country.

For these reasons I think that Gardiner should receive a conditional pardon at the time when he was led to expect one, and that the Government should, at the same time, take steps to secure, as far as practicable, the continued absence of the prisoner from the Australasian Colonies during the unexpired term of his sentence. I am sorry to think that such an exercise of the Royal prerogative of pardon is unfavourably regarded at the present moment by certain sections of the public, but it appears to me that the course which I suggest is the only course now open to the Government consistent with honor and justice, and I confidently anticipate that the fairness of this view will eventually be acknowledged by all impartial and reflecting members of the community.

(Signed), HERCULES ROBINSON.

GOVERNMENT HOUSE,  
June 23rd, 1874

*Minute of the Executive Council.*

(Minute, 74-30.)

At Government House, Sydney, June 24, 1874.

*Present :*

His Excellency the Governor,  
The Honourable the Colonial Secretary,  
The Honourable the Colonial Treasurer,  
The Honourable the Secretary for Lands and Mines,  
The Honourable the Secretary for Works, and  
The Honourable the Minister of Justice and Public Instruction.

His Excellency the Governor lays before the Council six petitions and memorials which have been presented to him, with regard to the proposed release of the prisoner Gardiner; also a Minute by His Excellency, setting forth his views on the subject.

2. The Council, having duly considered the petitions and Minute referred to are of opinion that sufficient grounds do not exist to warrant them in advising His Excellency to depart from the promise implied in His Excellency's Minute of the 5th December, 1872, upon the case of the prisoner Gardiner.

(Signed), ALEX. C. BUDGE,  
*Clerk of the Council*

Inclosure 6 in No. 3.

(S.)

PRISON REGULATIONS.

*Sentences of Prisoners.*

(No. 1.)

*The Sheriff to the Principal Under-Secretary.*SHERIFF'S OFFICE, PRISON BRANCH,  
SYDNEY, March 25, 1867.

SIR,—As the position and treatment of prisoners in the gaols will, under the new regulations, be materially influenced by the nature of the sentences passed by the Courts, I do myself the honour to suggest that the special attention of the Judges, both of the Supreme and Quarter Sessions Courts, be specially invited to the Regulations.

I have, &c.,  
(Signed), HAROLD MACLEAN,  
*Acting Inspector of Prisons.*

(No. 2.)

*Minute of the Colonial Secretary.*

I am not sure that I understand the reason on which this recommendation is founded. If the sentences of the Courts are determined by considerations as to the operation of gaol regulations, what actual effect can any regulations have on the sentences?

H. P.—26-3-67.

The Sheriff.—B.C., March 27, 1867.—H.H.

(No. 3.)

*Memorandum of the Sheriff.*

My recommendation had reference almost entirely to the classification regulations, from 26 to 32 inclusive.

I think it right that the Judges by whom, in their discretion, and according to the circumstances, the extent of punishment is in most instances allotted, should know in what the several punishments which it may, in any case, be in their power to award, consist; as, for instance, those in the 2nd and 3rd classes, to either of which prisoners for the same offence in law, with possibly a wide difference in guilt, may by the nature of their sentences, be consigned. In case of complaint at trial it seems well, also, that the Court should be aware of the rights allowed to prisoners for arranging their defence.

The Judges are in the habit of increasing their sentences in cases of repeated convictions, irrespectively of the circumstances of the crime. It seems to me to be right that they should be aware of the disabilities under which such prisoners are placed by the remission regulations.

Principal Under-Secretary.—B.C., March 28, 1867.—H.M.

(No. 4.)

*Minute of the Colonial Secretary.*

The whole subject of criminal treatment is one of so much difficulty, and is yet in so immature a state, notwithstanding the attention and study which have been bestowed upon it by some of the highest minds of the present age, that there is much

reason to fear that the effect of any Prison Regulations authorized by the Executive will be liable to misapprehension by persons, however able and well-informed they may be, who have no practically acquired knowledge of the actual conditions of prison life and the varying nature of punishment in its operation. I believe the Chief Justice is of opinion that no system of punishment can ever approximate to a satisfactory state, without an intelligent classification of prisoners and ample means of carrying it out. Our prisons scarcely admit of any classification whatever, and the extent of buildings and number of officers requisite for any effective attempt of the kind would involve an expenditure which there is little prospect of being sanctioned for some time to come.

Under the most favourable circumstances of prison treatment, it seems to me that the sentence of the Courts should be awarded in accordance with law and fact, without reference to the after action of the Executive. Still more so in the unsatisfactory state of our prisons. The Judge meets the prisoner in Court for the first time; the case against him is laid bare on sworn testimony; the law overshadows the whole. To my mind it is hard to see how the vindication of the law, which is equally binding on Judge, jury and prisoner, should be influenced by any consideration of the course that may afterwards be taken by the Executive, in view of circumstances which have no existence at the time of trial. Two men may be tried for offences of the same magnitude, and may justly receive sentences of the same extent; the guilt in one case may, nevertheless, be tenfold greater than in the other. The after life and character of one prisoner may justify an extension of mercy, which would be no mercy at all if extended equally to both. This difference of cases cannot possibly be known to the Judge, but could be clearly ascertained under a proper system of classification; and, even in the state of our prisons, may become known with more or less of truthfulness through the constant supervision of a well regulated establishment, and the other channels of correct information open to the Executive. If the sentences of the Courts are adjusted, as it were, to meet the operation of Prison Regulations, they will render all Regulations comparatively nugatory and of no avail.

H. P.—4-4-67.

(No. 5.)

*Minute of the Sheriff.*

The question of criminal treatment is surrounded by many difficulties; but latterly there has been a decided tendency on the part of the highest authorities to agree upon some main principles. It is admitted, that to make punishment at the same time deterring and reformatory, the chief element of the treatment should be isolation as opposed to association; and "separate treatment," limited by necessary considerations as to its effect upon prisoners, mentally and physically, is regarded as the most important feature of any plan of prison discipline. There is coming to be a general concurrence in the idea that sentences of shorter periods, with a large application of that condition, would prove to be far more effective, and more advantageous, both to the State and to the criminal, than those made as at present, whereby the punishment is measured by duration.

The term "classification" is frequently used with two distinctly different meanings—the one having reference to the progress of a prisoner serving a long sentence through its several stages, and the other to the division of prisoners, under considerations of the nature of their crimes, their ages, former circumstances and habits, as well as characters developed in the prisons. The former has already, in respect to the longer-sentenced prisoners, been established here, and may, as the means increase, be extended to those of shorter sentences. The latter is, I conclude, the description of classification contemplated by the Chief Justice, and presents serious difficulties, even were the means in buildings available. Something, however, is now done in the desired direction, in the larger prisons. More may, even

under existing circumstances, be effected. It might be arranged to confine in a particular gaol most of the prisoners under a certain age (say 25) and a first conviction, together with others whom it might be judged desirable to remove from corrupting and degrading influences; and, in the other gaols, to keep such prisoners in a great degree apart from the others. The Judges have a considerable power given (as I think rightly) by the regulations, of forwarding the desired classification. For the same offence in law the sentence may, in many cases, place a prisoner in either of the classes 1st, 2nd or 3rd, between which there will be a very considerable degree of separation, which, in cases where needful, may be made complete. The Executive has the power at any time to remove a prisoner from one class to another, as for example, from the 2nd to the 3rd, by remitting the hard labour portion of the sentence.

It is necessary that the prisoners should have a full confidence that they are treated with equal justice. They acquiesce, without a sense of wrong, in any advantage possessed by a fellow prisoner, if such advantage be in accordance with the Judge's sentence; but view with much jealousy any gained by the action of the Executive authorities. I think it desirable that the position and treatment of a prisoner should, primarily, as far as practicable, be regulated by the sentence of the Judge. And I would, with deference, observe that the Chief Secretary seems to underrate the opportunities afforded to the Judge at the trial, of learning the antecedents, character and habits of a prisoner. At the trial much of the prisoner's history is brought to light, the occasion being a crisis in his career, wherein all concerning him is for the moment of chief importance. Much may be gathered from the evidence, and from his defence and demeanour. After conviction, and previous to sentence, most that is known against him is ascertained from the police; and if there be anything known in his favour, it is almost certain to be brought forward by his friends or employers. A large discretion is necessarily left by law to the sentencing Judge; and is exercised under considerations almost too numerous to mention, as circumstances of extenuation, youth, age, physical condition, and former character and habits.

The regulations do not impose upon the Judicial authority any control over, or concern with, the prisoner, after he shall have passed into the hands of the Executive—their tendency is quite the other way. Formerly, Judges were consulted upon all questions of remission—their recommendations were in effect revisions of their sentences, made by many different gentlemen; and the result was, much irritating uncertainty, anxiety, and discontent in the minds of the prisoners generally, and constant complaints of inequality of treatment. Now, remissions are obtained solely by the prisoner's own conduct and exertions, and there is no need for referring his case to a Judge, unless in relation to circumstances afterwards coming to light, and bearing upon the merits of his conviction and sentence.

With regard to the remarks of the Chief Secretary upon the condition of the prisons, it must be admitted that they are far from being in the desired state, nor can they become so until there shall be, besides other means of division, a separate cell available for each prisoner; yet I feel justified in saying that many material improvements have, within the past two years, been effected. The classification of the more important offenders, for the purpose of progressive stages through their sentences, is in successful operation. The tone and demeanour of those prisoners who have already passed through Berrima Gaol, from the A Division to the B Division in Parramatta Gaol, is in most striking contrast to the manners and conduct of prisoners of a like description who formerly entered the associated prisons in an undisciplined state. Before long, Parramatta Gaol will be almost entirely occupied by prisoners of the B Division, and then the two important establishments named may, I feel assured, be claimed to be in a highly satisfactory condition, requiring only extension in size for greater efficiency. The means of coercion obtained has enabled the authorities effectually to subdue the almost open insubordination that formerly existed in the larger prisons, and a full control is established. By the regulations, the officers have been instructed in their duties, and the prisoners in their position;

and the latter made to feel that their treatment is dependent entirely upon their own conduct. A system of accurate record of such conduct has been introduced in connection with remission of sentences, and is already exercising a most beneficial effect. The prison dietary has been effectually revised and re-established, so as to obviate the undue feeling of prisoners (formerly the subject of general complaint by the community), and the consequent indifference of a large class of offenders to imprisonment.

A plan of prison discipline has been set in operation, up to which future buildings may be constructed; as is, indeed the case with the additions going forward at Darlinghurst and Parramatta Gaols.

(Signed), HAROLD MACLEAN.

Principal Under-Secretary.—B.C., April 11, 1867.

(No. 6.)

*Minute of the Colonial Secretary.*

HIS EXCELLENCY,—I should be glad if His Excellency would, at his convenience, read the accompanying Minutes by myself and the Sheriff, on the subject of the new Prison Regulations, and the extent to which a consideration of the effect of these regulations should influence the Judges in awarding sentences.

I notice what Mr. MacLean says of the important facts illustrative of the life and character of a prisoner, which are disclosed to a Judge at the time of trial, but I fear these facts—especially such as lie outside the sworn evidence, such as personal demeanour and the manner of witnesses—are often misinterpreted. I have spoken to members of the Bar, having a large criminal practice, who take my view in this respect.

H. P.—17-4-67.

(No 7.)

*Minute of His Excellency Sir John Young (Lord Lisgar.)*

In his letter of the 25th March last, the Sheriff proposes that the special attention of the Judges, both of the Supreme and Quarter Sessions Court, be specially invited to the regulations.

This proposal is in accordance with the original intention entertained at the time the framing of the Regulations was first thought of. This I think a reference to the former papers will show. It is also in accordance with the course pursued in England. There will, if I recollect right, be found in the printed Parliamentary Papers, a circular letter from Secretary Sir George Grey, to the Judges, giving them formal and authentic notice of the adoption of analogous Regulations at Home.

The sending the Judges such notices seems to me a part of the courtesy due to gentlemen holding offices of such important trust, as well as an invitation to them to co-operate with the Government. Their co-operation and advice would, in many ways, be advantageous and desirable.

Moreover, the withholding the official intimation of the Regulations from them cannot have the effect of keeping them in ignorance of their existence, nor, consequently, of preventing their taking them into consideration in passing sentences.

They have the same means of information as the rest of the public; and I am informed that as a matter of fact, the Judges of the various Courts—though not officially or formally apprised of them—do know all about the Regulations, and make reference to them in their addresses, when passing sentences on prisoners.

In my opinion, it will be better and right in itself, to make the adoption of the Regulations known to the Judges, accompanying the communication with whatever

suggestions of their opinion the Government may, on full deliberation, think proper to make.

The making of these suggestions, however, is a matter of extreme delicacy, and one which, as a precedent, may involve much difficulty and many grave consequences.

In any event, a Judge cannot but be entrusted with a wide discretion in the administration of the Criminal Law. With this discretion "the Secretary of State, in England, never pretends to interfere," while there, as here, there is great inequality in the sentences pronounced by Judges and Chairmen of Quarter Sessions for the same offence.

To the inequality of the sentences I think it would be well to draw the attention of the Judges of the various Courts, and invite them to meet and confer together, with a view of reconciling the diversity of practice and opinion in this respect.

Comparing, however, the practice which prevails in this Colony, with that in the British Islands, the excessive severity of the punishments awarded is apt to cause doubt, even more than the inequality already alluded to. The imprisonment of a young person of from eighteen to twenty-five years, for five, seven or even more years, for the offence of stealing a horse or a cow of the value of from £1 to £5, seems cruel and oppressive; and under all the circumstances of the country, beyond all measure of justice or reason. Instances of this severity are frequently brought before me, while persons in Sydney, stealing property of greater value from a shop or dwelling house, usually get sentences of only two years or less. Indeed, a case of recent occurrence in Victoria may be referred to as in point. An officer in a bank, in a confidential situation, entrusted with the custody of money, embezzled £2,000, was convicted of the offence, and sentenced to two years' imprisonment. There is no proportion between the guilt in this case, and in that of most of the persons convicted of cattle or horse stealing. The former—the guilt of an educated man betraying a trust—is clearly more heinous than that of a peasant boy who steals a half-wild cow or horse, an offence scarcely worse than poaching—than stealing a hare or a pheasant in England. No doubt there is lawlessness and wrong in the act, and it is usually the first step to worse. I do not desire to extenuate it in any degree, but surely it ought not to be visited with a heavier penalty—with twice or thrice a longer term of imprisonment—than a robbery to a much higher value, aggravated by a breach of trust, and committed under circumstances of far less temptation.

In the Evidence on Prison Discipline, taken before a Committee of the House of Lords, in 1863, witnesses of great experience give opinions in favour of short sentences under the separate system, in preference to longer sentences and association. A few months' sentence with strict discipline and distasteful penal labour may not perhaps work a moral reformation, but they are found sufficient to deter beginners from a course of crime.

This sort of deterrent influence seems to be what is wanted in New South Wales. The great majority of the young men convicted in the country parts of the Colony are not criminals by profession, but persons who have rather been led to commit robbery for the want of something just at the moment, and not concerted robberies—they are seldom associated with others, at least seldom in their first offences. As great improvements have been effected in the gaols, and the power to apply penal discipline is augmented, recourse might be had, with advantage in many respects, to shorter sentences. I speak under correction; but in my view, a sentence of imprisonment for eighteen months, or, at the most, for two years, would be ample to meet the requirements of justice, and afford protection to such property as cattle or horses, in the case of a first offence without aggravating circumstances, such as breach of trust, previous bad character, &c.; for a second offence, three to five years; for a third—which might be considered as showing the convict to be a confirmed criminal—a prolonged term of punishment.

It may be said that there exists great difficulty in the identification of previously convicted persons, so as to enable the Courts to impose the graduated punishments; but this difficulty may be reduced to a minimum by the use of photography, and by

keeping an accurate account of the name and *aliases* borne by the convict, and a description of his height, age and general appearance.

If copies of these photographs and descriptions were made and kept at every Circuit Town, the expense would not be great, and the facility afforded to the police and others, of recognising persons previously convicted, would be vastly increased; while the knowledge that such was the case on the part of the offender, would go far to deter many of those who have been betrayed into a first lapse from continuing a career of crime, especially when such knowledge was coupled, as it would be, with the certainty that each repetition of crime duly recorded and proved would bring with it a material increase of punishment, pain and inconvenience.

I only throw these suggestions out for consideration. It is clear the attention of the Judges ought to be invited, with a view to some remedy to the want of uniformity in the sentences for the same offence, and to the comparatively disproportionate severity with which some offences are visited—offences committed for the most part by young men, who cannot be considered as of the criminal class, though likely, under injudicious treatment to become so.

As a class the rural marauders are less vicious, and more easily to be dealt with than the street Arabs in the town. The latter have been exposed to the worst example, and inured from infancy to vagrancy and theft, and in consequence of such evil training, prove much more difficult of treatment, and well nigh incorrigible.

A sharp penal servitude of short duration would work a change in the former, while long terms of imprisonment would seem better suited for the latter. At present the reverse of this view obtains in practice.

After due consultation with the Judges, and full deliberation, it would be expedient to recur to Parliament for authority to shorten the sentences of imprisonment for horse and cattle stealing, should it be deemed desirable to at least try the experiment of shorter sentences with severer penal discipline.

J. Y.

(No. 4.)

(Extract.)

Sir H. Robinson, K.C.M.G., to the Earl of Carnarvon—(Received August 31.)

GOVERNMENT HOUSE,  
SYDNEY. July 3, 1874.

I have, in separate confidential despatches by this mail,\* reported fully upon the liberation of the bushranging prisoners, and the mode of exercising the prerogative of pardon in other than capital cases, both of which subjects have given rise here lately to considerable discussion and excitement. With reference, however, to the latter question, I may add that, since the date of my despatch of the 29th June,† I have received a reply to the inquiry, which I addressed to the Governor of Victoria, as to the practice of that Colony in this particular. Sir George Bowen observes:—“The practice here with regard to pardons and mitigations of sentences has always, I believe, been similar to that which, as I understand, you have wisely established at Sydney. All petitions on the subject, whether addressed to the Governor (as they often are) or otherwise, are referred to the Law Officers, who examine each case; and then submit the papers to the Governor for his decision, with a full written Report and recommendation. I cannot believe any other course to be either constitutional or reasonable.”

Thus it will be seen that, although I was not at the time aware of the fact, the practice which I have established here is precisely in accordance with the practice in

\*Nos. 1, 2 and 3.

† No. 1.

Victoria and New Zealand, and practically in unison with that in force in Queensland, Tasmania, and South Australia, where such questions are decided in Executive Council. Mr. Du Cane, writing to me on this subject, observes:—"With respect to petitions for pardon or mitigation, in ordinary criminal cases the practice here is as follows:—

"Such petitions are addressed to the Governor in Council, and come to me in the first instance. They are by me 'referred to Ministers,' which really means the Attorney-General. This Minister subsequently brings the petition before the Executive Council with his recommendation. I have never, on my own responsibility, set any of his recommendations aside, but we have now and then discussed them in Council, and made alterations in questions of mitigation of the amount of time by which he has recommended that the sentence should be reduced. As a general rule, however, the Law Officers' recommendations are accepted without discussion. This is pretty much the same as the system which you have recently established in New South Wales and which appears to me to be a good settlement of the difficulty."

The only difference now in the practice of the Australasian Colonies in this respect appears to be that in New South Wales, Victoria, and New Zealand, petitions for pardon in ordinary cases are decided by the Governor upon the advice of a Minister, whilst in Queensland, Tasmania, and South Australia, they are decided by the Governor in Executive Council on the advice of one of the Ministers. I think the practice here best carries out, at all events in this Colony, the instruction in Lord Kimberley's circular despatch of the 1st November, 1871,† that the Governor is bound to examine personally each case in which he is called upon to exercise the prerogative of pardon. It is true that all the papers submitted to the Executive Council are sent to the Governor for his perusal before each meeting, but there is such a large mass of merely formal business passed through Council that if petitions were treated in the same manner each case would probably not be so carefully examined as if it were sent separately to the Governor with a Minute upon it by the Minister of Justice.

(No. 5.)

*The Earl of Carnarvon to Sir H. Robinson, K.C.M.G.*

DOWNING STREET, 7th October, 1874.

SIR,—I have to acknowledge the receipt of your despatch of the 29th of June,\* in which you inclose a printed paper laid before the Parliament of New South Wales, at the bottom of page 7 of which paper is a Minute, embodying the decision arrived at by the Executive Council on the subject of the prerogative of pardon.

2. The decision of the Executive Council as contained in this Minute, being in accordance with what I believe to be the general practice in other Colonies, and also with the views of Her Majesty's Government, as expressed in my predecessor's despatch of the 17th of February, 1873,† appears to require no comment from me, except that I understand the Minute of course not to contemplate any departure from the rules laid down in Section 14 of the Royal Instructions as to capital cases; and a great part of your Minute immediately preceding it also expresses correctly the principles established for dealing with those other cases in which it is proposed that the prerogative of pardon should be exercised. But I doubt whether you correctly apprehend the meaning of my predecessor's despatch when you speak of his suggesting an "informal consultation" between the Governor and the proper Minister. Lord Kimberley, as it seems to me, suggested that, except in capital cases, such consultation need not be in the Executive Council, but I entertain no doubt that he considered, as I do, that it must be of an essentially formal character, and it is very proper that the

† (No. 4) in No. 1.

\* No. 1.  
58

† (No. 6) in No. 1.



Minister's advice should be given in writing. As Mr. Parkes correctly observes, the Minister in a Colony cannot be looked upon as occupying the same position in regard of the Queen's prerogative of pardon as the Home Secretary in this country. The Governor, like the Home Secretary, is personally selected by the Sovereign as the depository of this prerogative, which is not alienated from the Crown by any general delegation, but only confided as a matter of high trust to those individuals whom the Crown commissions for the purpose. Actually, therefore, as well as formally, the Governor will continue to be, as he has hitherto been in New South Wales and in other Colonies, the person ultimately responsible for the exercise of the prerogative. But this is quite consistent with the further duty expressly imposed upon him, of consulting his Ministers, or Minister, before he acts.

3. While, therefore, the rule of procedure now adopted is correct, it seems necessary to point out that in the last three paragraphs of your Minute, you go somewhat too far in laying down that the exercise of the prerogative of pardon, even in minor cases, is a "branch of local administration," in regard of which the responsibility formally attached to the Governor can practically be transferred to his advisers.

4. Not only is it necessary, as has already been observed, that the power given specially by the Sovereign should be exercised only by the person to whom it is given, but the duty of a Governor to the Imperial Government renders it necessary that he should himself decide whether, in any case brought before him, the exercise of the prerogative involves questions affecting the interests of persons or places beyond the Colony, or in any other respect not purely Colonial.

5. In the case of Gardiner, from which, although it is not directly referred to in your despatch now under notice, the present question has of course arisen, a point came up for consideration, which was obviously in no sense one for the final decision of the Ministers of New South Wales, or of any one Colony, however large and important. It was proposed and decided to pardon the criminal on condition of his leaving the Colony, and remaining absent from it, under the Act 11 Vict., c. 34,† the provisions of which, in respect of the power of exiling criminals, have been sparingly used, and as I have elsewhere stated, ought to be practically obsolete. The effect upon neighboring Colonies, the Empire generally, or foreign countries, of letting loose a highly criminal or dangerous felon to reside in any part of the world except only that principally concerned to take charge of him, was a step which might clearly and not unreasonably give rise to complaints from without the Colony; nor could the recommendation of a Colonial Ministry in favor of such a course be of itself a sufficient justification of it.

6. I am glad to understand that the New South Wales Government is willing to take steps for repealing the fourth Section of 11 Vict., c. 34.

7. I trust that it is almost unnecessary for me to add, in conclusion, that while I have thought it not only necessary in the interests of the public service, but just to yourself and to those who may succeed you, to set forth clearly and without reservation the opinion which I entertain on the subjects referred to in this despatch, I should be altogether misunderstood if it were supposed that it is my object to imply any censure in regard to this transaction. On the contrary, I have the fullest confidence in the desire, both of yourself and your Government, to deal in a wise and prudent spirit, and on the soundest principles with a class of cases which often involve questions of great difficulty.

I have, &c.,

(Signed), CARNARVON.

(No. 6.)

*The Earl of Carnarvon to Sir H. Robinson, K.C.M.G.*DOWNING STREET,  
7th October, 1874.

SIR,—I have received your confidential despatch of the 29th of June,\* reporting the circumstances which have led to a change being made in the system which had hitherto existed in New South Wales in regard to the exercise of the prerogative of pardon.

2. I approve generally of the course proposed to be followed henceforth (as specified in the Minute of the 2nd of June, printed at page 7 of the Parliamentary Paper which you inclose), when the question of granting a pardon or the commutation of a sentence has to be decided.

3. You will, I apprehend, have no difficulty in conforming to the clear rule laid down in your instructions, which is based on this principle, viz., on the one hand, the Governor to whom personally the Queen delegates a very high prerogative, cannot in any way be relieved from the duty of judging for himself in every case in which that prerogative is proposed to be exercised, while, on the other hand, he is bound, before deciding, to pay the most careful attention to the advice of his Ministers, or that one of them, who, in the matter under consideration, may be selected to represent his colleagues.

4. As the setting aside by commutation of the verdict of a Court of Justice, can in hardly any case be necessary as an element in the local administration of the Colony for which the Ministers are responsible, it should seem almost impossible that any serious collision of opinion should arise on questions of this class between a Governor and his Ministers.

5. In my despatch of to-day's date,† this question has been further dealt with, and I have there explained why I consider that your Minute of the 1st of June goes somewhat further in regard of throwing the responsibility from the Governor upon the Ministers than is, in the opinion of Her Majesty's Government, altogether desirable.

I have, &c.,  
(Signed), CARNARVON.

(No. 7.)

*The Earl of Carnarvon to Sir H. Robinson, K.C.M.G.*

(Extract.)

DOWNING STREET, 7th October, 1874.

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I cannot but think that it is open to objection that the commutation, which, as I have explained to you, I consider to have been excessive in itself, was accompanied by the condition of the prisoner's absence from New South Wales. If public opinion in the Colony had been favorable to the release of Gardiner in the ordinary manner, and he had been set free in New South Wales, the Colony would at all events have borne her share of the risk attendant on the discharge upon society of so notorious a criminal.

Even on those terms the course is one to which reasonable exception might be taken by the Governments of places beyond the Colony liable to be affected by it, and from which even troublesome complications might arise. But to release him upon the condition that he should inflict himself either upon other colonies and

\* No. 2.

† No. 5.

foreign countries, or upon this country, was altogether in opposition to the theory now generally adopted, and most strongly contended for at no distant date in New South Wales, that a community should not relieve itself of its worst criminals at the expense of other countries. The Act 11 Vict., cap. 34,† must, in spite of the occasional use which appears to have been made of its provisions, be considered to be virtually obsolete; it would clearly be very objectionable if it were extensively acted on, and therefore, it cannot be too soon repealed; but until it is repealed it must be understood that no pardon except in the case of those criminals to whom promises have been made, can be granted under the conditions of its fourth section.

(No. 8.)

*The Earl of Carnarvon to Sir H. Robinson, K.C.M.G.*

DOWNING STREET, 8th October, 1874.

SIR,—I have to acknowledge the receipt of your Confidential Report of the 3rd of July.\*

The subject to which the despatch principally relates,—the form of procedure when the question of granting a pardon is under consideration, has been dealt with in other despatches, from which you will see that in my opinion there is no objection to the course proposed to be followed in New South Wales, which appears to me to be substantially the same as that adopted in the other Australasian Colonies, and to be generally in accordance with the Royal Instructions, it being always remembered that while the Ministers are responsible for advising the Governor, the Governor cannot divest himself of the personal responsibility which is specially entrusted to him.

I have, &c.,

(Signed), CARNARVON.

(No. 9.)

*Sir A. E. Kennedy, K.C.M.G., to the Earl of Carnarvon.—(Received November 11.)*

GOVERNMENT HOUSE,

HONG KONG, 3rd October, 1874.

MY LORD,—I have the honour to enclose, for the information of your Lordship, the copy of a letter received from the United States' Consul at this port protesting against the embarkation for the United States of a person who had been pardoned by the Governor of New South Wales, and had recently arrived at Hong Kong from that Colony.

I also enclose a copy of the reply addressed to the Vice-Consul by my order, in which he was told that the Government could not interfere with the departure from the Colony of a person who had received the Queen's pardon and had not committed any subsequent offence.

I have, &c.,

(Signed), A. E. KENNEDY,  
Governor.

(Inclosure 1 in No. 9.)

UNITED STATES' CONSULATE,

HONG KONG, 24th September, 1874.

SIR,—I have the honour to call the attention of His Excellency the Governor to the fact that this Consulate has positive information that the notorious highwayman

† Vide page 27.

named Gardiner, *alias* Frank Christie, lately pardoned by His Excellency the Governor of the Colony of New South Wales, Australia, arrived in this port on the 21st inst. from the Port of Newcastle, New South Wales, Australia, as a passenger on the English barque "Charlotte Andrews," Captain Place commanding, and that there is reason to believe that it is the intention of certain person or persons to procure his transmission from Hong Kong to a port in the United States.

With these facts before me, it becomes my duty, as the Consular Officer of the United States in charge of the United States' Consulate at this port, to protest in the strongest possible manner in behalf of my Government as against any such proceeding, and to most respectfully request that this Government will take such action as will prevent this man being shipped, or sent as a passenger on any vessel bound from this port to a port in the United States.

It would appear from information in my possession from the United States' Consul at Melbourne, that this man is no ordinary criminal—that he was for some years the terror of New South Wales, and is said to have caused, directly and indirectly, not less than forty deaths by violence.

I have, &c.,

(Signed), H. S. LORING,  
*United States' Vice-Consul.*

Honourable J. GARDINER AUSTIN,  
Colonial Secretary.

(Inclosure 2 in No. 9.)

COLONIAL SECRETARY'S OFFICE,  
HONG KONG, 30th September, 1874.

SIR,—I have the honour to acknowledge the receipt of your letter of the 24th inst. informing me that a person, late a convict in Australia, had arrived in this Colony *en route* for the United States, and asking that steps might be taken to prevent his being shipped or sent on any vessel bound from this port to a port in the United States.

In reply, I am desired by His Excellency the Governor to inform you that the Government cannot interfere with the departure from the Colony of the person alluded to, as he has received a pardon in the Queen's name which entitles him to his freedom, and he does not appear to have committed any offence subsequently.

I have, &c.,

(Signed), JOHN GARDINER AUSTIN,  
*Colonial Secretary.*

H. LORING, Esq., Vice-Consul for the United States.  
Hong Kong.

(No. 10.)

*The Earl of Carnarvon to Sir A. E. Kennedy, K.C.M.G.\**

DOWNING STREET, 2nd December, 1874.

SIR,—I have received your despatch of the 3rd of October,\* and I approve of the answer which you caused to be sent to the protest addressed to you by the United States' Consul against the embarkation for the United States of an ex-convict, named Gardiner, who had recently arrived at Hong Kong from New South Wales.

I have, &c.,

(Signed), CARNARVON.

(No. 11.)

*Sir H. Robinson, K.C.M.G., to the Earl of Carnarvon.—(Received February 22.)*GOVERNMENT HOUSE,  
SYDNEY, 30th November, 1874.

MY LORD,—I enclose copies of the Sydney *Morning Herald* of the 25th and 26th instant,† containing reports of the recent debate in the Assembly in the Gardiner release question, from which your Lordship will perceive that, during the progress of the discussion, it was asserted by different speakers that I “had insulted and degraded the House by unconstitutional interference and criticism.”

2. I think that I should not rest content with the simple defeat by the Speaker's casting vote of an address founded upon such grave accusations, but that I am bound to point out to your Lordship that the charges in question were only supported by representations which are not in accordance with fact.

3. I think I can best show this by giving, in the first instance, a brief narrative of the events in connection with this case in the order in which they occurred.

4. In 1872, shortly after my arrival here, I promised a prisoner named Gardiner that he should be allowed to exile after he had undergone ten years' imprisonment in gaol. I have already reported fully all the circumstances under which I was induced to make this promise, and I need not therefore repeat them here. It will be sufficient to state simply that the particular form of release promised was authorized by law, that it was strictly in accordance with precedent, and that in making such a promise without the formal advice of Ministers, I was following the practice which had been in force in this Colony from the first establishment of responsible Government up to that time, of leaving Her Majesty's Representative to exercise the prerogative of mercy (except in capital cases) according to his own independent judgment.

5. Two years later—that is in June last—this matter was brought before Parliament. A motion was made that an Address should be presented to me, disapproving of Gardiner's release, which after five nights' debate, was negatived by the Speaker's casting vote. Technically, therefore, the House in its collective capacity approved my decision. In effect it was with me and not against me. There was no Address, and I was free to hold to my promise if I thought proper, without being thereby placed in a position of antagonism to the House.

6. The case was then taken up by the public out of doors, influenced probably by the narrowness of the majority in the House. Two public meetings were held in Sydney, one of which petitioned me to keep faith with Gardiner, the other to break it. Four public meetings were held in different parts of the country, each of which petitioned me adversely to the proposed mitigation of Gardiner's sentence. Other meetings were in contemplation, and were announced. I was also daily receiving communications on the same subject from private individuals. It was evident from this that the public out of doors were impressed with the idea that I would probably, after the debate in the House, reconsider the case, and that a little pressure from without might perhaps turn the scale, which had been so evenly balanced in Parliament, the other way.

7. It was obviously desirable that this agitation should not be unnecessarily prolonged, and that a final decision in Gardiner's case should at once be come to and announced. I ascertained that Ministers, having technically carried the House with them, did not propose to offer me any advice on the subject. They felt, I believe, that the honor of the Crown was concerned, and that having tacitly acquiesced in my making the original promise they should leave me free to decide with reference to its fulfilment as I thought right. If, upon a review of all the circumstances, I thought the promise should be kept, they were prepared to acquiesce in such decision. If, on the other hand, I thought there were sufficient grounds for breaking it, Ministers felt that it would be better I should come to such decision upon the merits of the case alone, uninfluenced by any pressure from my advisers.

† Not printed.

8. The duty of deciding in this matter therefore devolved upon myself personally. It was one I could not shirk. I accordingly went into the case carefully from first to last. I examined attentively all the petitions and other communications which had been addressed to me on the subject, as well as the speeches made at the public meetings at which the petition had been adopted. The epitome of the case presented to me by these proceedings and documents was simply this: I was asked to break the promise which, in my capacity as Her Majesty's Representative, I had given to Gardiner, because it was asserted (1) such promise had been made under false representations, and (2) the carrying out of such promise would imperil the public safety. I considered the question in the light of these representations, and conferred with the judicial, prison and police authorities on the subject. I arrived, after mature consideration, at the conclusion that the promise had not been made under materially incorrect representations, and that the apprehensions expressed for the public safety were not based on grounds sufficient to justify a departure from my promise. I thereupon embodied my views in a minute which I laid, with the petitions and memorials, before the Executive Council; and that body, having considered the papers, were of opinion that sufficient grounds did not exist to warrant them in advising me to depart from the promise made to Gardiner in 1872. I accordingly determined to adhere to such promise, and to refuse the prayer of the petitions.

9. Such being the case, it was desirable, with a view to stop further agitation, that the final decision so come to should at once be made public, as well as the reasons upon which it was founded. A simple rejection of the petitions without reasons would have given offence. Such a course would assuredly have been misunderstood, and would probably have been the signal for renewed agitation, and perhaps, as had been threatened, for petitions to the Throne. It was desirable that the petitioners should see that the decision was my own—that I had anxiously considered their reasons and their statements—and that I had decided on the course which appeared to me to be the only course open to the Government consistent with honor and justice.

10. After full consideration it was agreed between the Colonial Secretary and myself that a courteous acknowledgment should be sent to each of the six bodies of petitioners, with a copy of the proceeding of the Executive Council as the best way of shewing them the careful manner in which all their representations had been weighed. This was done, and the result I think showed the prudence of the course adopted; for the further public meetings contemplated were allowed to fall through, and the agitation which was being excited on the subject at once ceased.

11. Mr. Parkes considered also that as questions were being asked almost every night in Parliament as to the course which the Government intended to pursue in Gardiner's case, it would be only courteous to lay the paper which was about to be sent to the petitioners at the same time upon the table of both Houses. It is customary here for Ministers to lay before Parliament unasked all public papers which are likely to prove either useful or interesting; and it was thought undesirable to make any exception in this case. Indeed, it was felt that Parliament might fairly have complained of being slighted if the final decision of the Executive Government in a matter in which the Legislative Assembly had taken, and apparently still took, a warm interest were communicated to the public outside whilst it was withheld from Parliament. The proceedings of the Executive Council in the matter which had taken place on the 24th June, were accordingly laid with a number of other papers, on the table of both Houses on the following day—the 25th June—with a view to their being printed and circulated in accordance with custom during the recess—Parliament being about to be prorogued on that day.

12. This act of laying on the table the paper in question was taken exception to when Parliament met after the recess, and an Address for presentation to myself condemnatory of that proceeding, as well as of the tenor of the document itself, was submitted to Parliament and defeated by the Speaker's casting vote. It was during the debate which ensued on this motion that the charges against me were made which I have referred to in the first paragraph of this despatch.

13. As to the complaint that the paper embodying the proceedings of the Executive Council with respect to the release of Gardiner was laid before the House, I need scarcely, I think, offer any further comment. It was a step for which the Ministry at once accepted the entire responsibility—explaining that it was intended as a simple act of courtesy in order that the Assembly might know at the earliest possible moment the decision in Gardiner's case, and the reasons upon which it was based.

14. As regards the tenor of the minute itself, which was complained of in the debate as insulting to both the petitioners and to Parliament, I would wish to offer a few remarks. The passage complained of in my minute was as follows:—"If, while entertaining, as I do, these opinions, I were to break faith with the prisoner, and retain him in gaol beyond the time specified for his liberation, I should be doing so, not because I think such a course necessary, but simply in response to clamour which I believe to be unreasonable and unjust." Now it must be borne in mind that I was writing for the Executive Council in reference to resolutions adopted at public meetings, urging me to break my promise to Gardiner on the ground that such a pledge would, if carried out, imperil the public safety. I had admitted in the earlier part of the minute that if the fulfilment of the promise would have that effect it ought to be cancelled. The question, therefore, was simply whether the petitioners were right or not in their view as to the probable peril to the public safety, as if they were I should not by my own admission have been justified in keeping faith with Gardiner. But when I came to look into the reasons advanced for breaking my promise, I felt that they were insufficient to justify my taking such a step. It appeared to me that the excitement which had been got up about this case was to a great extent artificial; and that the larger number of those who had spoken at the public meetings were apparently unacquainted with the principles which should govern the treatment of criminals, and were at the same time evidently laboring under a misapprehension as to the cause which the Government had proposed to pursue. In short, I thought that an excitement had been got up in the public mind on this subject without sufficient information and reflection, and that I could not in honor break my promise in deference to views which in my judgment were so entirely insufficient. In writing for the Executive Council, I saw no reason why I should not state precisely what I meant. I believe the noise which had been made about this case was "clamour," and I so described it. I might no doubt have expressed the same ideas in other words, but to whatever extent I had modified the meaning, I should have weakened my own case. If I had thought the views expressed by the memorialists as to the public safety sound and reliable, I should have felt bound to yield to them. It was because I thought them the result of excitement without sufficient reason that I felt called on to act on my own judgment, supported as it was by the opinions of the judicial, prison and police authorities, with whom I have consulted on the subject. The result has shown that I was right. Gardiner has been allowed to exile, and certainly there are as yet no signs whatever of the public safety having been in any way imperilled; nor has the sense of public security been in the slightest degree diminished by his conditional release. It has, therefore, now been proved that if I had broken my promise it would have been in deference to fears which have since been shown to have been without sufficient foundation.

15. It is of course open to question whether it was wise or not to send so candid a document as my Executive Council Minute to the Petitioners. Upon this point I have only to say that after full consideration at the time, in view of all the surrounding circumstances, it was thought to be on the whole the best course which could be followed; and the effect was precisely that which was anticipated. Within a week of the publication of the Minute all agitation on the subject was dead; and the case was apparently forgotten until it was revived by the late proceedings in the Assembly.

16. As regards the charge that my Minute was a censure upon Parliament, and an unjustifiable and unconstitutional interference with its proceedings, I do not think that that document can, by even the most strained construction of language, be held to be open to any such accusation. As I have shown, it was addressed to the

Executive Council. It contained my reasons for adhering to my decision to release Gardiner, notwithstanding the petitions and memorials which had urged me to alter that decision. It dealt only with the arguments advanced in those communications, and from the first word to the last it contained no reference or allusion whatever, direct or indirect, to Parliament or Parliamentary discussions.

17. Nevertheless, member after member, as will be seen from the accompanying extracts from the debate, treated the Minute as a Message addressed to the House, and declared that I had thereby censured the House for being clamorous, unreasonable and unjust. A very little reflection might, I think, have sufficed to show not only the incorrectness but the absurdity of such an allegation. The House had refused to present an Address to me disapproving of Gardiner's release. In effect, therefore, the Assembly was with me and not against me in the course I proposed to pursue; and if I had yielded to the prayer of the Petitioners, it could not have been said to be "in response" to the wish of the Assembly, that body having by its vote refused to join in any such application. In short, the Minute was never intended for Parliament, and cannot, I maintain, by even the most far-fetched construction of its language, be made applicable to it. All that can possibly be said with truth is that my answers to the arguments of the Petitioners were equally applicable to any similar arguments which may previously have been used in debate. But I did not so apply them. I had to answer the Petitioners, but I had nothing to do with the discussions in Parliament. The House in its collective capacity had disposed of the arguments of the minority by rejecting the proposed Address, and there the matter would have rested, but for the subsequent petitions and memorials for originating which, or for the arguments contained in which, I was not in any way responsible. The great bitterness displayed in the recent debate not unnaturally led to the suggestion that members were needlessly insisting upon identifying themselves with the Petitioners. Mr. Stewart, one of the oldest independent members of the House, and a gentleman of unimpeachable integrity and character, remarked, "he thought His Excellency gave very satisfactory reasons for refusing to comply with the prayer of the Petitioners, and it was due to the Parliament and the country that he should give some reasons why he arrived at a determination to take a certain course. The Honorable Member for Bathurst also told them that the Minute was characterised by extraordinary self-confidence, and a perfect disdain of the opinions and sentiments of the people of the Colony. He thought it showed exactly the reverse, and it was extraordinary that the Honorable Member and those who supported him should see these things, which escaped the attention of other people. Perhaps they were conscious that they had raised an unreasonable and baseless clamour some time ago, and perhaps they felt a sort of reproach that they sympathised with the clamour, if they did not actually foster it. No doubt, some time ago, alarm was felt, on the assumption that Gardiner was about to be released from gaol, and let loose upon the country; but as soon as it was found that the assumption was based upon misunderstanding and misrepresentation, the agitation and clamour subsided. He was confident that there was but one Member of the House who could have been induced to submit this resolution with the object in view, because he thought there was but one object in view, and that was to displace the Ministry."

18. An attempt was made during the debate to compare this Gardiner case with the Rossi case and to make out that the proceedings in each were analogous. But this was an error. The cases are wholly dissimilar. In the Rossi case, a Committee of the House tried a volunteer officer and recommended his dismissal. The Report of the Committee was adopted by the House and transmitted to me by Address. I replied by a Message declining to carry out the recommendation of the Committee on the ground that its proceedings were contrary to law: and, after a debate of five nights, the resolution adopting the Report was rescinded. In this Gardiner case the proposed Address disapproving the release of Gardiner was defeated. It was accordingly never sent to me at all; and no message could have been sent by me in reply. Nevertheless, in the recent debate, my Minute to the Executive Council was treated



as a Message to the House in reply to an Address, which, not having been carried, was never transmitted.

19. There is one point of similarity, however, between the two cases, which, although it escaped observation, during the recent debate, is nevertheless, I think, deserving of consideration. It is this, that in both these cases my proceedings have been exposed to Parliamentary criticism through my having had imposed on me personally as Her Majesty's Representative, administrative functions independent of my responsible advisers. There are, of course, political duties which the Governor as holding the balance between contending parties, must always necessarily perform upon his own independent judgment—such, for example, as the refusal or acceptance of the resignation of the Ministry; the selection of a new Premier, and the granting or refusal of a dissolution, when asked for. But the late discussions in Parliament have, I think, clearly shown that no possible advantage which can be gained by requiring the Governor personally to take the initiative in ordinary administrative acts can compensate for the animadversions to which his proceedings must, in such case, be exposed in the popular branch of the Legislature.

20. In both the Rossi and the Gardiner cases my conduct was brought under review in the House, because by the law, and the constitutional practice of this colony, duties were imposed upon me, personally, which in the neighbouring Colonies devolve not upon Her Majesty's Representative but upon his responsible advisers.

21. In the Gardiner case, all the subsequent unpleasantness grew out of the practice which had been in force here, ever since the establishment of responsible Government, of leaving the Governor to exercise the prerogative of mercy, except in capital cases, upon his own independent judgment. I always thought the practice erroneous; but I was not responsible for its establishment. On the contrary, it had been in operation for sixteen years before my arrival in New South Wales, and I abolished it as soon as ever I could get my advisers to concur in the change. During the time, however, that the system was in force, I made, on behalf of the Crown, an engagement to which I subsequently felt bound in honor to adhere. My action was severely criticised by the Assembly. But surely I was not to blame for that conflict of opinion. It was the unavoidable result of the exceptional system in force in this Colony which had imposed such functions upon me.

22. So, too, in the Rossi case. The Volunteer Act of New South Wales enacts that the Governor, as the Queen's Representative shall be the Commander-in-Chief of all the local forces raised in the Colony, and imposed on him certain specific duties in that capacity. The Law Officers of the Crown have decided that the Act requires the Governor as Her Majesty's Representative to exercise the functions of the Commander-in-Chief upon his own responsibility without reference to his Executive Council. And yet when I refused to carry out the recommendation of the Assembly and to dismiss an officer illegally, I was accused of placing myself in collision with the House. It seems somewhat inconsistent to entrust to Her Majesty's Representative, who is not responsible to Parliament, certain special duties apart from his advisers, and then when he exercises his functions in the manner which in his judgment best accords with the honour and dignity of the Crown to complain that his view does not command the unanimous approval of the popular branch of the Legislature.

23. Perhaps it might be urged by persons who do not look below the surface that what has been complained of in these cases has not been so much my decisions, as the manner in which I communicated them. But those who could advance such a plea with sincerity, must, I think, be wanting in political discernment. The real grievances in these cases were that I would not dismiss Rossi, and that I would not break faith with Gardiner. In whatsoever manner these decisions had been announced they would have been displeasing to a number of persons who would never have been at a loss for an excuse upon which to express their dissatisfaction. For example, if I had given no reasons in the Gardiner case, it would have been urged that I had none that were valid, or that I had insulted a large body of loyal subjects by withholding them. If I had modified my reasons so as to make them less unacceptable to the

Petitioners, they would have been pronounced weak, and altogether insufficient to justify the conclusion. Whilst, if the reasons had not been laid before both Houses, Ministers would have been charged with intentional disrespect in withholding from Parliament information which had been communicated to the public out of doors.

24. There is only one way in which the Governor's action can be kept out of the heated atmosphere of Parliamentary discussions, and that is by relieving him, as far as possible, from the duty of taking the initiative in the transaction of administrative business. His action, as regards such details, should, I think, be limited to accepting or rejecting the advice of his Ministers. The importance of maintaining this principle appears to have been recognized and acted upon to a greater extent in the neighbouring Colonies than it has been in New South Wales. In Victoria, for example, the Volunteer Act imposes the duties which here devolve personally upon the Governor as Commander-in-Chief, upon the Governor with the advice of his Executive Council; so that responsibility for the exercise of administrative functions in military, as in all other local matters, devolves there upon the Ministers. Again, throughout all the Colonies, with the exception of New South Wales, the prerogative of pardon has, since the establishment of responsible Government, been exercised under the advice of either the Executive Council or of an individual Member of the Cabinet. And one advantage has at all events been gained here by the attacks which have been so persistently made upon me in reference to Gardiner's release, that the system in New South Wales has at length been brought into conformity with that of the neighbouring Colonies in respect to the remission and commutation of ordinary sentences.

25. I trust that the foregoing explanation will have satisfied your Lordship that I have not laid myself open to the imputations which were advanced against me in the recent debate. I was placed in a position in which it was my primary duty, as Her Majesty's Representative, to maintain the honour of the Crown; and in discharging this obligation to the best of my judgment and ability, I do not see that I am fairly chargeable with a single act which can rationally be construed into an offence to the Assembly, or an unconstitutional interference with its proceedings.

I have, &c.,

(Signed), HERCULES ROBINSON.

(Inclosure 1 in No. 11.)

1875-4—NEW SOUTH WALES.

*Release of the Prisoner Gardiner. (Minute by His Excellency Sir Hercules Robinson, and Proceedings of the Executive Council with respect to.)*

Presented to both Houses of Parliament by Command.

(No. 12.)

*The Earl of Carnarvon to Sir H. Robinson, G.C.M.G.*

DOWNING STREET, 20th March, 1875.

SIR,—I have the honour to acknowledge the receipt of your Despatch of 30th November,\* in which you justify, with reference to objections which had been raised in the Legislative Assembly, the course taken by you in regard to the question of the release of Gardiner.

2. In my former despatches on this subject I have so fully explained my opinions both in this particular case, and also generally with respect to the exercise of the prerogative of pardon, that I need not now enter into any further discussion of these questions.

3. It is unnecessary for me to say that I accept without hesitation your explanation of the circumstances under which you followed the course to which exception was taken, and your assurance that the answers contained in your Minute on the arguments of Petitions which had been addressed to you had no reference to the discussions in the Colonial Parliament.

4. Papers on this subject are about to be laid before Parliament, and I shall have pleasure in causing your despatch now under acknowledgment to be added to them; and as some of your confidential despatches contain statements which are necessary for a clear understanding of the case and of your connection with it, and which you have not otherwise communicated to me, it will be desirable that these also, with my replies, should be included.

I have, &c.,

(Signed), CARNARVON.

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#### APPENDIX.

(No. 1.)

*Clause VI of Governor's Commission, dated 23rd February, 1872.*

And we do further authorize and empower you as you shall see occasion, in Our name and on Our behalf, when any crime has been committed within Our said Colony, to grant a pardon to any accomplice, not being the actual perpetrator of such crime, who shall give such information and evidence as shall lead to the apprehension and conviction of the principal offender; and further to grant to any offender convicted of any crime in any Court, or before any Judge, Justice or Magistrate within Our said Colony, a pardon, either free or subject to lawful conditions, or any respite of the execution of the sentence of any such offender, for such period as to you may seem fit, and to remit any fines, penalties or forfeitures which may become due and payable to Us.

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(No. 2.)

*Clause XIV of Instructions to Governor, dated 23rd February, 1872.*

And whereas We have, by Our said Commission, authorized and empowered you, as you shall see occasion, in Our name and on Our behalf to grant to any offender convicted of any crime in any Court, or before any Judge, Justice or Magistrate within Our said Colony, a pardon, either free or subject to lawful conditions: Now We do hereby direct and enjoin you to call upon the Judge presiding at the trial of any offender who may from time to time be condemned to suffer death by the sentence of any Court within Our said Colony, to make to you a written Report of the case of such offender, and such Report of the said Judge shall by you be taken into consideration at the first meeting thereafter which may be conveniently held of Our said Executive Council, where the said Judge may be specially summoned to attend; and you shall not pardon or reprieve any such offender as aforesaid, unless it shall appear to you expedient so to do, upon receiving the advice of Our Executive Council therein; but in all such cases you are to decide either to extend or to withhold a pardon or reprieve, according to your own deliberate judgment, whether the members of Our said Executive Council concur therein or otherwise; entering, nevertheless, on the Minutes of the said Council, a Minute of your reasons at length, in case you should decide any such question in opposition to the judgment of the majority of the members thereof.

(Canada—No. 248.)

*The Earl of Carnarvon to the Earl of Dufferin.*

DOWNING STREET,

18th October, 1875.

MY LORD,—I duly received and considered your Lordship's despatch, No. 96 of the 13th of April, communicating to me an Address voted to the Queen by the House of Commons of Canada on the subject of the New Brunswick Schools Act of 1871, and I have thought it convenient to defer my reply to it until your return to Canada.

The Address was laid at the foot of the Throne, and the Queen was pleased to receive it very graciously, but I was not able to advise Her Majesty to take any action respecting it.

2. I concur with the representation of the Address that Legislation by the Imperial Parliament curtailing the powers vested in a Province by the British North America Act, 1867, would be an undue interference with the Provincial Constitutions, and with the terms on which the Provinces consented to become members of the Dominion, and holding as I do this opinion, while I cannot but feel that if I were to recommend the Queen to intervene directly in this matter by advising that Legislature to legislate in any particular direction, I might be deemed to counsel an interference with the system of government established by the Act of Union not greatly differing from that which the Address deprecates.

3. For this reason I have not felt myself at liberty to advise Her Majesty to take any action with respect to this Address. At the same time there can be no impropriety in my expressing the strong hope which I entertain that, as in other British communities, the majority of the population in New Brunswick, which through its representatives controls the educational system of the Province, may be disposed to adopt such modifications of the existing rules as may render them less unacceptable to those who from conscientious reasons have felt themselves obliged to protest against the system now in force.

4. I cannot in conclusion consistently with my duty, refrain from observing that as education is one of the subjects expressly and exclusively reserved to the Provincial Legislatures by the "British North America Act, 1867," it is for the serious consideration of those in New Brunswick who take an active part in relation to it, whether there can be any advantage, and whether there must not be serious inconvenience in bringing under public discussion in the Dominion Legislature a controverted question which may possibly engender much heat and irritation, and over which it has no jurisdiction.

I have, &c.,

(Signed), CARNARVON.

Governor General

The Right Honorable

The Earl of DUFFERIN, K.P., K.C.B.

FURTHER CORRESPONDENCE relating to the Exercise of the Prerogative of Pardon in New South Wales. (In continuation of Papers presented to Parliament, April, 1875: C.—1202.)

## TABLE OF CONTENTS.

No. in Series	From or to Whom.	Date.	Subject.
1	Governor Sir H. Robinson, K.C.M.G.	February 8, 1875. (Rec. April 12.)	Respecting the course pursued in New South Wales in respect to petitions and applications for commutation of sentences.....
2	Governor Sir H. Robinson, K.C.M.G.	February 8, 1875. (Rec. April 12.) (Extract.)	Defeat of the Government upon Mr. J. Robertson's amendment to the Address in reply to Governor's opening speech, and formation of a new Ministry.....
3	To Governor Sir H. Robinson, K.C.M.G.	April 26, 1875 ...	Approving his proceedings in connection with the resignation of the late Ministry ..
4	To Governor Sir H. Robinson, K.C.M.G.	April 27, 1875.....	Expressing satisfaction that he has been able to form a favorable opinion of the principles enunciated in his Lordship's despatch of the 7th of October last, on the subject of the Prerogative of Pardon..
5	To Governor Sir H. Robinson, K.C.M.G.	May 4, 1875.....	The intention and true interpretation of the Royal Instructions on the subject of the distribution of responsibility between a Colonial Governor and his Ministers, when the Prerogative of Pardon is exercised.....
6	To Governors of the Australasian Colonies (except New South Wales)	May 4, 1875.....	Inclosing copy of Circular despatch which has been addressed to the Governor of New South Wales respecting the exercise of the Prerogative of Pardon.....

(No. 1.)

Governor Sir H. Robinson, K.C.M.G., to the Earl of Carnarvon.—(Received April 12.)

GOVERNMENT HOUSE,  
SYDNEY, 8th February, 1875.

MY LORD,—I have the honour to acknowledge the receipt of your despatch of the 7th October,\* which has, at the suggestion of my advisers, been communicated to Parliament. I inclose some spare copies for facility of reference in your Lordship's department.

2. The decision that whilst the Governor is bound to consult his Ministers, he is still ultimately responsible for the exercise of the prerogative of pardon, has, I think, been generally received here as a proper and satisfactory settlement of the difficulty. I inclose a leading article which I have extracted from the Sydney *Morning Herald* on the subject.

\* Vide No. 5 of Command Paper [C. 1,202], April, 1875.

3. The course prescribed by your Lordship is precisely that which has been adopted here for the last eight months. All petitions and applications for commutation of sentence reach me from the Department of Justice, with the Minister's recommendation minuted upon them. These papers are then carefully perused by me before deciding on each case, and in the only instance in which I have been unable to concur with the Minister's recommendation he has at once acquiesced in the force of my objection.

I have, &c.,

(Signed), HERCULES ROBINSON.

(Inclosure in No. 1.)

*Article from the Sydney 'Morning Herald' of 2nd February, 1875.*

The despatch from Earl Carnarvon which has reached the Colony just as the Gardiner question has worked up its political crisis is the commentary of the Secretary of State on that question of prerogative which was connected with the earlier stages of this controversy. This despatch is definite on two points: first, as to the *locus* of the responsibility in respect to the granting of pardons; and secondly, in respect of the policy of exiling prisoners. On both these points Earl Carnarvon has to express an opinion which is to some extent at variance with that of the Colonial Government, and therefore he is expressly careful to guard himself against being supposed to imply any censure on either Governor or Government. But while willing to recognise the importance of making the responsible Ministers in the Colony responsible for their advice with respect to the pardons granted to prisoners, he will not admit that that responsibility should rest exclusively with them, or that pardon should be considered as a branch of the local administration in the same sense in which the other details of Government are so. On the contrary, he insists on it that the Governor is the representative of Her Majesty, so far as concerns the exercise of the Royal prerogative of pardon, and that this prerogative is delegated by her only to selected and trusty servants. In the mother country it is delegated to the Home Secretary. In the case of a Colony it is impossible for Her Majesty to delegate it in the same way personally to a Colonial Secretary, of whom she has no knowledge, and in whose nomination she has no direct voice. In a Colony the Governor alone can be her direct representative, and it is to the Governor, therefore, that she delegates the responsibility of this important prerogative. In this respect, as in some others, the fact of the Colony being a dependency makes it impossible to imitate precisely the form of procedure adopted in the mother country, where personal contact with the Sovereign is possible.

Nor does the Earl of Carnarvon at all approve of the idea that the Ministerial responsibility is to be in any way got rid of or mitigated by informal consultations between the Governor and the Minister specially charged with the penal department. On the contrary, he intimates that the advice should be as specific, as clear, and as unmistakable as in other cases. From this arrangement, rendered necessary by the fact that the Royal prerogative could only be delegated to persons selected and named by Her Majesty, it follows that both the Governor and the Cabinet will possess a responsibility in the matter; it will not be halved between them, but each will possess it fully. Granting pardons is a branch of the local administration, and will be considered as such; Ministers will have to decide what they think it right to recommend, and will have to make their recommendations distinctly; but before doing as they recommend, and exercising or refusing at their wish the Royal prerogative, the Governor will have to consider that he is the depositary of that prerogative for the time being, and that he is to exercise it, subject to his own responsibility for doing it wisely. No amount of advice tendered to him would justify him in doing what he thought his Sovereign would disapprove.

It is obvious that, under these circumstances, there may possibly arise a collision between a Governor and his Minister. It will be part of the duty of Governors always to exercise such tact in the performance of their duty as to prevent such collision if possible; and it will be the duty of judicious Ministers always to seek to avoid it. But still collisions may happen, and it is obvious that this kind of difficulty is one which attaches to the system of Responsible Government in the Colonies, and which does not attach to it in England. It is one of the anomalies which arise out of importing into a Dependency a system of Government that is not really native to the soil, but that has been applied to our circumstances in a spirit of traditional attachment. It will rest with all those who have any share in Government to do what lies in their power to prevent the theoretical difficulty from ever becoming a practical one. The cases will probably be very rare and exceptional in which the double responsibility will lead to a conflict that cannot be got over.

It will be remembered that Mr. Parkes, when laying down the doctrine—generally a sound one—that responsibility and power should go together, demurred to any system in which he should be called upon to tender advice which might possibly not be followed. The Earl of Carnarvon's reply, however, is to the effect that this system must be followed in this particular case, for the reason that Her Majesty's prerogative of pardon would otherwise rest with persons of whom Her Majesty knew nothing. It is very seldom, however, that the pardoning of a criminal becomes a political question in the way this affair of Gardiner has done. This was a very unusual conjuncture of circumstances, and may not happen again for many a long year, and in fact it would not have happened at all if the principles now laid down in the Earl of Carnarvon's despatch had been understood and acted upon twelve months ago. For in that case, instead of Mr. Parkes having an informal conversation for an hour, and leaving the Governor under a certain impression, there would have been distinct Ministerial advice tendered under definite Ministerial responsibility. According to Mr. Parkes' statement in the House, if he had been asked to advise, he would not have advised the immediate release of this particular criminal, and in that case it is probable that the Governor would have acted in accordance with the advice tendered to him, and the particular difficulty we have had to struggle with would never have arisen. If Mr. Parkes had been willing to take the responsibility of giving advice, and run the risk of having it not acted upon, he would have avoided the rock on which he has steered his Cabinet, and would probably now have still been Premier. Such advice had been tendered previously on some occasions, though not as a rule, and under the circumstances it would have been more discreet, as events have shown, if this had been made one of the cases in which Ministers thought it sufficiently important to express their convictions formally. The rule is now laid down for the future that such advice is to be uniformly tendered; and if this rule is acted upon, there can never again come a case in which the Governor can say that he was substantially influenced by his Minister, and as to which the Minister can at the same time say that he shook off all responsibility, because he had neither been asked for advice, nor had he tendered it.

The other point of importance with which the despatch deals is the exile of prisoners. On this, the Secretary of State is quite clear that the Governor ought to allow no exile except on his own responsibility, and in fact ought not to grant exile at all. The legality of the act he admits, but the power, he says, has been sparingly used, and ought to be practically obsolete. It is a practice calculated to give rise to reasonable complaints, nor could the recommendation of a Colonial Ministry justify the Governor in adopting it. At the time of Gardiner's exile the difficulty seems to have been far less felt by the Government than by the people. It had been the law for years, and it had been acted upon, and the Government felt no difficulty in continuing to act upon it: but the notoriety into which this transaction had brought the custom made it obviously undesirable to continue it. The whole world was made aware of the fact that an Australasian Colony, which had taken the lead in protesting against transportation, was in the habit of exiling its worst criminals. We have already had reclamations from California, and we are not unlikely to have them from other parts of

the world. It was this difficulty which made the pardoning of Gardiner so undesirable in the estimation of many who petitioned against it. There were some who thought he might be safely let loose in the Colony, but this was not the general opinion; and if it was not safe to let him loose here, and if it was not proper to exile him elsewhere, what other alternative was there but to keep him in confinement? This difficulty will continue in the future. If exile is to be practically prohibited under instructions from the mother country, we must find out how to deal with our criminals ourselves, and in that case we must adopt such precautions as will be suitable to the circumstances. We have, however, invited other countries long ago to solve the same social problem, and we can hardly complain when we are called upon to carry our own principles into effect.

(No. 2.)

(Extract.)

Governor Sir H. Robinson, K.C.M.G., to the Earl of Carnarvon.—(Received April 12.)

GOVERNMENT HOUSE,  
SYDNEY, 8th February, 1875.

I have the honour to report that, upon the meeting of Parliament on the 28th ultimo, the following amendment to the Address in reply to my opening Speech was moved by Mr. J. Robertson in the Legislative Assembly:—

“We would desire, with reference to the important matter which led to the dissolution of the late Parliament, most respectfully to express our regret that Your Excellency's Responsible Ministers should have advised you to communicate to the Legislative Assembly your Minute to the Executive Council, dated the 23rd June last, with reference to the release of the prisoner Gardiner, because it is indefensible in certain of its allegations, and because if it is considered to be an answer to the respectful and earnest petitions of the people, it is highly undesirable to convert the records of this House into a means of conveying censure or reproof to our constituents; and if it refers to the discussions in this Chamber, then it is in spirit and effect a breach of the constitutional privileges of Parliament.”

Upon a division, this amendment was carried the same night against the Government by 33 to 29 votes. The House then adjourned, inadvertently omitting to make the usual order for the presentation of the Address by the whole House, and it was accordingly presented to me next day by the Speaker in a manner which precluded me from making the usual verbal rejoinder.

Upon the following day (29th), Mr. Parkes tendered the resignation of himself and his colleagues. I took time to consider what course I should adopt, as I felt placed in a difficulty by the wording of the amendment, which was not merely a censure upon my advisers, but a personal imputation upon myself as well as an invasion of the rights of my office.

Upon the 2nd I accepted the resignation of Ministers, and Sir William Manning, a distinguished Member of the Upper House, in response to my invitation, accepted the task of forming a new Administration. At the meeting of the House the same afternoon, I transmitted to the Legislative Assembly the Message, a copy of which is annexed.

On the 5th, Sir William Manning, having failed in his attempt, relinquished the task, and by his advice I then sent for Mr. Robertson, who undertook the formation of an Administration. I, at the same time, placed in Mr. Robertson's hands a memorandum, explaining the reasons which had led me to my sending for Sir William Manning, and pointing out that I was in no way responsible for any delay or difficulty which had occurred in forming a new Government. I enclose a copy of this memorandum.

Mr. Robertson asked for time till to-day to complete his arrangements, and he has just presented me with a list of the new Ministry, which is composed as follows:—



Mr. John Robertson, Colonial Secretary.  
 Mr. William Forster, Treasurer.  
 Mr. Thomas Garrett, Secretary for Lands.  
 Mr. Lucas, Secretary for Mines.  
 Mr. John Lackey, Secretary for Public Works.  
 Mr. Docker, Minister for Justice and Public Instruction.  
 Mr. J. F. Burns, Postmaster-General.  
 Mr. Dalby, Attorney-General.

These gentlemen, with the exception of Mr. Dalby, will to-morrow be sworn in as Members of the Executive Council. The Attorney-General, under the existing arrangement, is a Member of the Government without a seat in the Executive Council.

\* \* \* \* \*

(Inclosure 1 in No. 2.)

1875.

LEGISLATIVE ASSEMBLY.—NEW SOUTH WALES.

*Address in Reply to the Governor's Opening Speech. (Message No. 2.)*

[Ordered by the Legislative Assembly to be printed, February 2, 1875.]

HERCULES ROBINSON, *Governor.*

*Message No. 2.*

GOVERNMENT HOUSE,  
 SYDNEY, 2nd February, 1875.

The Governor having been precluded, by the mode of presentation of the Address of the Legislative Assembly, in reply to his opening Speech, from giving his answer in the usual manner, deems it respectful to the Assembly to do so by Message.

2. He acknowledges with satisfaction their expressions of loyalty to Her Most Gracious Majesty.

3. He cannot, consistently with his duty, acquiesce in the statement that a Minute laid by him before the Executive Council was indefensible in certain of its allegations. As ultimately responsible for the exercise of the prerogative of mercy, the Governor claims for himself unreserved freedom of communication with the Executive Council while seeking its advice; and he cannot admit that the Minute, viewed in that light, was not entirely justifiable.

4. While thus asserting the constitutional rights of the office which he has the honour to hold, the Governor trusts he will ever pay the fullest respect to those of the representatives of the people, and he, therefore, with this qualification, is prepared to accept the decision of the Assembly.

(Inclosure 2 in No. 2.)

*Memorandum by His Excellency the Governor for Mr. Robertson.*

I desire to point out that for any delay or difficulty connected with the formation of a new Administration I am not responsible.

If the amendment to the Address had stopped, as I think it should have done, at the end of the first sentence, expressing regret that I had been advised to lay my Executive Council Minute upon the table of the House, all difficulty would have been obviated. I should in such case have accepted the resignation of Ministers, and probably at once have sent for Mr. Robertson to form a new Administration. I should not myself have concurred with the House as to the impropriety of the step censured, or as to the importance attached to it, but my own views on these points would

have been immaterial. I should have recognized the fact that the matter was one upon which it was competent for the House to hold and express its own opinion, and I should at once have proceeded to give to that opinion its intended constitutional significance.

But the amendment went further, and proceeded to give reasons for the regret entertained by the House, which it was quite unnecessary to communicate to me. The first reason advanced was that my Minute to the Executive Council was indefensible in certain of its allegations. It appeared to me that this was not only a personal imputation upon myself, but an invasion of the constitutional rights of my office, and that the Legislative Assembly were not justified in presenting to me an address couched in such terms.

My difficulty was increased by the unusual mode adopted by the Assembly as regards the presentation of the Address. It has been the almost invariable practice for the Legislative Assembly to attend at Government House with the Address in answer to the Governor's Speech on opening Parliament, to which the Governor has been in the habit of giving a verbal reply. On this occasion the course adopted left me no alternative but silence or a message; and I had no opportunity for the latter, subsequent to the resignation of Ministers which took place late on Friday the 29th January, before the following Tuesday the 2nd of February, the next day appointed for the meeting of Parliament.

When, therefore, the Cabinet, tendered their resignations, I felt placed in a position of unprecedented difficulty; for whilst I was prepared to give effect to the implied wish of the Assembly as regards a change of Ministry, I was not prepared to pass over in silence an encroachment upon the prerogative of the Crown. But I could not accept the resignation of Ministers until I had placed the formation of an Administration in other hands. If I had sent down my protest against what I conceived to be the unconstitutional part of the Assembly's amendment before accepting the resignation of Ministers, my readiness to acquiesce in the decision of the Assembly upon that part which was clearly within their constitutional rights might possibly have been called in question. If, on the other hand, I had sent for Mr. Robertson, and entrusted to him the formation of a Government, and then sent down my protest to the House, Mr. Robertson, and probably the leading members of the Opposition who had carried the amendment, would have been absent from their seats. It appeared to me indispensable that the leaders of the party who had carried the amendment should be present in their places, and free to take what action they pleased when my message in reference to the amendment was read to the House.

A fair escape from these several difficulties presented itself in the selection of Sir William Manning, a distinguished member of the Upper House, to form a Government. Sir William Manning's ability and character, and the high respect in which he is held throughout the entire community, appeared to fit him especially for such a position. He had been associated with Mr. Robertson in former Administrations, and he had been designated by public rumour as one of the leading members of a new Government in the event of Mr. Robertson being entrusted with its formation.

Besides, apart from the special reasons which led me to ask Sir William Manning to undertake the responsibility of forming an Administration, the plan seemed to me to offer the best possible chance of forming a strong Government. It appeared to me that supported, as I thought he would have been, by the leading members of the Opposition, it would have been possible for Sir William Manning to have united under his leadership a party able to carry on the Government of the country with vigour for a lengthened period. I have been disappointed in the experiment; but looking to the state of parties in the Assembly, the narrowness of the late majority, and the exceptional character of the question which resulted in the present crisis, I fail to see that there was any arrangement which held out a better prospect of success, viewed solely in the light of the public good. I do not regret, therefore, having made the attempt.

With these observations, which are, I think, called for from me under the peculiar circumstances of this case, I am prepared to give effect to Sir William Manning's

recommendation, which is, that as he has failed in obtaining the help he anticipated, I should now send for Mr. Robertson.

(Signed), HERCULES ROBINSON.

GOVERNMENT HOUSE,  
SYDNEY, 5th February, 1875.

(No. 3.)

*The Earl of Carnarvon to Governor Sir H. Robinson, K.C.M.G.*

DOWNING STREET, 26th April, 1875.

SIR,—I have the honor to acknowledge the receipt of your despatch of the 8th of February,\* reporting the circumstances which led to the resignation of your late Ministry, and the formation of a new Administration under Mr. Robertson. In the exceptional circumstances which you report, the course taken by you in this case appears to have been the right one, and I see no reason to take exception to the terms of the Message which you addressed to the Assembly on the 2nd February.

I have, &c.,  
(Signed), CARNARVON.

(No. 4.)

*The Earl of Carnarvon to Governor Sir H. Robinson, K.C.M.G.*

DOWNING STREET, 27th April, 1875.

SIR,—I have the honour to acknowledge the receipt of your despatch of the 8th of February,\* on the subject of the exercise of the prerogative of pardon. I am glad that you have been enabled to form so favourable an opinion of the working of the principles enunciated in my despatch of the 7th of October last.† I have addressed you at greater length on this question in a separate despatch.

I have, &c.,  
(Signed), CARNARVON.

(No. 5.)

*The Earl of Carnarvon to Governor Sir H. Robinson, K.C.M.G.*

DOWNING STREET, 4th May, 1875.

SIR,—As there has been, and may still be, some misunderstanding, both in this country and the Colonies, with respect to the opinion held by successive Secretaries of the State as to the distribution of responsibility between a Colonial Governor and his Ministers when the prerogative of pardon is exercised, I think it will be convenient, now that the question is attracting attention as well at home as in some Colonies, that I should endeavour once more to explain, to best of my ability, the intention and true interpretation of the Royal Instructions on this subject.

2. It has been represented to me that, in the account which I gave to the House of Lords, on the 16th ultimo, of the procedure followed in the different Australasian Colonies (quoting in this case from your despatch of 3rd July, printed at page 46 of the inclosed Parliamentary Paper),‡ I did not accurately describe the course taken in Victoria, in which Colony I am told that the practice of deciding these questions at a sitting of the Executive Council still prevails.

\* No. 2.

† No. 1. ‡ *Vide* No. 5 of Command Paper [C. 1,202] April, 1875. † No. 4 of same Paper.

3. If my statement—which, it may be observed, did not relate to capital cases only, but to all commutations or remissions of sentences—was incorrect, I am very glad that it should be corrected; but I do not consider that the essence of the matter consists in the mode of taking the opinion of Ministers, the important point appearing to me, as I stated in my despatch of 7th October,† to be that the Governor should not act without having received in some formal manner the advice, either of his Ministers collectively, or of the Departmental Minister alone, as the gravity of the case may seem to him to demand.

4. Leaving, then, the details of the procedure open in some respects to such unobjectionable variations as convenience or usage may have established in each Colony, the following statement of the object and operation of the Royal Instructions will, I think, be found clear and intelligible.

5. It should, therefore, be understood that no capital sentence may be either carried out, commuted, or remitted, without a consideration of the case by the Governor and his Ministers assembled in Executive Council. A minor sentence may be commuted or remitted by the Governor after he has duly considered the advice either of his Ministers collectively in Executive Council or of the Minister more immediately responsible for matters connected with the administration of justice; and whether such advice is or is not tendered in Executive Council, it would seem desirable that, whether also given orally or not, it should be given in writing.

6. Advice having thus been given to the Governor, he has to decide for himself how he will act. Acting, as he does in an Australian Colony, under a system of Responsible Government, he will allow greater weight to the opinion of his Ministers in cases affecting the internal administration of the Colony than in cases in which matters of Imperial interest or policy, or the interests of other countries or Colonies, are involved. For example, in two recent cases in New South Wales, (1) when a kidnapper on the high seas, tried and sentenced under an Imperial Act by the Colonial Court, was pardoned; and (2) when a sentence was commuted on condition of exile from the Colony, questions arose in regard to which it could not be contended that the affairs and interests of New South Wales alone were involved.

7. But whether the case might be one more immediately concerning the internal administration of the Colony, or one of wider import, it has seemed to me, as well as to my predecessors, that the Royal Institutions not only lay down a sound constitutional view, but provide a mode of procedure which is calculated to assist the Colonial Governments in the administration of justice without infringing upon the responsibility of Ministers.

8. It is true that a Governor may (and, indeed, must, if in his judgment it seems right) decide in opposition to the advice tendered to him. But the Ministers will have absolved themselves of their responsibility; and though in an extreme case which, for the sake of argument, may be stated, although it is not likely to arise in practice, Parliament, if it disapproves the action taken, may require the Ministers to resign, either on the ground that they tendered wrong advice, or that they failed to enforce recommendations deemed to be right, I do not think that the great principle of Parliamentary responsibility is impaired by this result. On the other hand, a Governor who, by acting in opposition to the advice of his Ministers, has brought about their resignation, will obviously have assumed a responsibility for which he will have to account to Her Majesty's Government.

9. It has, I am aware been argued that Ministers cannot undertake to be responsible for the administration of affairs unless their advice is necessarily to prevail on all questions, including those connected with the Prerogative of Pardon. But I am led to believe that this view does not meet with general acceptance, and there is at all events one good reason why it should not. The pressure, political as well as social, which would be brought to bear upon the Ministers if the decisions of such questions rested practically with them, would be most embarrassing to them, while the ultimate consequence might be a serious interference with the sentences of the Courts.

† No. 4 of same Paper.

10. On the whole, therefore, I hope that the Colonial Legislatures and public opinion generally will concur with me in the opinion that the existing rule and practice is salutary, and may with advantage be maintained.

I have, &c.,  
(Signed), CARNARVON.

(No. 6.)

*Circular Despatch to the Governors of the Australasian Colonies (except New South Wales).*

DOWNING STREET, May 4, 1875.

SIR, MY LORD,—I have the honour to transmit to you, for your information, and for communication to your Ministers, a copy of a despatch which I have addressed to the Governor of New South Wales, with regard to the exercise of the Prerogative of Pardon\*

The subject is one of interest to the Colony under your government, no less than to New South Wales. I trust that the views which I have expressed will be found to accord generally with those of your Ministers, to whose observations, if they desire to offer any, I shall be ready to give my best attention.

I have, &c.,  
(Signed), CARNARVON.

*Copy of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council, on the 29th February, 1876.*

The Committee of the Privy Council have had under consideration the Report, hereunto annexed, from the Honorable the Minister of Justice, dated 22nd December, 1875, on the despatch from the Honorable Her Majesty's Secretary of State for the Colonies, of the 5th November, 1875, on the question of Ministerial responsibility in connection with the disallowance of Provincial Acts, and they respectfully submit their concurrence in the views expressed in the said Report, and advise that a copy thereof and of this minute be transmitted by Your Excellency for the consideration of Her Majesty's Government.

Certified.  
(Signed), W. A. HIMSWORTH,  
Clerk, Privy Council.

DEPARTMENT OF JUSTICE.

OTTAWA, 22nd December, 1875.

The undersigned to whom has been referred the despatch of the 5th November, 1875, from the Earl of Carnarvon to His Excellency upon the minute of Council of the 8th March, 1875, on the question of ministerial responsibility in connection with the disallowance of Provincial Acts, begs to report as follows:—

The minute was evoked by a despatch from Earl Kimberley, dated June 30, 1873, in which His Lordship upon the advice of the Law Officers of the Crown in England, instructed His Excellency that the question whether a Provincial Act should be disallowed was a matter in which His Excellency should act on his own individual discretion, and in which he could not be guided by the advice of his responsible Ministers.

\* No. 5.

In order to a clear understanding of the question raised, a brief preliminary statement is requisite.

The powers of Provincial Legislatures are, by their constitution, limited to certain subjects of a domestic character, so that their legislation can affect only Provincial and at most Canadian interests.

Provincial Acts are, to the extent to which they may transcend the competence of the Legislature, inoperative *ab initio*. There is no power to "allow" them, nor can any attempted "allowance" give them vitality, so that void acts left to their operation remain void thereafter.

Provincial Acts are, to the extent to which they may be within the competence of the Legislature, operative *ab initio*, and so continue unless and until disallowed.

Lord Carnarvon, in the despatch now under review, states that in his opinion the constitution of Canada does not contemplate any interference with Provincial legislation on a subject within the competence of the Local Legislatures.

Without attempting to expound the principles on which the power of disallowance should be exercised, the undersigned may be permitted to observe that the considerations involved are of a more complex and delicate character than might, at first sight, be perceived.

So long ago as June 9, 1868, an Order in Council was passed on the subject, adopting a memorandum from the Minister of Justice expressing the following views:—

"The same powers of disallowance as have always belonged to the Imperial Government with respect to Acts passed by Colonial Legislatures have been conferred by the Union Act on the Government of Canada. Of late years Her Majesty's Government has not, as a general rule, interfered with the legislation of colonies having representative institutions and responsible Government, except in the cases specially mentioned in the instructions to the Governors, or in matters of Imperial and not merely local interest.

"Under the present constitution of Canada the general Government will be called upon to consider the propriety of allowance or disallowance of Provincial Acts, much more frequently than Her Majesty's Government has been, with respect to Colonial enactments.

"In deciding whether any Act of a Provincial Legislature should be disallowed or sanctioned the Government must not only consider whether it affects the interests of the whole Dominion or not, but also whether it be unconstitutional, whether it exceeds the jurisdiction conferred on Local Legislatures, and, in cases where the jurisdiction is concurrent, whether it clashes with the legislation of the general Parliament."

Without discussing how far this memorandum accurately states the circumstances under which the power of disallowance may be exercised, and referring only to the cases to which Lord Carnarvon more especially alludes, it will be found that in their disposition numerous grave and difficult questions may arise. There may be a Provincial jurisdiction for a particular purpose, exercised in fact, though not in form, for the accomplishment of another purpose exclusively within Canadian jurisdiction.

It is very often doubtful whether an Act is within or beyond the competence of the Local Legislature. Frequently, local Acts are mainly valid, but yet contain some provision beyond the competence of the Legislature.

In the character of the enactments beyond the competence of the Legislature, there is a vast difference, since, though all such provisions are alike void, yet some Acts might be left to their operation without inconvenience, while to take the same course as to others might produce serious embarrassment and confusion. It is, in each particular case, a question to be decided whether the Act, through containing some void provisions, should be disallowed or left to its operation, and in practice a considerable number of such Acts are so left.

It thus appears that whatever be the range of the power of disallowance, and the principles on which it should be exercised, it must often be very difficult to decide whether on the whole, any particular Act should be disallowed or left to its operation.

The question at issue is by whom and under what responsibilities the power of disallowance is to be exercised.

The power of disallowance of Canadian Statutes is by Section 56 of the British North America Act, 1867, vested in the Queen in Council.

By Section 90 of the same Act this provision is extended and applied to each Province as if it were re-enacted, and is so made applicable in terms thereto, with the substitution among other things of the Governor General for the Queen.

The result is that, by the express words of the Act, the power of disallowance of Provincial Statutes is vested in the Governor General in Council—a phrase which under the 13th Section of the Act means “the Governor General acting by and with the advice of the Queen’s Privy Council for Canada.”

If the British North America Act had not contained these express provisions, it would seem that upon the plain principles of the constitution the result would have been the same.

Supposing that the Act had vested the power of disallowance of Canadian Statutes in Her Majesty not adding the words “in Council” it will not be contended that the power so given could be constitutionally exercised otherwise than under the advice of Her Majesty’s Ministers, who would be responsible for Her Majesty’s action, and, by parity of reasoning, a power of disallowance of Provincial Statutes given to the Governor could be exercised only under the advice of his Ministers, who would be responsible for his action.

It results from preceding observations that the only contingencies which can arise are:—

1. That the Governor should propose to disallow a Provincial Statute without or against the advice of his Ministers;

2. That Ministers should propose to disallow a Provincial Statute without the assent of the Governor.

The position taken by Council is that neither of these things can be done; that the power being vested in the Governor in Council, any action taken must be accomplished by Order in Council, and that a Governor who thinks it necessary that a Provincial Act should be disallowed, must find Ministers who will take the responsibility of advising its disallowance; while Ministers who think it necessary that a Provincial Act should be disallowed, must resign unless they can secure the assent of the Governor to its disallowance,—Ministers being in every case responsible to Parliament for the course taken.

Lord Carnarvon suggests that the question is one in respect of which it is more in accordance with the spirit of the constitution that a rigid rule of action should not be established.

But the undersigned ventures to submit that the question involves simply the application to a plain statute of the well-settled rules of construction, and the application to a plain case of the fundamental principle of the constitution.

It is to the spirit as well as to the letter of the constitution that Council have appealed, and grave would be their responsibility were they to agree that either spirit or letter contemplates a rule of action so lax as to justify or even to render possible the violation of its fundamental principle.

Lord Carnarvon refers to a correspondence (annexed to his despatch) with an Australian colony upon the subject of the exercise of the Prerogative of Pardon, and suggests that the rule there propounded is applicable to the present case.

It seems needless to complicate the question in hand by any extended discussion of the views expressed in that correspondence, which will come more fitly under review in connection with another despatch now under the consideration of Council.

Were the undersigned to assume (without admitting) the accuracy, as applied to Canada, of the propositions there advanced, he would yet observe that whether sound or unsound they are founded upon one main consideration, which is supposed to involve exceptional treatment of the question, namely, that “the Governor to whom personally the Queen delegates a very high prerogative (that of pardon) cannot in any way be relieved from the duty of judging for himself in every case in which

“ that prerogative is proposed to be exercised ; and this the more, since it may be “ invoked in cases ‘ in which matters of Imperial interest or policy or the interest of “ ‘ other countries or colonies are involved.’ ”

It is argued that this consideration authorizes and indeed requires the Governor to act in the exercise of that particular prerogative in some manner and to some extent differently from the mode in which he is ordinarily to act, and investing him with exceptional power, necessarily diminishes *pro tanto* the responsibility of his Ministers ;—

But however this may be, the consideration referred to does not apply to the case in hand.

There is here no question of a high prerogative of Her Majesty delegated by Her, under special commission to Her confidential officer, and capable of being used by that delegate in matters which may involve Imperial or foreign interests.

The power here is not vested in and consequently could not be delegated by Her Majesty.

The power here,—a power the exercise of which affects Provincial and Canadian interests, is by an Act of Imperial Parliament vested in the Governor in Council, and the undersigned maintains with confidence that to the exercise of a power so vested it is impossible to apply the principle propounded as applicable to the case of the Prerogative of Pardon. Nor is it possible to deal with this power on principles different from those which apply to the exercise of the other powers of Government conferred in like terms by the same Statute. Thus in effect the discussion involves the whole question of responsible government, and if the rule proposed by Lord Carnarvon is conceded it would be impossible to resist its application to our entire system.

That rule is, that “ The Governor General, after having recourse to the advice of “ his Ministers whom the Parliament holds answerable for advising him as to all his “ public acts (though not in all cases for the acts themselves), may properly be “ required to give his own individual decision as to allowance or disallowance.”

Lord Carnarvon proceeds to say that the constitutional remedy for any prolonged difference of opinion between the Governor General and his advisers would be the same in this as in any other case of a similar nature, and that, holding, as he does, the opinion that the Constitution of Canada does not contemplate any interference with Provincial Legislation on a subject within the competence of the Local Legislature, by the Dominion Parliament, or as a consequence by the Dominion Ministers, he assumes that those Ministers would not feel themselves justified in retiring from the administration of public affairs on account of the course taken by the Governor General on such a subject,—it being one for which the Dominion Parliament cannot hold themselves responsible, though it may demand to know what advice they gave.

The undersigned ventures to submit that the plan proposed by Lord Carnarvon is not in accordance with the Constitution :—that His Excellency’s Ministers (whose recommendation is essential to action) are responsible not merely for the advice given but also for the action taken :—that the Canadian Parliament has the right to call them to account, not merely for what is proposed, but for what is done ;—in a word, that what is done is practically *their* doing.

The importance to the people of the advice given by Ministers is in precise proportion to its effectiveness. So long as the course pursued is dependent on the advice given, responsibility for the advice is responsibility for the action, and is therefore valuable : but it is the action which is really material ; and to concede that there may be action contrary to advice would be to destroy the value of responsibility for the advice,—to deprive the people of their constitutional security for the administration, according to their wishes, of their own affairs,—to yield up the substance, retaining only the shadow of responsible Government.

The undersigned agrees with the view of Lord Carnarvon that, if it be the right and the duty of the Governor to act in any case contrary to the advice of his Ministers, they cannot be held responsible for his action, and should not feel themselves justified on account of it in retiring from the administration of public affairs. But



these are results which render it difficult to come to the conclusion that any such right or duty can properly devolve upon the Governor; because they shew that his action would be an exercise of power for which the free people over whom he rules could find no man whom they could call to account.

The undersigned suggests that Lord Carnarvon should be informed that, while Council concur in his view that His Excellency's correct appreciation of public feeling, and the thorough understanding which exist between His Excellency and His advisers, are of themselves sufficient to render improbable any serious difference of opinion on the subject of the disallowance of a Provincial Statute, and while they highly appreciate the great consideration shown by Lord Carnarvon in explaining in so clear a manner his conception of the principle applicable to the question under discussion, it appears to them to be essential to the good administration of affairs and to the maintenance of the proper relations between the Governor General, the Ministers, and the Parliament, that there should be a correct understanding as to their relative rights and duties, and that for the reasons given in this report, they remain of the opinion that no action can be taken on the question whether a Provincial Statute should be disallowed save by and with the advice of His Excellency's Ministers, who are, and of right ought to be, responsible to Parliament for such action.

(Signed), EDWARD BLAKE.

(No. 91.)

GOVERNMENT HOUSE,  
OTTAWA, 8th April, 1875.

MY LORD,—I have the honour, at the request of my Privy Council, to transmit to Your Lordship a copy of a Report made to me by a Committee of that body on the question of Ministerial Responsibility in connection with the disallowance by the Governor General of Acts passed by the Legislatures of the several Provinces of the Confederation.

I have, &c.,

(Signed), DUFFERIN.

The Right Honorable  
The Earl of CARNARVON,  
&c., &c., &c.

(Canada.—Secret.)

*The Earl of Carnarvon to the Earl of Dufferin.*

DOWNING STREET, 5th November, 1875.

MY LORD,—In connection with the despatch, No. 248, of the 18th October which I have addressed to you on the subject of the Address of the House of Commons, respecting the New Brunswick Schools Act of 1871, I have had under my consideration your despatches, No. 89, of the 7th April, and No. 91 of the 8th April last, in the latter of which you transmitted to me a Report of a Committee of the Dominion Privy Council on the question of Ministerial responsibility in regard to the disallowance of the Governor General of Acts passed by the Provincial Legislature.

2. In this Report your Ministers observed that while my predecessor had decided that in such matters the Governor General should act in his own individual discretion, not being guided by the advice of his responsible Ministers, a contrary opinion, being that which they adopted, had been conveyed in a letter from the Privy Council Office.

3. Your Ministers proceeded to argue that the effect of Section 90 of the "British North America Act, 1867," was to vest the power of assent or disallowance in the Governor General in the same manner as in other cases it is vested in the Queen by Sections 56 and 57, which mention the "Queen in Council."

4. The point at issue is one which, if its decision became a matter of practical urgency, could I apprehend, be finally decided only by an appeal to the Judicial Committee of the Privy Council from a Colonial judgment on the construction of the Act. But I feel that there is, for the present, at all events, no practical necessity for an authoritative or conclusive determination of it, and that it is indeed one in respect of which it is more in accordance with the spirit of the Constitution that a rigid rule of action should not be established.

5. In a recent Australian case (papers relating to which I enclose for your information) I have had occasion to lay down what appears to me to be the twofold or divided responsibility of the Queen's representative and his Ministers in the exercise of the prerogative of pardon. In that case the Governor is required to consult his advisers, but ultimately to act on his own responsibility; and so in the case of a Provincial Act it seems to me that the Governor General, after having recourse to the advice of his Ministers, whom the Parliament holds answerable for advising him as to all his public acts (though not in all cases for the acts themselves) may properly be required to give his own individual decision as to allowance or disallowance. Nor is there any real difficulty in perceiving how this procedure, at first sight, perhaps, apparently inconsistent, would work in practice.

The constitutional remedy for any prolonged difference of opinion between the Governor General and his advisers would be the same in this as in any other case of a similar nature. Holding, as I have already explained the opinion that the constitution of Canada does not contemplate any interference with Provincial legislation, on a subject within the competence of the Local Legislature, by the Dominion Parliament, or, as a consequence, by the Dominion Ministers, I assume that those Ministers would not feel themselves justified in retiring from the Administration of Public Affairs on account of the course taken by the Governor General on such a subject; it being one for which the Dominion Parliament cannot hold themselves responsible, although it may demand to know what advice they gave.

6. I have endeavored, on account of the consideration which I feel for the views of your Ministers, to explain as clearly as I am able my conception of the principles applicable to the final completion of Provincial Legislation, but I am glad to feel that your correct appreciation of public feeling and the thorough understanding which exists between you and your advisers, are of themselves sufficient to render most improbable any serious difference of opinion on such a subject.

I have, &c.,

(Signed), CARNARVON.

Governor General  
The Right Honorable  
The Earl of DUFFERIN, K.P., K.C.B.

*COPY of a Report of a Committee of the Honorable the Privy Council, approved by His Excellency the Governor General in Council on the 8th March, 1875.*

The Committee of Council have had under consideration the question of Ministerial responsibility in connection with the disallowance of Acts passed by the Local Legislatures of the Confederate Provinces.

Lord Kimberley, late Secretary of State for the Colonies, in a despatch dated June 30th, 1873, having reference to the disallowance of certain Acts passed by the New Brunswick Legislature with regard to the School system in that Province makes the following statements:—

“I am advised—

“1. That these Acts of the New Brunswick Legislature are, like the Acts of 1871, within the powers of that Legislature.

2. "That the Canadian House of Commons cannot constitutionally interfere with their operation by passing a resolution, such as that of the 14th of May last. If such a resolution were allowed to have effect, it would amount to a virtual repeal of the section of the British North American Act, 1867, which gives the exclusive right of legislation in these matters to the Provincial Legislature.

"3. That this is a matter in which you must act on your own individual discretion, and on which you cannot be guided by the advice of your responsible Ministers of the Dominion."

Section 90 of the British North America Act, 1867, reads as follows:—

"The following provisions of this Act respecting the Parliament of Canada, namely: the provisions relating to Appropriation and Tax Bills, the recommendation of money votes, the assent to Bills, the Disallowance of Acts, and the signification of pleasure on Bills reserved,—shall extend and apply to the Legislatures of the several Provinces as if those provisions were here re-enacted and made applicable in terms to the respective Provinces and the Legislatures thereof, with the substitution of the Lieutenant-Governor of the Province for the Governor General, of the Governor General for the Queen and for a Secretary of State, of one year for two years, and of the Province for Canada."

The power of disallowance is here clearly vested in the Governor General in the same manner as the power of assent or disallowance is vested in Her Majesty by Sections 56 and 57, that is in the Queen in Council.

The Committee, therefore, humbly submit that the passage above quoted would, if acted upon, destroy all Ministerial responsibility and impose on the Governor General a responsibility not intended by the Statute, and at variance with the Constitution. It would also be impracticable in operation, as some competent legal authority must examine the Statutes passed by the Local Legislatures to enable the Governor General to arrive at an intelligent decision. If this could be done by importing the services of any one outside the Privy Council it would establish a subsidiary body not contemplated by the Constitution. If done by the Minister, or Ministers, then Ministerial responsibility at once attaches.

That this view is taken by Her Majesty's Privy Council, the following letter written by Mr. Reeve, Clerk of the Council, and dated 13th December, 1872, clearly shows.

*Mr. Reeve to Mr. Holland.*

PRIVY COUNCIL OFFICE, 13th December, 1872.

SIR,—I have submitted to the Lord President of the Council your letter of the 9th instant, transmitting a copy of a despatch from the Governor General of Canada with enclosures, respecting an Act passed by the Provincial Legislature of New Brunswick with reference to Common Schools and requesting to know whether the opinion of the Lords of the Judicial Committee of the Privy Council on this question can properly be obtained.

It appears to His Lordship that as the power of confirming or disallowing Provincial Acts is vested by the Statute in the Governor General of the Dominion of Canada acting under the advice of his constitutional advisers, there is nothing in this case which gives to Her Majesty in Council any jurisdiction over this question, though it is conceivable that the effect and validity of this Act may at some future time be brought before Her Majesty on an appeal from the Canadian Courts of Justice.

This being the fact His Lordship is of opinion that Her Majesty cannot with propriety be advised to refer to a Committee of the Council in England a question which Her Majesty in Council has at present no authority to determine, and on

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which the opinion of the Privy Council would not be binding on the parties in the Dominion of Canada.

I have, &c.,  
(Signed), HENRY REEVE,  
*Reg. P.C.*

HENRY T. HOLLAND, Esq.

— — —

The Committee advise that a copy of this Minute be transmitted by Your Excellency for the consideration of Her Majesty's Government.  
Certified.

(Signed), W. A. HIMSWORTH,  
*Clerk, Privy Council.*

(117.)

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 29th March, 1876 :—For all correspondence between the Honorable Minister of Marine and Fisheries and the Agent of that Department in Victoria, or any other parties, in reference to a complaint made from the Canadian Pacific Railway Office, Victoria, shewing the inconvenience occasioned by the Government Steamer *Sir James Douglas* being allowed to carry passengers when engaged in Government Service, transporting survey parties.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 8th April, 1876.

(118.)

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 29th March, 1876 ;—For copies of the instructions given to F. X. DeSales Laterrière, Esq., Physician, of Malbaie, to go and vaccinate the Indians on the North Shore of the St. Lawrence, in the County of Saguenay, during the year 1875, &c.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 10th April, 1876.

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

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(No. 119.)

## RETURN

To an ORDER of the HOUSE OF COMMONS, dated 2nd March, 1876;—For copies of all correspondence between the Department of Public Works and the Superintendent of the Welland Canal, as to the damages to lands along the Grand River by raising the water in the upper level of the said canal; also copies of all instructions to valuers in valuing said damages; also of Reports, if any, made by valuers to the Government in the years 1874-75; also the amount of damages paid, or to be paid, to different parties, giving number of acres paid for or to be paid for.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 16th March, 1876.

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(No. 120.)

## RETURN

To an ADDRESS of the SENATE, dated 4th April, 1876;—For copies of all the tenders for the construction of the Railway between Rat Portage and Cross Lake.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 12th April, 1876.

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

(No. 121.)

## R E T U R N

To an ORDER of the HOUSE OF COMMONS, dated 29th March, 1876;—For copies of all tenders for No. 3 Contract on the Lachine Canal, and all correspondence connected therewith; also a copy of the contract entered into for that work, and the amount of money paid thereon for that service.

By Command.

R. W. SCOTT,  
*Secretary of State.*DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 12th April, 1876.

(No. 122.)

## R E T U R N

To an ORDER of the HOUSE OF COMMONS, dated 7th April, 1876;—For copies of all correspondence of whatsoever nature, telegrams, &c., between the Government and the Rev. M. Dupré, Priest, Cure of Sorel, President of the Board of the Directors of the Classical and Commercial College, Sorel; Robert Sewell S. Hayden, Esq., Provincial Land Surveyor, and any other person; of any report by the said Hayden or any other person, respecting offer to purchase a piece of land belonging to the Government, situated in the Town of Sorel, by the Corporation of the said College of Sorel, together with copies of all communications from any person whomsoever, of whatsoever nature, in relation to this matter, between Colonel Coffin, an employé of the Government, and any other person whomsoever residing in the Town of Sorel, or elsewhere, in relation to the said offer to purchase the said piece of land.

By Command.

R. W. SCOTT,  
*Secretary of State.*DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 11th April, 1876.

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

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(No. 123.)

## R E T U R N

To an ADDRESS of the HOUSE OF COMMONS, dated 3rd April, 1876 ;—For all correspondence between the Government of British Columbia and the Dominion Government respecting the construction of a Telegraph Line from Esquimalt to Nanaimo ; also all Orders in Council or correspondence with any other officer or person respecting the same.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 11th April, 1876

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



## RETURN

TO AN ADDRESS of the HOUSE OF COMMONS, dated 9th March, 1876:—For list of employés of certain of the Public Departments at Ottawa, with statement showing the bonus to each, and copies of all Orders in Council, Reports or Documents granting such bonus, and showing upon what basis such bonus was distributed among them.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,  
OTTAWA, 7th April, 1876.

STATEMENT of the Permanent Staff of the several Departments of Civil Government, March 6th, 1876, together with the bonus paid them in December, 1875.

## GOVERNOR GENERAL'S SECRETARY'S OFFICE.

• Name..	Rank.	Salary.	Bonus.
Hon. E. G. P. Littleton.....	Secretary.....	2,400 00	200 00
John Kidd.....	Chief Clerk.....	1,850 00	360 00
St. Leger A. Herbert.....	First class.....	1,250 00	100 00
Charles J. Jones.....	Junior 2nd class.....	1,000 00	.....
William Campbell.....	do.....	750 00	50 00
George Smith.....	Messenger.....	500 00	50 00
Sergt. Stroulger.....	do.....	430 00	.....
do Chalkley.....	do.....	395 00	.....

## PRIVY COUNCIL OFFICE.

J. O. Côté.....	Chief Clerk.....	2,200 00	150 00
F. H. Himsworth.....	First class.....	1,550 00	100 00
Francis Bennett.....	Third class.....	600 00	100 00
H. Alexander.....	Senior 2nd class.....	1,250 00	100 00
W. H. Lee.....	do do.....	1,250 00	100 00
L. J. Burpee.....	Junior do.....	900 00	.....
Frank Newby.....	do do.....	800 00	100 00
William Reynolds.....	Messenger.....	400 00	.....
M. Naughton.....	do.....	600 00	50 00
B. Grenier.....	do.....	500 00	50 00
William Groom.....	do.....	450 00	.....

## DEPARTMENT OF JUSTICE.

H. Richardson.....	Chief Clerk.....	2,400 00	200 00
Augustus Keefer.....	Senior 2nd class.....	1,500 00	100 00
Fred White.....	First class.....	1,600 00	.....
John Leslie.....	Senior 2nd class.....	1,100 00	.....
J. R. Hall.....	Junior do.....	1,000 00	.....
F. J. Falding.....	do do.....	800 00	.....
Henry Kinloch.....	Senior do.....	1,200 00	.....
do.....	Private Secretary.....	300 00	.....
P. Lynch.....	Messenger.....	500 00	50 00
F. Curran.....	do.....	500 00	50 00
Augustus Power.....	Senior 2nd class.....	1,100 00	.....
E. T. Steele.....	Probationary.....	300 00	.....

## SECRETARY OF STATE.

Grant Powell.....	Chief Clerk.....	2,100 00	200 00
H. E. Steele.....	First class.....	1,550 00	150 00
W. H. Jones.....	do.....	1,750 00	100 00
Richard Pope.....	Chief Clerk.....	1,700 00	150 00
J. M. Tétu.....	First class, Supernumerary.....	1,400 00	150 00
L. A. Catellier.....	Chief Clerk.....	1,600 00	50 00
J. A. Bélanger.....	Senior 2nd class.....	1,350 00	100 00
E. Brousseau.....	do do.....	1,200 00	100 00
H. J. Morgan.....	Chief Clerk.....	1,500 00	100 00
James Young.....	First class.....	1,500 00	.....
Jno. Rhodes.....	Third class.....	650 00	50 00
T. Roxborough.....	do.....	600 00	50 00
Thos. Robertson.....	do.....	550 00	50 00

STATEMENT of the Permanent Staff of the several Departments, &c.—  
Continued.

SECRETARY OF STATE.—*Concluded.*

Name.	Rank.	Salary.	Bonus.
John Burns.....	Third class.....	550 00	150 00
C. Ballantyne.....	do .....	500 00	50 00
A. G. Learoyd.....	do .....	500 00	50 00
W. S. Glidden.....	do .....	450 00	.....
Seymour Tobin.....	Junior 2nd class.....	850 00	.....
do .....	Private Secretary.....	600 00	.....
P. Logan.....	Messenger .....	500 00	50 00
J. Hughes.....	do .....	450 00	50 00
Thos. O'Keefe.....	do .....	500 00	50 00
James Larkin.....	do .....	360 00	70 00
B. Chamberlin.....	Queen's Printer.....	2,000 00	200 00
W. Glidden.....	Junior 2nd class.....	850 00	100 00
A. Potvin.....	Third class.....	550 00	50 00
A. G. Kingston.....	do .....	500 00	50 00

MILITIA AND DEFENCE.

B. Sulte.....	First class.....	1,450 00	100 00
J. R. E. Chapleau.....	Junior 2nd class.....	1,000 00	100 00
H. J. D. Lane.....	do do .....	1,000 00	100 00
J. W. Gow.....	Messenger.....	500 00	50 00
J. Macpherson.....	Chief Clerk and Accountant.....	3,000 00	.....
C. H. O'Meara.....	First class.....	1,550 00	100 00
F. X. Huot.....	Senior 2nd class.....	1,200 00	100 00
W. H. Aumond.....	do do .....	1,200 00	100 00
Alphonse Benoit.....	Junior do .....	800 00	100 00
Napoleon Casault.....	Messenger.....	500 00	50 00
T. Wily.....	Chief Clerk.....	2,100 00	200 00
Charles Walkem.....	First class.....	1,300 00	100 00
George Grant.....	Senior 2nd class.....	1,250 00	150 00
J. Yeomans.....	Third class.....	650 00	50 00
Wm. R. Wright.....	Chief Clerk.....	2,100 00	200 00
C. Stuart.....	First class.....	1,550 00	100 00
Grant Seymour.....	do Supernumerary.....	1,400 00	100 00
F. X. Lambert.....	do do .....	1,400 00	100 00
Geo. Sherwood.....	Junior 2nd class.....	1,000 00	100 00
C. Junot.....	do do .....	1,000 00	50 00
T. C. Larose.....	do do .....	1,000 00	100 00
C. Dion.....	Office-keeper.....	500 00	50 00
Michael Ryan.....	Messenger.....	500 00	50 00
Colin Campbell.....	Junior 2nd class.....	850 00	100 00
do .....	Private Secretary.....	600 00	.....
D. A. Macdonald.....	First class.....	1,200 00	100 00
F. L. Jones.....	Junior 2nd class.....	700 00	100 00

DEPARTMENT OF THE INTERIOR.

William Howe.....	Senior 2nd class.....	1,200 00	.....
George Dickieson.....	Junior do .....	750 00	.....
do .....	Private Secretary.....	300 00	.....
<i>Indian Branch.</i>			
Robert Sinclair.....	First class.....	1,400 00	200 00
L. Vankoughnet.....	Deputy Superintendent General.....	2,050 00	100 00
Allan W. McNeil.....	Senior 2nd class.....	1,150 00	50 00
J. V. DeBoucherville.....	do do .....	1,150 00	100 00

STATEMENT of the Permanent Staff of the several Departments, &c.—  
Continued.

## DEPARTMENT OF THE INTERIOR.—Concluded.

Name.	Rank.	Salary.	Bonus.
<i>Indian Branch.—Continued.</i>			
Fredk. Smith.....	Junior 2nd class.....	850 00	100 00
Thos. F. S. Kirkpatrick.....	do do.....	900 00	50 00
John Penner.....	do do.....	800 00	.....
L. F. Lacasse.....	do do.....	850 00	50 00
<i>Ordinance Branch.</i>			
W. F. Coffin.....	Chief clerk.....	2,200 00	100 00
Andrew Russell.....	do.....	2,050 00	.....
F. P. Austin.....	First class.....	1,350 00	100 00
William Mills.....	do.....	1,300 00	150 00
Robert Lang.....	Senior 2nd class.....	1,150 00	100 00
O. C. Rogers.....	Junior do.....	800 00	.....
<i>Dominion Lands.</i>			
J. S. Dennis.....	Surveyor General.....	2,600 00	.....
P. B. Douglas.....	Senior 2nd class.....	1,200 00	100 00
J. Johnston.....	First class.....	1,250 00	250 00
F. Clayton.....	Senior 2nd class.....	1,200 00	.....
W. M. Goodeve.....	do do.....	1,200 00	100 00
N. Tétu.....	do do.....	1,150 00	100 00
R. W. Baldwin.....	Junior do.....	750 00	50 00
K. J. Henry.....	do do.....	800 00	100 00
F. H. Cowper Cox.....	do do.....	800 00	100 00
F. S. Checkley.....	do do.....	800 00	100 00
P. B. Symmes.....	do do.....	800 00	100 00
W. B. Richardson.....	Third class.....	500 00	50 00
C. Owne.....	Messenger.....	500 00	50 00
H. J. Brooke.....	do.....	450 00	80 00
Robt. Jessop.....	do.....	460 00	40 00

## RECEIVER GENERAL'S DEPARTMENT.

T. C. Bramley.....	Chief Clerk.....	2,000 00	200 00
I. B. Stanton.....	First class supernumary.....	1,600 00	50 00
Francis Lewis.....	do do.....	1,800 00	150 00
C. W. Shay.....	do do.....	1,400 00	50 00
Francis Hunter.....	do do.....	1,400 00	150 00
J. B. H. Neeve.....	Senior 2nd class.....	1,350 00	100 00
J. R. Nash.....	do do.....	1,300 00	100 00
C. Turgeon.....	do do.....	1,100 00	50 00
C. Gough.....	Junior do.....	800 00	75 00
F. Casault.....	Messenger.....	500 00	50 00
F. McCaffrey.....	do.....	500 00	50 00
H. G. Dunlevie.....	Senior 2nd class.....	1,200 00	100 00
E. D. Sutherland.....	Junior do.....	700 00	50 00
L. F. Dufresne.....	.....	.....	.....

## FINANCE DEPARTMENT.

Norris Godard.....	Chief Clerk.....	2,300 00	200 00
Thomas Cruise.....	First class.....	1,800 00	100 00
G. M. Jarvis.....	do supernumary.....	1,400 00	100 00

STATEMENT of the Permanent Staff of the several Departments, &c.—  
Continued.

FINANCE DEPARTMENT.—Concluded.

Name.	Rank.	Salary.	Bonus.
		\$ cts.	\$ cts.
R. W. Baxter.....	First class .....	1,500 00	100 00
John A. Torrance.....	do .....	1,400 00	100 00
R. O'Reilly.....	Senior 2nd class.....	1,200 00	100 00
H. A. Jones.....	do do .....	1,200 00	100 00
John Simpson.....	Assistant Auditor.....	2,400 00	200 00
James Patterson.....	First class .....	1,550 00	100 00
E. C. Barber.....	do supernumerary.....	1,400 00	.....
J. B. Simpson.....	Junior 2nd class.....	850 00	100 00
Thomas Hector.....	First class (correspondence) .....	1,500 00	.....
Thomas Cross.....	Senior 2nd class.....	1,100 00	50 00
C. J. Anderson.....	Chief Clerk.....	1,850 00	200 00
H. R. Fripp.....	Senior 2nd class.....	1,150 00	100 00
M. A. Higgins.....	First class.....	1,800 00	.....
F. Toller.....	do .....	1,300 00	100 00
W. A. Blackmore.....	Senior 2nd class.....	1,250 00	.....
do .....	Private Secretary.....	600 00	.....
George Aumond.....	Junior 2nd class.....	850 00	50 00
W. L. Orde.....	do do .....	800 00	100 00
H. H. Gray.....	do do .....	700 00	100 00
Thomas Ross.....	Chief Clerk.....	2,350 00	200 00
C. J. Tasker.....	Junior 2nd class.....	800 00	100 00
J. A. Clayton.....	do do .....	800 00	100 00
J. McNichol.....	do do .....	700 00	.....
G. T. Crookshank.....	Third class .....	450 00	100 00
W. A. Geddes.....	Senior 2nd class.....	1,150 00	100 00
J. B. Cherriman.....	Superintendent of Insurance.....	4,000 00	.....
N. Garland.....	Junior 2nd class.....	700 00	50 00
Walter Hatch.....	Third class.....	450 00	50 00
C. Webber.....	Junior 2nd class.....	750 00	100 00
H. F. Fosbery.....	do do .....	750 00	100 00
J. P. Macpherson.....	do do .....	700 00	100 00
<i>Treasury Board.</i>			
John Langton.....	Secretary .....	1,000 00	.....
J. M. Courtney.....	Chief Clerk .....	2,250 00	200 00
Patrick Pender.....	Messenger .....	500 00	50 00
John Pender.....	do .....	50 00	50 00
Thomas Coad.....	do .....	500 00	50 00
P. Conolly.....	do .....	500 00	50 00

CUSTOMS DEPARTMENT.

W. G. Parmelee.....	Chief Clerk .....	2,000 00	.....
J. W. Peachy.....	do .....	2,050 00	200 00
J. R. Audy.....	First class .....	1,500 00	150 00
G. A. Mailleu.....	do .....	1,500 00	150 00
P. E. Sheppard.....	do .....	1,500 00	100 00
W. A. Bell.....	do .....	1,400 00	50 00
C. V. Bliss.....	Senior 2nd class.....	1,400 00	.....
H. C. Hay.....	Junior do .....	1,000 00	.....
James Barry.....	Senior do .....	1,350 00	100 00
P. C. Ryan.....	do do .....	1,300 00	150 00
C. F. Stephens.....	do do .....	1,250 00	150 00
G. W. Grant.....	do do .....	1,100 00	50 00
T. J. Watters.....	do do .....	1,150 00	50 00
J. F. Fairweather.....	do do .....	1,150 00	100 00
C. H. Harding.....	Junior do .....	700 00	100 00
Fred. Bennett.....	do do .....	700 00	100 00
A. C. Bleakney.....	do do .....	700 00	100 00
	Third class.....	500 00	50 00

STATEMENT of the Permanent Staff of the several Departments, &c.—  
*Continued.*CUSTOMS DEPARTMENT.—*Concluded.*

Name.	Rank.	Salary.		Bonus.	
		\$	ct.	\$	cts.
W. C. Baker.....	Third class.....	450	00	50	00
G. H. Fawcett.....	do.....	450	00	50	00
James Brewer.....	Messenger.....	500	00	50	00
Jno. Walls.....	do.....	500	00	50	00

## INLAND REVENUE DEPARTMENT.

E. Miall, jr.....	Assistant Commissioner.....	2,400	00	200	00
F. Measam.....	First class.....	1,300	00	100	00
P. M. Robins.....	do.....	1,400	00	200	00
W. L. Heron.....	Senior 2nd class.....	1,250	00	100	00
R. Nettle.....	do do.....	1,000	00	100	00
F. R. E. Campeau.....	do do.....	1,200	00	100	00
W. Himsworth, jr.....	First class.....	1,250	00	150	00
Wm. Carter.....	Junior 2nd class.....	800	00	100	00
B. H. Teakles.....	do do.....	900	00	50	00
N. Stewart.....	do do.....	900	00	50	00
A. Graham.....	Senior do.....	1,000	00	100	00
F. B. Blatch.....	Junior do.....	850	00	100	00
J. F. Shaw.....	Third class.....	550	00	100	00
C. E. Chubbuck.....	do.....	450	00	100	00
John Brunel.....	do.....	500	00	50	00
J. E. Valin.....	Junior 2nd class.....	800	00	50	00
W. J. Johnstone.....	First class.....	1,600	00	.....	.....
John Fowler.....	Messenger.....	500	00	50	00
Geo. Fowler.....	do.....	480	00	.....	.....

## PUBLIC WORKS DEPARTMENT.

F. Braun.....	Chief Clerk.....	2,300	00	200	00
Wm. Buckingham.....	First class.....	1,450	00	350	00
do.....	Private Secretary.....	600	00	.....	.....
T. B. French.....	Senior 2nd class.....	1,400	00	.....	.....
*C. F. Street.....	do do.....	1,200	00	.....	.....
J. W. Harper.....	Supernumerary.....	1,530	00	100	00
F. H. Ennis.....	First class.....	1,500	00	.....	.....
L. D. Dion.....	Junior 2nd class.....	800	00	.....	.....
J. F. N. Bonneville.....	First class.....	1,250	00	150	00
H. A. Fissiault.....	do.....	1,750	00	50	00
W. J. Tilley.....	Senior 2nd class.....	1,250	00	150	00
A. J. Duffy.....	Junior do.....	800	00	150	00
Louis Lefebvre.....	do do.....	850	00	100	00
L. W. Fortier.....	do do.....	800	00	.....	.....
James Baine.....	Chief Clerk.....	2,150	00	50	00
O. Dionne.....	First class.....	1,500	00	50	00
W. P. Bradley.....	do.....	1,500	00	50	00
W. H. Lewis.....	Third class.....	500	00	.....	.....
<i>Engineer's Branch.</i>					
John Page.....	Chief Engineer.....	4,000	00	300	00
J. F. Baillargé.....	Assistant do.....	3,000	00	150	00
Thos. S. Scott.....	Architect.....	3,000	00	.....	.....
A. Fisher.....	Junior 2nd class.....	800	00	.....	.....
Charles MacCarthy.....	First class.....	1,600	00	50	00

\* Mr. Street has been transferred to the Privy Council as Secretary to the Hon. The President of the Council.

STATEMENT of the Permanent Staff of the several Departments, &c.—  
Continued.

PUBLIC WORKS DEPARTMENT.—Concluded.

Name.	Rank.	Salary.	Bonus.
<i>Engineer's Branch.—Concluded.</i>			
		\$ cts.	\$ cts.
J LeB. Ross.....	Senior 2nd class.....	1,400 00	100 00
S. McLaughlin.....	do do.....	1,300 00	.....
E. St. O. Chapleau.....	do do.....	1,600 00	.....
L. H. Filteau.....	do do.....	800 00	50 00
F. E. A. Evanturel.....	Junior do.....	1,000 00	.....
Michael Walsh.....	Messenger.....	500 00	50 00
H. Potvin.....	do.....	500 00	50 00
G. Deslaurier.....	do.....	500 00	50 00
C. Neville.....	do.....	204 00	.....

MARINE AND FISHERIES DEPARTMENT.

W. F. Whitcher.....	Chief Clerk.....	2,000 00	200 00
John Hardie.....	do.....	2,000 00	100 00
John Tilton.....	First Class.....	1,700 00	100 00
James Tomlinson.....	.....	2,000 00	300 00
M. Grayburn.....	Senior 2nd Class.....	1,100 00	.....
S. P. Bauset.....	First Class.....	1,450 00	150 00
W. L. Magee.....	do.....	1,450 00	150 00
W. S. Pettigrew.....	Senior 2nd Class.....	1,200 00	100 00
F. F. Gourdeau.....	do do.....	1,150 00	100 00
W. H. Alexander.....	Junior do.....	850 00	100 00
W. P. Anderson.....	do do.....	1,000 00	.....
R. Venning.....	do do.....	800 00	50 00
J. Makinson.....	do do.....	700 00	.....
G. Trudeau.....	do do.....	750 00	100 00
Jas. B. Halkett.....	Third Class.....	600 00	50 00
F. E. Gautier.....	do.....	500 00	50 00
A. Chisholm.....	do.....	600 00	50 00
do.....	Private Secretary.....	200 00	.....
W. B. Carleton.....	Third Class.....	600 00	50 00
Jules Morin.....	Messenger.....	500 00	50 00
James Robertson.....	do.....	210 00	.....

DEPARTMENT OF AGRICULTURE.

John Lowe.....	Secretary.....	2,150 00	100 00
A. J. Cambie.....	Chief Clerk.....	1,950 00	100 00
Rev. C. Tanguay.....	Attaché.....	1,200 00	100 00
S. Drapeau.....	Senior 2nd Class.....	1,350 00	50 00
D. Brymner.....	do do.....	1,250 00	100 00
W. H. Johnson.....	do do.....	1,150 00	100 00
C. C. Neville.....	do do.....	1,150 00	100 00
H. Casgrain.....	First Class.....	1,150 00	150 00
H. B. Small.....	Junior 2nd Class.....	900 00	150 00
Y. F. Boissonault.....	Third Class.....	730 00	.....
E. Tétu.....	Junior 2nd Class.....	1,050 00	100 00
do.....	Private Secretary.....	600 00	.....
D. Routhier.....	Senior 2nd Class.....	1,050 00	100 00
E. D'Autueil.....	Junior 2nd Class.....	950 00	100 00
D. Lannigan.....	Third Class.....	730 00	70 00
J. B. Jackson.....	Senior 2nd Class.....	1,050 00	250 00
J. F. Dionne.....	Third Class.....	730 00	70 00
W. J. Lynch.....	do.....	650 00	75 00
Thos. McCabe.....	do.....	500 00	100 00
J. F. Doré.....	First Class.....	1,450 00	150 00

STATEMENT of the Permanent Staff of the several Departments, &c.—  
*Continued.*

DEPARTMENT OF AGRICULTURE.—*Concluded.*

Name.	Rank.	Salary.		Bonus.	
		\$	cts.	\$	cts.
J. E. Lemieux .....	Housekeeper .....	500	00	100	00
Jos. Leveillé .....	Model Repairer .....	450	00	50	00
Joseph Boilly .....	Messenger .....	500	00	50	00
B. Moreau .....	do .....	500	00	50	00
J. B. Lacroix .....	do .....	500	00	50	00

POST OFFICE DEPARTMENT.

William White .....	Chief Clerk .....	2,400	00	400	00
W. D. LeSueur .....	First Class .....	1,500	00	150	00
G. H. Hargrave .....	Senior 2nd Class .....	1,350	00	100	00
B. King .....	First Class .....	1,450	00		
H. S. Weatherly .....	do .....	1,750	00	100	00
H. W. Griffin .....	Senior 2nd Class .....	1,250	00	100	00
J. Plunkett .....	do do .....	1,250	00	100	00
A. Lindsay .....	do do .....	1,200	00	100	00
J. Graham .....	do do .....	1,200	00	100	00
S. Smith, jr. ....	Junior do .....	850	00	100	00
A. W. Throop .....	do do .....	750	00	75	00
J. F. Ruttan .....	do do .....	800	00	75	00
C. B. Brodie .....	Third Class .....	550	00	50	00
W. L. Blair .....	do .....	550	00	50	00
James Lemoine .....	do .....	500	00	50	00
H. A. Wicksteed .....	Chief Clerk .....	2,400	00	200	00
W. H. Smithson .....	do .....	1,900	00	150	00
R. Oliver .....	First Class Supernumerary .....	1,400	00	100	00
E. H. Benjamin .....	Senior 2nd Class .....	1,350	00	100	00
H. J. Garrett .....	do do .....	1,350	00	100	00
P. E. Bucke .....	First Class .....	1,350	00	100	00
J. Walsh .....	Senior 2nd Class .....	1,200	00	100	00
G. M. Patrick .....	Junior do .....	800	00	50	00
R. J. Oliver .....	do do .....	750	00	50	00
D. McCarthy .....	do do .....	700	00	50	00
J. Hopkirk .....	Third Class .....	550	00	50	00
C. G. Falconer .....	do .....	550	00	50	00
L. Blanchet .....	Junior 2nd Class .....	800	00	75	00
E. A. D. Jones .....	Third Class .....	550	00	50	00
J. Ashworth .....	Chief Clerk .....	2,100	00	200	00
P. LeSueur .....	do .....	2,400	00	150	00
C. W. Jenkins .....	First Class .....	1,550	00	100	00
J. Brophy .....	Senior 2nd Class .....	1,400	00	100	00
J. McDougall .....	Junior do .....	1,000	00	50	00
R. J. Shaw .....	do do .....	850	00	100	00
C. J. Higgins .....	do do .....	800	00	50	00
C. Sangster .....	Senior do .....	1,150	00	50	00
M. K. Dunlevie .....	Junior do .....	700	00	50	00
J. F. Wall .....	do do .....	700	00	50	00
J. C. Stewart .....	Chief Clerk .....	2,100	00	150	00
D. Matheson .....	First Class .....	1,400	00	100	00
J. R. Smith .....	Junior 2nd Class .....	900	00	100	00
A. J. Boswell .....	do do .....	750	00		
E. B. Bell .....	do do .....	700	00	50	00
H. Kreps .....	do do .....	700	00	50	00
W. H. Harington .....	do do .....	700	00	50	00
W. H. Egleson .....	do do .....	700	00	50	00
W. H. MacQuaig .....	Third Class .....	500	00	50	00
G. R. White .....	do .....	550	00	50	00
J. M. O'Leary .....	do .....	550	00	50	00
J. G. Fortier .....	do .....	650	00	50	00



STATEMENT of the Permanent Staff of the several Departments, &c. -  
*Concluded.*

POST OFFICE DEPARTMENT,—*Concluded.*

Name.	Rank.	Salary.		Bonus.
		\$	cts.	\$ cts.
H. M. Jarvis.....	Third Class.....	500	00	25 00
G. R. Major.....	do.....	500	00	50 00
H. A. Ferguson.....	do.....	500	00	50 00
L. W. Travis.....	do.....	500	00	25 00
G. L. Plunkett.....	do.....	500	00	50 00
Geo. Rance.....	do.....	600	00	50 00
T. H. Allen.....	Junior 2nd Class.....	800	00	50 00
H. G. Hopkirk.....	Senior do.....	1,150	00	100 00
do.....	Private Secretary.....	300	00	.....
J. C. Bonner.....	Third Class.....	550	00	50 00
A. W. Wall.....	do.....	500	00	50 00
O. Fertier.....	do.....	500	00	50 00
J. H. Spencer.....	do.....	500	00	50 00
F. W. Mills.....	do.....	500	00	50 00
W. Brophy.....	do.....	500	00	50 00
H. J. Larkin.....	do.....	500	00	50 00
W. J. Barrett.....	Junior 2nd Class.....	800	00	.....
J. Berry.....	Third Class.....	500	00	50 00
P. F. Leahy.....	do.....	500	00	50 00
A. McGillis.....	do.....	500	00	25 00
D. McDonald.....	do.....	500	00	25 00
A. J. McDermid.....	do.....	500	00	25 00
C. P. LeSueur.....	do.....	500	00	25 00
D. D. McPherson.....	do.....	500	00	25 00
W. Bristow.....	do.....	500	00	25 00
A. W. McLennan.....	do.....	500	00	100 00
P. A. Jones.....	do.....	500	00	25 00
P. D. McIntyre.....	do.....	500	00	25 00
J. A. McLaurin.....	do.....	500	00	25 00
G. Binks.....	do.....	400	00	50 00
L. C. A. Casgrain.....	do.....	400	00	100 00
J. A. McDonnell.....	do.....	400	00	50 00
W. Frechette.....	do.....	400	00	100 00
A. Aimé Dorion.....	do.....	400	00	100 00
S. Craig.....	do.....	400	00	100 00
L. H. Pouliot.....	do.....	400	00	100 00
A. Mair.....	do.....	500	00	25 00
Maurice Bennett.....	Messenger.....	500	00	50 00
E. Doughtry.....	do.....	390	00	20 00
J. Bell.....	do.....	390	00	20 00

STATEMENT of Extra Clerks and Messengers employed in the several Departments, 20th March, 1876.

DEPARTMENT OF THE INTERIOR.

Name.	Rank.	Salary.
		Per Diem.
		\$ cts.
John O'Donnell .....	Clerk .....	2 50
B. Billings .....	do .....	2 50
R. Rauscher .....	do .....	2 50
L. Jarvis .....	do .....	2 00
M. J. Stenson .....	do .....	2 00
J. C. Stewart .....	do .....	2 00
M. Benson .....	do .....	2 00
H. G. Maingy .....	do .....	1 50
W. E. Maxwell .....	do .....	1 50
A. W. Russell .....	do .....	1 50
D. Began .....	do .....	1 50
J. McDonald Gordon .....	do .....	1 50
J. L'Etoil .....	do .....	1 50

FINANCE DEPARTMENT.

George Lowe, Jun. ....	Book-keeping.....	2 00
E. H. Harrington.....	Copying Clerk .....	2 00
A. O. Audy .....	Clerk .....	2 00
J. Fraser .....	do .....	2 00
J. Hopkirk.....	do .....	2 00
A. Dorion .....	Probationary Clerk .....	1 50

POST OFFICE DEPARTMENT.

Brown Wallis .....	Clerk .....	2 00
M. Treadwell .....	do .....	2 00
E. Chateauvert .....	do .....	2 00
A. Fraser .....	do .....	2 00
W. Blanchard.....	do .....	2 00
W. F. Foreyth .....	do .....	2 00
J. P. Nutting .....	do .....	2 00
E. Bucke .....	do .....	1 50
O. A. Doucet .....	do .....	1 50
H. H. Morton .....	do .....	1 50
J. Dodd .....	Messenger .....	\$400 per ann

BUREAU OF AGRICULTURE.

H. E. Juvet.....	Clerk .....	2 00
E. H. St. Denis .....	do .....	2 00
Auguste Leveque .....	do .....	2 00
Henri Garon .....	do .....	1 50
Emile Martineau .....	do .....	1 50
O. McMorrison .....	do .....	1 50

STATEMENT of Extra Clerks and Messengers employed in the several Departments, 20th March, 1876.—Continued.

PUBLIC WORKS DEPARTMENT.

Name	Rank.	Salary. Per Diem.
		\$ cts.
E. Bunce .....	Clerk .....	2 00
J. A. Thériault .....	do .....	1 50
F. Yielding .....	do .....	1 50
M. Grant .....	do .....	1 50
J. B. Dorion .....	do .....	1 50
G. C. Jones .....	do .....	1 50

MARINE AND FISHERIES DEPARTMENT.

H. G. Tiepke .....	Clerk .....	2 00
Alexis Fraser .....	do .....	2 00
John A. L. Waddell .....	do .....	1 50
Moses V. C. Nicholson .....	do .....	1 50
Jos. Tomlinson, Jun. ....	do .....	1 00

INLAND REVENUE DEPARTMENT.

A. Lusignan .....	Private Secretary .....	\$800 $\frac{1}{2}$ ann. and \$50 $\frac{1}{2}$ month.
A. P. Wright .....	Clerk .....	\$100 $\frac{1}{2}$ mth.
R. Devlin .....	do .....	\$62 do
R. Archembeault .....	Messenger .....	\$38.75 do

CUSTOMS DEPARTMENT.

C. E. McKiel .....	Clerk .....	2 00
G. V. Ince .....	do .....	2 00
Fred. Robson .....	do .....	1 50

SECRETARY OF STATE.

Ira W. Storr .....	Clerk .....	2 00
George Collins .....	do .....	2 00
John Walsh .....	do .....	2 00
M. C. Cunningham .....	do .....	1 50
Henry Allen .....	Messenger .....	1 00

STATEMENT of Extra Clerks and Messengers employed in the several Departments, 20th March, 1876.—*Concluded.*

MINISTER OF JUSTICE.

Name.	Rank.	Salary. Per Diem.
		\$ cts.
C. J. Weatherley.....	Clerk .....	
J. E. Dion .....	do .....	

MILITIA AND DEFENCE.

P. Clarke.....	Clerk .....	2 00
D. Waldo .....	do .....	2 00

(No. 125.)

## R E T U R N

To an ORDER of the HOUSE OF COMMONS, dated 7th April, 1876 ;—For all correspondence with the Department of Marine and Fisheries, in the course of last Autumn, in the matter of the distress among the Fishermen of the North Shore of the St. Lawrence, and the replies of the Department to such correspondence.

By Command.

R. W. SCOTT,

*Secretary of State.*

DEPARTMENT OF THE SECRETARY OF STATE,

OTTAWA, 12th April, 1876.

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