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**APPENDIX, No. 1,**

**TO THE**

**TENTH VOLUME.**

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# APPENDIX TO THE TENTH VOLUME

OF THE

# JOURNALS

OF THE

# LEGISLATIVE ASSEMBLY

OF THE

# PROVINCE OF CANADA.

FROM the 20th DAY of MAY to the 30th DAY of AUGUST,

BOTH DAYS INCLUSIVE,

*And in the Fourteenth & Fifteenth years of the Reign of our Sovereign Lady*

QUEEN VICTORIA.

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MARIANOPOLI

BEING THE 4th SESSION OF THE 3rd PROVINCIAL PARLIAMENT OF CANADA.

SESSION, 1851.

*Printed by the Order of the Legislative Assembly.*

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ROLLO CAMPBELL, PRINTER—GARDEN STREET—QUEBEC.

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# APPENDIX

TO THE

# TENTH VOLUME.

SESS. 1851.

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<b>C.</b> .....	May 22...	LUNATIC ASYLUM:—First Annual Report of the Directors of the Provincial Lunatic Asylum, Toronto, year 1850.
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<b>E.</b> .....	do 26...	TRINITY HOUSE of QUEBEC:—Accounts of, for the year 1850.
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<b>F.</b> .....	do 26...	PROVINCIAL STATUTES:—Returns of the Printing and Distribution of the Public, Local, and Private Acts 13 & 14 Vic., 1850.
	do 26...	Schedules of the number of Local and Private Acts required for Distribution in each County in Upper and Lower Canada.
<b>G.</b> .....	do 27...	MONTREAL TURNPIKE ROADS:—Accounts of the Trustees, for the year 1850.
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	July 17...	Of the Hamilton and Gore District Savings Bank.
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<b>K</b> .....	June	3...	<b>TORONTO MECHANICS' INSTITUTE</b> :—Statement of the real and personal Property held by the said Institution.
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<b>L</b> .....	do	5...	<b>POPULATION, &amp;c., RETURN, Upper Canada</b> :—Return of the Counties, Cities and Towns in Upper Canada, shewing the contents of each Township in acres, and the Population in each, by the Census of 1850.
<b>M</b> .....	do	9...	<b>TIMBER LICENSES</b> :—Returns of Applications made during the years 1847 and 1848, and to 30th June, 1849, to James Stevenson, Esquire, for Licenses to cut Timber on Crown Lands on the River Ottawa and its tributaries.
	do	9...	—Returns of Licenses granted by James Stevenson, Esquire, during the above period, to cut Timber on said Lands.
<b>N</b> .....	do	9...	<b>HALIFAX RAILROAD</b> :—Copies of a Despatch, and Enclosures, from Her Majesty's Secretary of State for the Colonies, relative to the projected Railroad between Halifax and Quebec, or Montreal.
<b>O</b> .....	do	10...	<b>RECTORIES</b> :—Return of Rectories established during the last sixteen years,—the authority under which they have been established,—the names of Rectors heretofore presented to such Rectories,—a List of Deaths, Retirements or Removals of such Incumbents,—and the names and dates of presentation of their successors, together with the authority under which they have been presented.
<b>P</b> .....	do	10...	<b>QUEBEC LOWER TOWN MARKET PLACE</b> :—Copies of Correspondence between the Executive Government and the Trinity House or the Harbour Master at Quebec, or the Corporation of that City, on the subject of the enlargement of the Quebec Lower Town Market Place.
<b>Q</b> .....	do	10...	<b>MORRISON, ALEXANDER</b> :—Copies of all Correspondence which has taken place between the Government and Alexander Morrison, since the last Session, referring to his claim for compensation for loss, sustained by him, by means of the issuing of two Patent Deeds for the same Lot in the Township of Niagara.
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	do	12...	<b>INDUSTRY VILLAGE RAILROAD</b> :—Statement of the Affairs of the St. Lawrence and Industry Village Railroad, for the year 1850.
	do	12...	<b>GUELPH and ARTHUR ROAD</b> :—Statement of the Affairs of the Guelph and Arthur Road Company, from the 5th April, 1850, to 1st June, 1851.
	do	17...	<b>CHAMPLAIN and ST. LAWRENCE RAILROAD</b> :—Statement of the Affairs of the Champlain and St. Lawrence Railroad, for the year 1850.
<b>S</b> .....	do	12...	<b>L'ACADEMIE INDUSTRIELLE de ST. LAURENT</b> :—Report of the said Corporation.
	do	12...	<b>LA COMMUNAUTE' des SŒURS de ST. CROIX</b> :—Report of the said Corporation.
	do	12...	<b>TORONTO HOSPITAL</b> :—Statement of the Affairs of said Hospital, on 1st June, 1851.
	do	12...	<b>MONTREAL FIREMEN'S BENEVOLENT ASSOCIATION</b> :—Statement of the Funds belonging to the said Association, to 31st January, 1851.

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<b>T</b> .....	June	13...	<b>PUBLIC WORKS</b> :—Report of the Commissioners of Public Works, to 10th June, 1851.
	August	6...	—————Supplementary Report of ditto.
<b>U</b> .....	June	16...	<b>MINING LICENSES</b> :—Return of the persons who have received Licenses for opening and working Mines on Lakes Huron and Superior, shewing the price paid, or agreed to be paid, for each License, and the extent of Territory included therein.
	do	16...	—————Copy of the Treaty entered into with Indian Tribes for the cession of Lands wherever Mining Licenses have been, or are intended to be, granted.
<b>V</b> .....	do	18...	<b>EASTERN TOWNSHIPS</b> :—First Report of the Select Committee appointed to inquire into the causes which prevent or retard the settlement of the Eastern Townships in the Districts of Three Rivers, St. Francis, and Quebec, and to report on the means which it would be more expedient to adopt in order to facilitate the settlement of the said Townships.
	August	20...	—————Second Report of the said Committee.
<b>W</b> .....	June	23...	<b>PENITENTIARY</b> :—Reports and Accounts of the Provincial Penitentiary, for the year 1850.
	July	31...	—————Report of the Roman Catholic Chaplain to the Penitentiary, and Correspondence between that Officer and the Inspectors, for and during the year 1850.
<b>X</b> .....	June	24...	<b>SCHOOL HOUSES</b> :—Statement of Monies furnished by the Government to aid in the erection of School Houses in Lower Canada, under the Acts 7 Vic. cap. 9; 9 Vic. cap. 27; and 12 Vic. cap. 50.
<b>Y</b> .....	do	25...	<b>COMMUTATION of TENURE of LANDS</b> :—Returns of Commutations effected within the <i>Censives</i> of Quebec, of the Jesuits' Estates, and of the Seigniorie of Lauzon, from 1st May, 1850, to 1st May, 1851.
<b>Z</b> .....	do	25...	<b>BRANTFORD and BUFFALO RAILROAD COMPANY</b> :—Copy of an Instrument entered into by the said Company for the construction of the said Road.
<b>A.A</b> .....	do	26...	<b>CLAIMS against the PUBLIC WORKS</b> :—Statement shewing the Amount of Claims against the Public Works of Canada; also, the Amounts awarded by the Provincial Arbitrators, since the passing of the Act 13 & 14 Vic. cap. 13, and the Amounts which have been paid and remaining unpaid.
	do	26...	—————Statement of Claims not yet laid before the Provincial Arbitrators, made by sundry parties for damages said to have been sustained by them in consequence of the construction of the Public Works of Canada.
<b>B.B</b> .....	do	26...	<b>PORT HOPE HARBOUR</b> :—Copies of various Documents in relation to the Survey of said Harbour,—to the assumption of the Harbour by the Government,—to the proposed erection of Works for the public defence at Port Hope,—and to the Loan by the Government to the Port Hope Harbour Company.
<b>C.C</b> .....	do	26...	<b>PUBLIC WORKS</b> :—Return of all the Plank and Macadamized Roads, Toll-Bridges, Slides, and Harbours, in possession or under the control of the Provincial Government, during the years 1849 and 1850,—the Amount of the annual receipts therefrom,—and the annual or incidental expenses either of management or repairs, distinguishing each head.
	do	26...	—————Statement shewing the Public Works sold to Incorporated Companies, under the Acts 12 Vic. cap. 5, and 13 & 14 Vic. cap. 14.
	do	26...	—————Statement shewing the Public Works sold or agreed to be sold to the Municipal Bodies in Upper Canada, under the Act 12 Vic. cap. 5.
	do	26...	—————Statement of Repairs made by the Department of Public Works, on Slides and Roads, during the years 1849 and 1850.



<b>C.C.</b> .....	1851. June 26...	<b>PUBLIC WORKS</b> :—Copies of Correspondence that has taken place between the Government and the parties negotiating the purchasing of the said Public Works.
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	August 14...	—————Fifth Report of the said Committee—relative to the printing and binding of the Trade and Navigation Returns of 1850, and to the printing done for the Legislative Assembly, and for the Government.
<b>E.E.</b> .....	June 30...	<b>POST OFFICE DEPARTMENT</b> :—Return containing the name of each Post Office in Canada, the County and Township or Seigniori where situated, and the name of the Post Master.
	do 30...	—————Return affording information respecting all Contracts for the conveyance of the Mails, in force when the Department came under Provincial control, or which have been made since.
	do 30...	—————Return of the names of all Clerks and other functionaries now employed in the Department of the Post Master General, stating their places of residence, the nature of their respective duties, and the rates of compensation.
	do 30...	—————Instructions for the guidance of Post Masters in the performance of their duties, under the new Post Office Law of the 13 & 14 Vic. cap. 17.
	do 30...	—————Articles of Agreement between the Post Office Department of the United States and the Post Office Department of Canada.
	do 30...	—————Memorandum as to the Instructions which are in force respecting the hours at which the Post Offices are to be kept open for the public convenience.
	do 30...	—————Gross Receipts, after deducting Dead and Missent Letters, &c., for the year ended 5th July, 1850.
	do 30...	—————Charges of Management, for the year ended 5th July, 1850.
	do 30...	—————Net Revenue, for the year ended 5th July, 1850.
<b>F.F.</b> .....	July 2...	<b>STIPENDIARY MAGISTRATES</b> :—Tabular Return of the Stipendiary Magistrates appointed by the Government, shewing the dates of their respective appointments, the salaries and other emoluments received by each, the authority under which they have been respectively appointed, and the fund or other source whence the Salaries and Emoluments are paid, from the year 1841 to 1850, inclusive.
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	do 2...	—————Statement of the expenditure upon the Ottawa Works for their original construction, and of all sums paid to Engineers, Mechanics and Laborers.
	do 2...	—————Statement of the expenditure upon the Ottawa Works for repairs, with all sums paid to Engineers, Mechanics and Laborers.
	do 2...	—————Statement of all sums received for Tolls or otherwise, from the Ottawa Works.
<b>H.H.</b> .....	do 3...	<b>CLERGY RESERVE FUND</b> :—Returns of the Expenditure of the Clergy Reserve Money, for 1849 and 1850, together with various other Statements relative to the said Fund.

<b>I.I.</b> .....	July	1851. 4...	<b>COUNTY COURT JUDGES and FEE FUND</b> :—Return showing the names of the County Court Judges, the amount of salary of each Judge, and the amount of Fees and Fines collected in the several Divisions whence the Fee Fund is derived, for 1849 and 1850.
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<b>K.K.</b> .....	do	8...	<b>EDUCATION</b> :—Report of the Superintendent of Education for Lower Canada, for the year 1849–50.
	do	30...	—Report of the Chief Superintendent of Schools in Upper Canada, for the year 1850.
<b>L.L.</b> .....	do	8...	<b>DEBTORS</b> :—Returns of persons in close confinement for debt, or for default in payment of Law costs, and of those upon the Gaol limits, in Upper Canada.
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	do	8...	—Statements of Payments made to Clergymen in Upper and Lower Canada, from 1814 to 1840.
<b>N.N.</b> .....	do	11...	<b>PILOTS</b> :—Report of the Select Committee to which was referred the Petition of Joseph Morency and others, Pilots for the Port of Quebec, praying for an Act of Incorporation, and also the Petition of François Lapointe and other Pilots, against the prayer of the said Petition.
<b>O.O.</b> .....	do	11...	<b>REES, Dr. WILLIAM</b> :—Report of the Select Committee to which was referred the Entry in the Journals of this House, of the 3d June, 1850, relating to the Petition of William Rees, late Medical Superintendent of the Provincial Lunatic Asylum at Toronto, praying compensation for his services in promoting and bringing into operation the said Asylum.
<b>P.P.</b> .....	do	11...	<b>REGISTRAR'S FEES</b> :—Report of the Select Committee to which was referred the Bill to reduce and regulate the Fees of Registrars in Upper Canada.
<b>Q.Q.</b> .....	do	15...	<b>MONTREAL and PROVIDENT SAVINGS BANK</b> :—Report of the Commissioners of Inquiry into the Montreal and Provident Savings Bank.
<b>R.R.</b> .....	do	18...	<b>QUEBEC MARINE and EMIGRANT HOSPITAL</b> :—Copies of Correspondence between the Government, Dr. James Douglas, the Commissioners, House Surgeon, and Visiting Physicians of the said Hospital, and other parties, touching the management of the said Establishment.
<b>S.S.</b> .....	do	18...	<b>ROADS and OTHER WORKS</b> :—Returns of the several Companies formed under the authority of the Acts 12 Vic. cap. 56 & 84, authorizing Joint Stock Companies to construct Roads and other Works; the amount of Capital subscribed in each, and the extent of Road contemplated by each Company.
<b>T.T.</b> .....	do	18...	<b>REGISTRARS</b> :—Returns from Registrars in Upper Canada, shewing the Emoluments of their respective offices, for the year 1850.
<b>U.U.</b> .....	do	21...	<b>RAILROADS and TELEGRAPH LINES</b> :—First Report of the Standing Committee on Railroads and Telegraph Lines, relative

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	August 30...	—————Eighth Report of the said Committee.
<b>V.V.....</b>	July 21...	<b>POST OFFICE DEPARTMENT :—</b> Returns and other documents relative to the Revenue of the Post Office Department, and to the Mail Contracts.
<b>W.W.....</b>	do 26...	<b>ROEBUCK, JOHN ARTHUR :—</b> Copies of Correspondence between the Secretary of State for the Colonies and the Government of this Province, and other documents, upon the subject of the claim of Mr. Roebuck for arrears of Salary as Agent to the late House of Assembly of Lower Canada.
<b>X.X.....</b>	do 26...	<b>BISHOPRICS :—</b> Copies of the Queen's Letters Patent erecting the Protestant Bishoprics of Quebec and Montreal, and incorporating the Roman Catholic Bishops of Quebec and Montreal.
<b>Y.Y.....</b>	do 28...	<b>CURRENCY ACT :—</b> Copies of a Despatch from the Secretary of State for the Colonies, communicating Her Majesty's disallowance of the "Act to amend the Currency Act of this Province," and of sundry communications in relation to that Act.
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<b>A.A.A....</b>	do 29...	<b>RAILWAY between HALIFAX and QUEBEC :—</b> Copies of Correspondence on the subject of the Act authorizing a private Company to construct a Railway between Halifax and Quebec.
	August 2...	—————Copy of a Despatch from Earl Grey to the Earl of Elgin, with one Inclosure, respecting the conduct and proceedings of Mr. Timmis in relation to the said Railway Company.
<b>B.B.B...</b>	July 29...	<b>POLICE :—</b> Copies of the Commissions appointing Messieurs McCord and Ermatinger respectively Inspectors and Superintendents of Police at Quebec and Montreal.
	do 29...	—————Copies of two Instruments extending the provisions of the "Ordinance for establishing an efficient system of Police in "the Cities of Quebec and Montreal" to certain portions of the Districts of Quebec and Montreal without the limits of the said Cities.
<b>C.C.C.....</b>	do 30...	<b>CRAIG'S ROAD :—</b> Report of the Inspector of the Queen's Domain at Quebec, on the subject of that part of Craig's Road which passes through the Parish of St. Nicholas, in the Seigniorship of Lauzon, and the obligation to keep which in repair is imposed upon the inhabitants of the Parish of St. Giles, and other documents relating thereto.
<b>D.D.D...</b>	do 30...	<b>GUAGE for RAILROADS :—</b> Correspondence and other documents in reference to the proper Guage to be adopted for Railroads to be constructed.
<b>E.E.E...</b>	do 31...	<b>KING'S COLLEGE UNIVERSITY and UPPER CANADA COLLEGE :—</b> Final Report of the Commissioners of Inquiry into the Affairs of the said University and College.
<b>F.F.F...</b>	do 31...	<b>QUEBEC FIRE LOANS :—</b> Statement of the total expenses of management of the Quebec Fire Loans.
	do 31...	—————Interest received from 26th June, 1850, to 1st June, 1851.
	do 31...	—————Return shewing the names of parties who have obtained Loans, and the amounts still due thereon for principal and interest, with appendix.

<b>G.G.G...</b>	1851. August	2...	<b>RIVER ST. MAURICE</b> :—Field Books of the Survey of the River St. Maurice, from Rat River to Lake Assiwawanan.
	do	2...	—————Field Book of the Survey of the River Bostonais.
	do	2...	—————Notes on the Vermillion River.
	do	20...	—————Scaling of the River St. Maurice.
<b>H.H.H..</b>	do	2...	<b>TIMBER cut on CROWN and CLERGY LANDS</b> :—Returns of Timber cut on said Lands, in the County of Peterborough, for the years 1849, 1850, and 1851.
	do	2...	—————Return of Licenses granted in the County of Peterborough, for 1850.
<b>I.I.I.....</b>	do	2...	<b>UNIVERSITY of TORONTO, and UPPER CANADA COLLEGE. and GRAMMAR SCHOOL</b> :—Report of the Caput, for the year 1850.
	do	2...	—————Reports of the Board of Endowment.
	do	2...	—————Report of the Principal of Upper Canada College, for 1850.
<b>J.J.J.....</b>	do	8...	<b>HUDSON'S BAY COMPANY</b> :—Copy of the Letters Patent for leasing the King's Posts to the Hudson's Bay Company, dated 27th June, 1842.
<b>K.K.K..</b>	do	16...	<b>EXHIBITION of INDUSTRY of all NATIONS in LONDON</b> :—First Report of the Provincial Industrial Commissioners charged to conduct the representation of Canada at the said Exhibition.
<b>L.L.L....</b>	do	25...	<b>CULLERS</b> :—Accounts of the Supervisor of Cullers, for the year 1850.
<b>M.M.M..</b>	do	29...	<b>PUBLIC ACCOUNTS</b> :—Second Report of the Select Committee to which were referred the Public Accounts of the year 1850.
<b>N.N.N....</b>	do	29...	<b>SEIGNIORIAL TENURE</b> :—Third Report of the Select Committee to which were referred the Resolutions adopted by this House on the 26th June, 1850, relating to the Seigniorial Tenure in Lower Canada, and other references.
<b>O.O.O....</b>			<b>BAPTISMS, MARRIAGES, and BURIALS</b> :—General Statements and Returns of, for the Districts of Quebec, Montreal, Three Rivers, St. Francis, and Gaspé, for the year 1850— and Supplementary Statement for the years 1837 to 1844 inclusive, and 1847 to 1849 inclusive.

**TABLES**

OF THE

**TRADE AND NAVIGATION**

OF THE

**PROVINCE OF CANADA,**

FOR THE YEAR

**1850.**

---

*COMPILED FROM OFFICIAL RETURNS.*

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Presented to both Houses of Parliament by Command of His Excellency,

F. HINCKS, *Inspector General.*

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**TORONTO:**  
PRINTED BY STEWART DERBISHIRE AND GEORGE DESBARATS,  
Printer to the Queen's Most Excellent Majesty.

1851.

Appendix  
(A)  
1851.

No. 1.

Appendix  
(A)  
1851.

GENERAL STATEMENT shewing the Quantity of each Article transported on the WELLAND CANAL during the Year 1850, and the Amount of Revenue Collected thereon.

ARTICLES.	TOTAL TONS.	From British to British Ports.		From British to Foreign Ports.		From Foreign to British Ports.		From Foreign to Foreign Ports.		TOTALS.		AMOUNT OF TOLLS.			
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	£	s.	d.	
		Beef and Pork	10,331	9	283		44	4	2,575		7,416	13	10,318	1,676	12
Bacon and Hams	254		12		30	1	71		140	1	253	37	2	2	
Tallow	483		2		1	7	398		75	7	476	63	18	8	
Lard	1,525		7				132		1,386		1,525	223	18	8	
Butter	43		13			2	10		18	2	41	6	9	3	
Cheese	17		1			2	4		10	2	15	2	6	9	
Wool	99				1		2		96		99	14	11	10	
Hides	171	7					127		37	7	164	8	14	0	
Flour	39,861	219	11,371		10,352		4,100		13,819	219	39,642	3,921	3	5	
Wheat	87,674	296	9,803		3,975		4,303		69,297	296	87,378	12,461	3	8	
Indian Corn	14,397				27		1,716		12,654		14,397	1,106	16	0	
Barley, Beans and other Grains	3,266	14	1	756	274			2,215	6	2,985	281	256	3	10	
Corn and Oatmeal	175	7			20		148				175	12	8	7	
Bran and Ship stuff	234		99						110	25	124	18	4	11	
Potatoes	145	110	3	13		16		3		142	3	2	18	4	
Apples	17	8	4				1	1	3	9	8	1	3	8	
Tobacco	91		42						49		91	6	14	8	
Grass, Flax and other Seeds	41		1		10		3	15	12	15	26	2	15	3	
Hemp	59						41		18		59	2	17	11	
Broom Corn	51					24		27	24	27	27	3	16	0	
Sugar, Molasses and Coffee	3,474	175		79		16		3,200	4	3,474	4	514	12	5	
Merchandise	8,017	1,851	44	50	9	490	417	4,942	214	7,333	684	1,705	19	7	
Sundries in small quantities	618	116	24	3	34	56	325	20	40	195	423	27	5	8	
Whiskey	332	88	142			5			97	93	239	37	19	2	
Earthenware	402	66		6	1	3		313	13	388	14	43	13	10	
Furniture	348	45	24	16		9	14	224	16	294	54	36	15	10	
Salt	52,213	753		974		1,904	24	48,578		52,189	24	2,475	18	4	
Soda Ash	9			9					9		9	2	5	0	
Oil	9				1				8		9	1	14	3	
Oil Cake	1,505								1,505		1,505	112	15	11	
Cider	12	1			11				1	11	0	6	11		
Leather	20	12	1			1		6	13	7	2	10	3		
Castings, Iron and Hardware	7,360	1,330	10	176	5	19	13	5,753	54	7,278	82	1,053	1	5	
Pig Iron	2,968	1,386		73				1,509		2,968		211	13	11	
Rail Road Iron	33,941			18,512				15,329		3,841		3,857	3	3	
Pitch, Tar and Rosin	75	6						69		75		3	8	9	
Glass Ware	80	5		3				72		80		11	2	5	
Copper Ore	243		243								243	12	3	0	
Coal	5,959	77	214			285	3,846	544	993	906	5,053	265	10	9	
Stone, Brick, Clay and Gravel	9,441	3,297	3,373	160	70	491	1,550	158	342	4,106	5,335	253	15	8	
Grind Stones	415					20	135	2	253	22	393	21	4	7	
Cement, Gypsum and Water Lime	5,185	348	485		1,915			2,437		2,785	2,400	164	15	7	
Marble and Slate	239	80		124				35		239		10	8	10	
Ashes	1,548				141		84		965		1,548	208	5	11	
Square Timber in Vessels	M. C. feet		358				11		17		376	363	7	0	
Ditto, do. in Rafts	Ditto	6	590		274				1	6	865	850	12	9	
Flatted or Round Timber in Rafts	M. L. feet		21		2						23	7	5	1	
Ditto, do. in Boats	Ditto		2		38						40	16	1	5	
Pine Lumber, Scantling, &c.	M. feet inch measr.	69	3,470		24,947		10		4,000	69	32,427	862	8	0	
Pipe Staves	M.		1,601		299		32		51		1,983	990	9	5	
West India Staves	M.		1,747		279		3		1,505		3,534	659	13	4	
Barrel Staves	M.		265		80				267		612	50	19	1	
Shingles	M.		228		1,656		47		24		1,955	11	2	11	
Saw Logs, 12 feet	Number	7,132		7,132							7,132	20	15	10	
Cedar Posts, Fence stuff, &c.	Tons,	227		158		69					227	8	18	10	
Cord Wood	Tons,	2,146		2,095			51				2,146	27	1	8	
Tan Bark	Tons,	3,687					3,687				3,687	23	1	0	
Fish	Ditto	566		28	256		7		140	391	175	57	17	4	
Empty Barrels	Number	16,095	1,000	4,394			7,014		3,587	100	11,601	4,494	16	9	
Total Revenue derived from Tolls on Property												£	34,829	15	10
Ditto, ditto, ditto, Vessels		£2,880 1s. 9d.—Fines £183 0s 4d.											3,063	2	1
Ditto, ditto, ditto, Passengers													32	19	7
Total Revenue from all Sources												£	37,925	17	7

Appendix  
(A)  
1851.

No. 2.

Appendix  
(A)  
1851.

GENERAL STATEMENT shewing the Quantity of each Article transported on the St. LAWRENCE CANALS during the Year 1850, and the Amount of Revenue collected thereon.

ARTICLES.	TOTAL TONS.	From British to British Ports.		From British to Foreign Ports.		From Foreign to British Ports.		Foreign to Foreign Ports.		TOTALS.		AMOUNT OF TOLLS.		
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	£	s.	d.
		Brick, Lime, Sand and Stone. ....	1,598½	706½	711	76	81	15	39½	1	23	864½	734	41
Gypsum, Cement, Clay, &c. ....	350½	100½	161	8	12	2	13	221½	6,230½	253½	155	19	3½	
Marble. ....	89½	69	0½	8	62	10	23	67	79½	49	3	5	0½	
Salt. ....	6,484½	5,338	26	877½	6	2	13	221½	6,230½	253½	155	19	3½	
Coal. ....	1,412½	1,194½	1	26	16	62	10	23	10	502	12	4	9	
Bark, Hemp and Manganese. ....	512		479		10	23			10	502	12	4	9	
Tobacco unmanufactured. ....	128½	6	49		67			6½	79½	49	3	5	0½	
Ores. ....	243		243							243	12	3	0	
Potatoes, Apples and Onions. ....	211½	14	147					49½	14	197½	7	19	0½	
Rosin. ....	42	42							42		1	12	6	
Bran and Ship Stuff. ....	364		343		21				21	343	24	3	9	
Barley and Rye. ....	141½	1	140½						1	140½	9	19	10½	
Oats. ....	752	11½	142½	152	446				163½	588½	24	17	0	
Indian Corn. ....	1,888	1	129			1,647½		110½	1	1,887	123	17	11½	
Meal. ....	204	6	45	1	2	150			7	197	13	15	3	
Clover, Seed, Flax Seed and Flax. ....	32	3	11		4	14			3	29	1	16	4	
Pressed Hay and Broom Corn. ....	33	7				26			7	26	1	18	7	
Oil Cake and Oil Meal. ....	5	5							5		0	1	10½	
Cattle, Sheep and Hogs. ....	1,045½	16	869½		2½	1	156½		17	1,028½	60	12	11½	
Horns, Hoofs and Bones. ....	29		27			2				29	1	19	5	
Pig & Scrap Iron & Broken Castings. ....	9,883	9,666½	188½					27½	9,855½	27½	513	9	6	
Pork and Beef. ....	4,163½	1,192	1,550½	5	24½	144	1,186	51½	1,341	2,812½	284	11	1	
Bacon and Hams. ....	365½		246½				118½			365½	33	18	8	
Lard. ....	393½		177½				216½			393½	36	7	8	
Fish. ....	2,016½	1,781	7	190½	11	26	0		1,997½	19	150	5	10	
Whiskey. ....	754½	159	522½	2		8	1	8½	53	177½	57	59	4	
Stone, Earthen and Glassware. ....	1,824½	1,779½		33	9	1		1½	1,821½	2½	177	0	4	
Horses. ....	216½	64	56	90		5			155	61½	15	4	9	
Furniture and Baggage. ....	1,120½	783½	268	47½		17	0	2½	1	850½	103	17	2	
Carts, Waggon, Sleighs, &c. ....	110	106½	3½						106½	3½	7	7	7	
Rail Road Iron. ....	17,491	10,136		7,355					17,491		1,941	0	11	
Ashes. ....	6,313½	63	5,678½		97½		510½	10½	10	6,296½	403	18	8	
Flour. ....	64,972½	473½	61,659	148	1,462	1	1,099½		130	622½	64,350½	5,342	9	
Butter. ....	813½	0½	793½	1½	11		4½	0½	1½	2½	811	46	7	
Cheese. ....	49½		32½		1		16½			49½	4	9	0	
Biscuit. ....	37	0½	36½							0½	36½	2	13	
Tallow. ....	409		217½		12½	87	92½			87	322	32	2	
Beer, Cider and Vinegar. ....	106	63	18			18	7			81	25	11	16	
Other Agricultural Produce. ....	1,524	65½	1,045½	364	49				429½	1,094½	69	9	0	
Sugar and Molasses. ....	3,773½	3,573½	17	40		143				3,756½	17	480	12	
Coffee. ....	36½	20½				16				36½	3	11	3	
Stoves and other Castings. ....	1,686	1,366½	39½	39½		76		157½	7	1,639½	46½	164	18	
Nails, Spikes and other Iron. ....	9,270	8,722	5	475	5	42			21	9,260	10	1,238	13	
Steel. ....	92	89	3							92	13	16	0	
Window Glass. ....	602	588		14						602	73	11	9	
Raw Hides and Skins. ....	67½	40	18½	2		7			0½	49	18½	7	15	
Wool, Rags, Junk and Manilla. ....	26½	6	1		19½					6	20½	1	7	
Charcoal and Copperas. ....	3	3								3	0	9	0	
Wheat. ....	12,154½	924	7,558½		2,787½		884			924	11,230½	1,031	6	
All other goods not enumerated. ....	13,636	11,935½	760½	346½	13½	853	49	22½	155½	12,657½	978½	2,480	13	
<b>TOTALS.</b> .....	<b>169,467½</b>	<b>61,067½</b>	<b>84,238½</b>	<b>10,487</b>	<b>4,970½</b>	<b>1,218</b>	<b>6,301</b>	<b>242½</b>	<b>943½</b>	<b>78,014½</b>	<b>96,453</b>	<b>15,299</b>	<b>10</b>	<b>0</b>
<b>TIMBER—</b>														
Square Timber in Vessels, M C feet. ....	21½	1	19½		1					1	20½	4	10	0
Do do in Rafts. M C feet. ....	296	4	292							4	292	37	0	3
Round or flatted 12 + 12 L ft. in Vessels. ....	141½	5	136½							5	136½	13	5	3
Boards, Planks and other Sawed Lumber in Vessels. ....	26,514½	727	7,262	9	14,800	4	2,491	537½	684	1,277½	25,237	301	11	7
Boards, Planks and other Sawed Lumber in Rafts per M, inch m. ....	6,036		6,036								6,036	89	11	5
Pipe Staves and Heading, per M. ....	576½		571½				5			576½	244	11	3	
West India Do do. ....	1,398½		1,384½		6		8			1,398½	206	0	4	
Barrel Do do. ....	531		531							531	24	16	6	
Shingles Do do. ....	3,894½	44	2,820		442		60	528½		572½	3,322	21	3	
Cord Wood per Cord. ....	39,419	4	37,922				1,493			4	39,415	938	19	9
Mahogany except veneering per M ft. ....	5		5								5	0	4	
Sawed laths, hoop, poles & oars, M ft. ....	317½		262½		10		45			317½	10	15	9	
Empty Barrels, Number. ....	4,185	1,892	1,774			75	17	416	11	2,383	1,802	13	4	
Saw Logs do. ....	1,467		1,467							1,467	3	1	2	
												£ 17,203	5	6
												5	6	5
												17,213	12	0
												2,612	12	7
												568	16	0
												£ 20,393	1	2

Add for Fractions. ....

Total Revenue derived from Tolls on Property. .... £17,203 5 6  
 Ditto, ditto, ditto, Vessels. .... £1,548 17s. 0½d.—Fines and Hydraulic Rents, 1,063 15s. 7d.. 2,612 12 7  
 Ditto, ditto, ditto, Passengers. .... 568 16 0  
 Total Revenue from all Sources. .... £20,393 1 2

Appendix  
(A)  
1851.

No. 3.

Appendix  
(A)  
1851.

GENERAL STATEMENT *showing the Quantity of each Article transported on the CHAMBLY CANAL during the Year 1850, and the Amount of Revenue collected thereon.*

ARTICLES.	TOTAL TONS.	From British to British Ports.		From British to Foreign Ports.		From Foreign to British Ports.		From Foreign to Foreign Ports.		TOTALS.		AMOUNT OF TOLLS.				
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	£	s.	d.		
Ashes	242½			235½				7½		242½			8	1	9½	
Apples and Potatoes	412	0½	76	49				285½		50½	361½		9	7	8	
Butter	3½			3½						3½			0	2	7½	
Bacon and Hams	2½			2½						2½			0	1	4½	
Buck-Wheat and Pease	306½	179½		127½						306½			9	15	2½	
Cheese	0½							0½			0½		0	0	7	
Cattle	0½							0½			0½		0	0	3	
Cider	33½							33½			33½		1	4	11½	
Flax and Grass Seed	66	3		63						66			1	12	1	
Flour	7,796½	2½	3½	7,754½				3	32½	7,757½	39		280	14	5½	
Gypsum	4			4						4			0	3	0	
Hides	100½		5½					95½			100½		3	6	7	
Horns	2			2						2			0	1	0	
Indian Corn	233			233						233			5	16	6	
Oats and Barley	6,738½	329½	456½	5,952½						6,282	456½		151	8	5	
Pork and Beef	339½		0½	75½				263½		75½	264		12	6	5½	
Tallow	74½		19					55½			74½		3	0	10	
Tobacco	97							97			97		3	0	7	
Wheat	5,659½	341½	445½	4,872½						5,214	445½		195	6	10	
Coal	1,006½	170	8	714				114½		884	122½		22	18	7	
Glass and Stone-ware, &c.	39½	1	33½					5		1	38½		0	16	2½	
Bar Iron	119		22	5				9	83	88	31		3	13	9	
Pig and Scrap Iron	167½			5				162½		5	162½		4	3	10½	
Castings and Hardware	526	0½	22½	3½	30			415½		54½	4		19	3	8½	
Locomotives, Rail Road Trucks, Carts, &c.	125½	0½	0½					89	36	36½	89½		4	8	6½	
Mechanics Tools	0½							0½			0½		0	0	2½	
Marble, Slate, Clay, Stone and Brick	639½	182½	29	5½				422½		188	451½		12	4	9½	
Salt	2,634½	1,008½		1,626				0		2,634½	0		54	11	8½	
Coffee	7							7			7		0	3	6	
Fish	85			84				1		84	1		3	3	10	
Furniture and Baggage	48½	12	17½	3				14½		15	33½		1	9	2½	
Rags	44	15½		28½						44			1	7	0½	
Saleratus	30½			30½						30½			1	2	7	
Sugar and Molasses	374½		13½					361			374½		12	4	2½	
Vinegar	4½							4½			4½		0	8	4½	
Whiskey	8		8								8		0	2	0	
Merchandise	2,189	705½	589½	30½				863½	0½	736½	1,452½		53	15	10	
<b>TOTALS</b>	<b>30,163½</b>	<b>2,952</b>	<b>1,750½</b>	<b>21,911½</b>	<b>30</b>			<b>3,305</b>	<b>126½</b>	<b>88</b>	<b>24,990½</b>	<b>5,173½</b>	<b>881</b>	<b>4</b>	<b>3½</b>	
<b>TIMBER—</b>																
Square Timber in Rafts per M C ft.	1,762½	634		1,128½							1,762½		881	5	1½	
Round " " per M L ft.	10			10							10		3	15	0	
Boards, Plank, &c., Rafts per M inch measure	84	84									84		2	16	0	
Boards, Plank, &c. in Boats per M inch measure	33,933½	720½	4	32,529				11	668½		33,918½	15	792	18	2½	
Barrel, Staves per M.	124½			124½							124½		6	4	6	
Shingles M.	629			629							629		3	11	6½	
Boat Knees, Tons	5			5							5		0	6	3	
Rail Road Sleepers, Ton	50			50							50		3	2	6	
Sashes "	10			10							10		0	12	6	
Fire Wood, Cords	466	381	77					8			381	85	4	13	2	
Empty Barrels, Number	53	19		34							53		0	4	3	
Total Revenue derived from Tolls on Property													£	2,580	13	3½
Ditto, Ditto, Ditto, Vessels £374 4s. 4d.—Fines £10 11s. 8d.														384	16	0½
Ditto, Ditto, Ditto, Passengers														1	9	8
<b>Total Revenue from all Sources</b>													£	<b>2,966</b>	<b>19</b>	<b>0</b>



No. 4.

GENERAL STATEMENT shewing the Quantity of each Article transported on the BURLINGTON BAY CANAL during the Year 1850, and the Amount of Revenue derived therefrom.

ARTICLES.	TOTAL TONS.	From British to British Ports.		From British to Foreign Ports.		From Foreign to British Ports.		From Foreign to Foreign Ports.		TOTALS.		AMOUNT OF TOLLS.		
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	£	s	d.
		Flour.....	21,534½	.....	14,923½	.....	6,611½	.....	.....	.....	.....	21,534½	.....	1,076
Beef and Pork.....	125	.....	114½	.....	.....	.....	10½	.....	.....	10½	.....	14	8	8
Brandy, Gin, Rum and Whiskey.....	990	197	738	.....	.....	.....	55	.....	.....	252	738	741	9	3
Wines.....	55½	12½	.....	.....	.....	.....	43	.....	.....	55½	.....	9	19	4
Butter and Lard.....	48½	.....	43½	.....	5½	.....	.....	.....	.....	48½	.....	21	4	10
Cheese and Tallow.....	9½	1	.....	.....	.....	.....	8½	.....	.....	9½	.....	2	7	9
Beer and Cider.....	0½	.....	0½	.....	.....	.....	.....	.....	.....	0½	.....	0	1	0
Fruit and Rice.....	88	.....	2	.....	.....	.....	86	.....	.....	86	2	5	17	6
Oil.....	87½	41½	.....	.....	.....	.....	45½	.....	.....	87½	.....	14	10	6
Fish, Hams and Sugar.....	1,566½	992½	63	.....	.....	.....	511½	.....	.....	1,503½	63	249	10	6
Tobacco.....	84½	2	2½	.....	.....	.....	80	.....	.....	82½	2½	21	4	6
Biscuit and Oysters.....	63½	.....	.....	.....	20	.....	43½	.....	.....	43½	20	8	9	4
Seeds.....	21½	1½	.....	.....	17½	.....	2½	.....	.....	3½	.....	1	1	3
Bran.....	35½	.....	4½	.....	31½	.....	.....	.....	.....	35½	.....	7	9	7
Wheat and Barley.....	1,992½	.....	.....	.....	1,992½	.....	.....	.....	.....	1,992½	.....	47	9	9
Oats, Beans, Pease and Vegetables.....	462½	.....	.....	.....	462½	.....	.....	.....	.....	462½	.....	26	19	10
Raw Cotton and Wool.....	74½	.....	62½	.....	12	.....	.....	.....	.....	74½	.....	9	5	4
Hemp and Rags.....	48½	.....	22½	.....	15½	.....	10½	.....	.....	10½	37½	4	0	4
Hogs..... Number.	489	.....	489	.....	.....	.....	.....	.....	.....	489	.....	2	0	9
Horses..... "	351	163	188	.....	.....	.....	.....	.....	.....	163	188	6	4	8
Seeds in Barrels.....	46½	1	.....	.....	35½	.....	10	.....	.....	11	35½	3	2	4
Ground Gypsum and Cement.....	78½	73½	.....	.....	.....	.....	5½	.....	.....	78½	.....	2	13	1
Pot and Pearl Ashes.....	400	.....	359	.....	41	.....	.....	.....	.....	400	.....	50	0	0
Pitch, Tar, Turpentine and Rosin.....	20	.....	.....	.....	.....	.....	20	.....	.....	20	.....	4	0	6
Brick, Cut Stone and Mill-Stones.....	227	.....	91½	.....	.....	.....	135½	.....	.....	135½	91½	9	9	2
Pig, Scrap and Wrought Iron.....	4,845	4,736½	2½	.....	21	.....	84½	.....	.....	4,821½	23½	242	5	0
Iron Castings.....	696½	53½	639½	.....	.....	.....	3	.....	.....	56½	639½	87	6	0
Mineral Coal.....	1,286½	294	.....	.....	.....	.....	992½	.....	.....	1,286½	.....	64	6	7
Lead Manufactures.....	3½	.....	.....	.....	.....	.....	3½	.....	.....	3½	.....	0	10	6
Stones unwrought.....	19½	.....	19½	.....	.....	.....	.....	.....	.....	19½	.....	0	16	3
Fire-wood.....	103½	103½	.....	.....	.....	.....	.....	.....	.....	103½	.....	0	17	3
Tan Bark.....	40	40	.....	.....	.....	.....	.....	.....	.....	40	.....	1	5	0
Stone and Earthenware.....	534½	458	8½	.....	.....	.....	67½	.....	.....	525½	8½	53	8	2
Hides and Skins.....	82½	43½	.....	.....	8½	.....	31	.....	.....	74½	8½	6	17	10
Furs.....	1½	.....	.....	.....	1½	.....	.....	.....	.....	1½	.....	0	7	6
Furniture.....	25	13	12	.....	.....	.....	.....	.....	.....	13	12	1	11	3
Carts, Waggon and Farm implements.....	56½	26½	24½	.....	.....	.....	5½	.....	.....	32	24½	7	1	0
Square Timber.....	58½	.....	58½	.....	.....	.....	.....	.....	.....	58½	.....	0	8	9
Boards.....	11,711	.....	1,722½	.....	9,988½	.....	.....	.....	.....	11,711	.....	140	10	7
Pipes Staves.....	213	.....	192	.....	21	.....	.....	.....	.....	213	.....	39	18	9
West India Staves and Heading.....	84	.....	56	.....	28	.....	.....	.....	.....	84	.....	13	7	0
Shingles.....	23	.....	.....	.....	23	.....	.....	.....	.....	23	.....	2	5	5
Empty Barrels..... Number	2,483	2,016	467	.....	.....	.....	.....	.....	.....	2,016	467	5	3	6
Small Casks and Parcels.....	707	623	64	.....	.....	.....	20	.....	.....	643	64	1	9	2
Merchandise not enumerated.....	5,116	3,577½	150	.....	.....	1,388½	.....	.....	.....	4,966	150	959	5	0

Add for Fractions.....

Total Revenue derived from Tolls on Property.....

Ditto, Ditto, Ditto, Vessels.....

Total Revenue from all Sources.....

3,395	9	5
0	13	0
3,396	2	5
283	3	9
3,679	6	2

No. 5.

GENERAL STATEMENT *showing the Quantity of each Article passing the ST. ANN'S LOCK during the Year 1850, and the Amount of Revenue derived therefrom.*

ARTICLES.	TOTAL TONS.	From British to British Ports.		From British to Foreign Ports.		From Foreign to British Ports.		From Foreign to Foreign Ports.		TOTALS.		AMOUNT OF TOLLS.		
		Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	Up.	Down.	£	s.	d.
Beef and Pork.....	970½	959½	11							959½	11	13	12	5½
Flour.....	528	328	200							328	200	7	1	9
Ashes.....	1,414		1,414								1,414	17	14	7½
Gypsum and Cement.....	41	41								41		0	7	3
Salt.....	1,883	1,883								1,883		16	2	5
Whiskey.....	8	8								8		0	2	0
Wheat.....	125	8	117							8	117	1	11	3
Other Grain.....	62	3	59							3	59	0	15	10½
Meal.....	2	2								2		0	1	3
Butter.....	265		265								265	3	6	3
Coal.....	221	221								221		1	17	8½
Castings and Hardware.....	421	417	4							417	4	5	17	3
Pig and Scrap Iron.....	1,136	1,111	25							1,111	25	15	14	9
Furniture, &c.....	155	127	28							127	28	2	3	3
Fish.....	414½	414½								414½		5	4	10
Sugar and Molasses.....	228	228								228		3	12	9
Merchandise.....	3,349	3,142	207							3,142	207	47	18	9
Earthenware.....	133	133								133		1	17	4½
Window Glass.....	49	19	30							19	30	0	16	0
Horses.....	115	54	61							54	61	1	10	7½
Cattle.....	133	27	106							27	106	1	14	4½
Vehicles.....	58	42	16							42	16	0	16	9
Potatoes.....	12	1	11							1	11	0	3	0
Bark.....	53		53								53	0	8	10
Brick.....	69	69								69		0	11	6
Stone.....	68	68								68		0	11	4
Straw.....	10		10								10	0	2	6
Sheep.....	2		2								2	0	0	6
Hogs.....	1		1								1	0	0	3
Clay.....	2	2								2		0	0	4
<b>TOTALS.....</b>	<b>11,927½</b>	<b>9,307½</b>	<b>2,620</b>							<b>9,307½</b>	<b>2,620</b>	<b>151</b>	<b>17</b>	<b>9½</b>
<b>TIMBER:</b>														
Square Timber in Rafts per M C feet...	55½	1	54½							1	54½	3	9	4½
Round " " M L "	22		22							22		0	13	9
Pine Lumber, per M feet, inch measure	13,538	22	5,283	8,233						22	13,516	115	4	7
West India Staves, per M.	2		2								2	0	1	3
Barrel Staves	299		299								299	4	13	6
Sawed Laths	80		80								80	0	13	4
Hoop Poles	2		2								2	0	1	3
Shingles	991		804	177							991	4	2	8
Cord Wood..... Cords.	15,636		15,636								15,636	104	9	6½
Empty Casks..... Number.	262	248	14							248	14	1	1	10
Total Revenue derived from Tolls on Property.....												386	8	10½
Ditto, Ditto, Ditto, on Vessels.....												388	9	2
Ditto, Ditto, Ditto, on Passengers.....												32	8	7
Total Revenue from all Sources.....												807	6	7½

No. 6.

SUMMARY STATEMENT of the business of the WELLAND, ST. LAWRENCE and CHAMBLY CANALS, shewing the Total Quantity of, and amount of Revenue derived from each Species of Property passing these Canals during the year 1850.

ARTICLES.	Welland Canal.			St. Lawrence Canals.			Chambly Canal.		
	Tons.	Tolls.		Tons.	Tolls.		Tons.	Tolls.	
		£	s. d.		£	s. d.		£	s. d.
VESSLS and BOATS .....	587,100	2,880	1 9	460,180	1,548	17 0	143,194	374	4 4
PASSENGERS .....	1,938	32	19 7½	35,932	566	16 6½	278	1	9 8
THE FOREST.									
Product of Wood—Boards and Scantling.....	40,533½	862	8 0	40,688	391	8 0½	42,521	795	14 2½
Shingles .....	279½	11	3 0	556½	21	3 0	89	3	11 6½
Timber .....	27,733	1,267	1 0½	9,438	73	18 11½	35,505	889	1 4½
Staves.....	27,204	1,700	1 10½	8,785	475	8 1½	62	6	4 6½
Cord Wood.....	5,901	27	1 8½	59,128	938	18 9	699½	4	13 2
Tan Bark.....	3,687	23	1 0	.....	.....	.....	.....	.....	.....
Ashes .....	1,548	208	5 11½	6,313½	403	18 8	242½	8	1 9½
Empty Barrels.....	449	16	9 9½	40	13	4 1	.....	0	4 3
Total Forest.....	107,335	4,115	12 4½	124,948½	2,318	0 7½	79,119½	1707	10 10½
AGRICULTURE.									
Animals—Cattle, Sheep and Hogs.....	.....	.....	.....	1,045½	60	13 0	.....	0	0 3
Horses .....	.....	.....	.....	216½	15	4 9	.....	.....	.....
Product of Animals—Beef and Pork .....	10,331	1,676	12 6	4,153½	284	11 1	339½	12	6 5½
Bacon and Hams.....	254	37	2 2½	365	33	18 8	2.....	0	1 4½
Cheese .....	17	2	6 9	49½	4	9 1	.....	0	0 7
Butter .....	43	6	9 3½	813½	46	7 7	3.....	0	2 7½
Tallow .....	483	63	18 8	409	32	2 6	74½	3	0 10
Lard .....	1,525	223	18 8	393½	36	7 9	.....	.....	.....
Wool .....	99	14	11 10½	.....	.....	.....	.....	.....	.....
Hides, Skins, Horns, Hoofs and Bones.....	171	8	14 0½	96½	9	14 9	102½	3	7 7
Total Animals and their products.....	12,923	2,033	14 0	7,543½	523	9 2	524½	18	19 8½
Vegetable Food—Flour.....	39,861	3,921	3 5	64,972½	5,342	9 8	7,796½	280	14 5½
Wheat .....	87,674	12,461	3 8½	12,154½	1,031	6 0	5,659½	195	6 10
Corn.....	14,397	1,106	16 0½	1,888	123	18 0	233	5	16 6
Barley, Beans, Pease and other Grain.....	3,266	256	3 10½	893½	34	17 0	7,045½	161	3 7½
Corn and Oat-Meal.....	175	12	8 7	204	13	15 3	.....	.....	.....
Bran and Ship Stuff.....	234	18	4 11	364	24	3 9	.....	.....	.....
Potatoes, Apples and Onions.....	145	2	18 4	211½	7	19 0	412	9	7 8
Other Fruits.....	17	1	3 8	.....	.....	.....	.....	.....	.....
Total Vegetable Food.....	145,769	17,780	2 6½	80,687½	6,578	8 8	21,146½	652	9 1
All other Agricultural Products—Tobacco .....	91	6	14 8	128½	3	5 0	97	3	0 7
Clover, Grass and Flax Seeds.....	41	2	15 3	32	1	16 5	66	1	12 1
Hemp, &c .....	59	2	17 11	512	12	4 9	.....	.....	.....
Hay, Straw and Broom Corn.....	51	3	16 0	33	1	18 7	.....	.....	.....
Other Articles not enumerated.....	.....	.....	.....	1,524	69	9 0	.....	.....	.....
Total of all other Agricultural Products.....	242	16	3 10	2,229½	88	13 9	163	4	12 8
MANUFACTURES.									
Domestic Spirits .....	332	37	19 2	754½	59	4 7	8	0	2 0
Leather.....	20	2	10 3½	.....	.....	.....	.....	.....	.....
Furniture and Baggage.....	348	36	15 10	1,120½	103	17 2	48½	1	9 2½
Pig Iron and Broken Castings .....	2,968	211	13 11	9,883	513	9 7	167½	4	3 10½
Rail Road Iron.....	33,841	3,857	3 3	17,491	1,941	0 11	.....	.....	.....
Iron, Nails, Spikes and Castings.....	7,360	1,053	1 5	10,956	1,403	12 4	645	23	7 5½
Glass and Earthenware.....	482	54	16 3	1,824½	177	0 5	39½	0	16 2½
Cider and Vinegar .....	12	0	6 11	106	11	16 1	33½	1	4 11
Salt.....	52,213	2,475	18 4½	6,484½	155	19 3	2,634½	54	11 8½
Oil and Oil Cake.....	1,514	114	10 2½	5	0	1 11	.....	.....	.....
Total Manufacture.....	99,090	7,844	15 7½	48,625	4,366	2 3	3,577	85	15 5½
MERCHANDISE .....	12,118	2,250	2 10	18,143½	3,052	13 10	2,606	67	11 8½
OTHER ARTICLES—Marble and Slate .....	239	10	8 9	89½	3	19 9	639½	12	4 9½
Stone, Brick, Lime and Clay.....	9,856	275	0 5	1,598½	41	0 4	.....	.....	.....
Cement, Gypsum and Water Lime.....	5,185	164	15 7½	350½	13	19 1	4	0	3 0
Coal.....	5,959	265	10 9½	1412½	51	14 8	1,006½	22	18 7
Ores.....	243	12	3 0	243	12	3 0	.....	.....	.....
Fish.....	566	57	17 4	2,016½	150	5 11	85	3	3 10
Pitch, Tar and Rosin.....	75	3	8 9	42	1	12 6	.....	.....	.....
Vehicles and Agricultural Implements .....	.....	.....	.....	110	7	7 7	.....	.....	.....
Biscuit.....	.....	.....	.....	37	2	13 4	.....	.....	.....
Rags, Junk, Oakum, &c.....	.....	.....	.....	26½	1	7 7	44	1	7 0
Locomotives, Rail Road Trucks, &c.....	.....	.....	.....	.....	.....	.....	125½	4	8 6
Total of Articles not specially classified .....	22,123	789	4 8	5,926	286	3 9	1,904½	44	5 9½
Grand Total—[The tonnage of vessels and No. of passengers not included.].....	399,600	37,742	17 2½	288,103½	19,329	5 7	109,040½	2,956	7 6

SUMMARY STATEMENT of the Business of the BURLINGTON BAY CANAL and the ST. ANN'S LOCK, shewing the Total Quantity of, and Amount of Revenue derived from each Species of Property passing these Canals, during the Year 1850.

ARTICLES.	Burlington Bay Canal.			St. Ann's Lock.				
	Tons.	Tolls.			Tons.	Tolls.		
		£	s	d.		£	s	d.
VESSELS AND BOATS.....	473,690	283	3	9	124,302	388	9	2
PASSENGERS.....	Number				1,550	32	8	7
THE FOREST:								
Fur and Peltry.....	1½	0	7	6				
Product of Wood—Boards, Plank and Scantling.....	11,711	140	10	7	22,563	115	4	7
Shingles.....	23	2	5	5	140	4	2	8
Timber.....	58½	0	8	9	1,580	4	17	8
Staves.....	297	53	5	9	153	4	14	9
Cord Wood.....	103½	0	17	3	23,454	104	9	6½
Tan Bark.....	40	1	5	0	53	0	8	10
Ashes.....	400	50	0	0	1,414	17	14	7½
Empty Barrels.....	25	5	3	6	12½	1	1	10
Total Forest.....	12,659½	254	3	9	49,369½	252	14	6
AGRICULTURE—Animals—Cattle, Sheep and Hogs.....	36	3	5	9	136	1	15	1½
Horses.....	83	4	19	8	115	1	10	7½
Product of Animals—Pork and Beef.....	125	14	8	8	970½	13	12	5½
Bacon and Hams.....	19	3	3	4				
Cheese.....	4½	1	1	6				
Butter.....	46	20	1	0	265	3	6	3
Tallow.....	5½	1	6	3				
Lard.....	2½	1	3	10				
Wool.....	74½	9	5	4				
Hides, Skins, Horns, Hoofs and Bones.....	82½	6	17	10				
Total Animals and their Products.....	478½	65	13	2	1,486½	20	4	5½
Vegetable Food—Flour.....	21,522½	1,076	2	3	528	7	1	9
Wheat.....	1,817½	70	13	7	125	1	11	3
Corn.....								
Barley, Oats, Beans and other Grains.....	637½	33	16	0	62	0	15	10½
Corn and Oat-Meal.....	12½	0	12	6	2	0	1	3
Bran and Ship Stuff.....	35½	4	9	7				
Potatoes, Apples and Onions.....	10	0	13	4	12	0	3	0
Other Fruits.....	78	5	4	1				
Total Vegetable Food.....	24,118½	1,191	11	4	729	9	13	1½
Other Agricultural Produce—Tobacco.....	84½	21	4	6				
Clover, Grass and Flax Seed.....	68	4	3	7				
Hemp.....	10½	0	17	9				
Hay, Straw and Broom Corn.....	37½	3	2	7	10	0	2	6
Other Articles of Agriculture not enumerated.....	117	0	16	3				
Total of all other Agricultural Products.....	318	30	4	8	10	0	2	6
MANUFACTURES—Domestic Spirits.....	831½	124	15	3	8	0	2	0
Leather.....	29	5	8	10				
Furniture and Baggage.....	25	1	11	3	155	2	3	3
Pig and Scrap Iron and Broken Castings.....	1,647½	82	7	6	1,136	15	14	9
Railroad Iron.....								
Iron Nails, Spikes, Ironware and Castings.....	4,858½	423	3	3	421	5	17	3
Glass and Earthenware.....	534½	53	8	2	182	2	13	4½
Cider and Vinegar.....	101	15	15	0				
Salt.....	1,881				1,883	16	2	5
Oil and Oil Cake.....	87½	14	10	6				
Total Manufactures.....	9,995½	720	19	9	3,755	42	13	0½
MERCHANDISE.....	5,013½	939	19	7	3,577	51	11	6
OTHER ARTICLES—Marble and Slate.....	26	0	5	5				
Brick, Stone, Lime and Clay.....	227	9	8	10	139	1	3	2
Cement, Gypsum and Water Lime.....	78½	2	13	1	41	0	7	3
Mineral Coal.....	1,286½	64	6	7	221	1	17	8½
Ores.....								
Fish.....	685½	102	12	2	414½	5	4	10
Pitch Tar and Rosin.....	20	4	0	6				
Vehicles and Agricultural Implements.....	56½	7	1	0	58	0	16	9
Rags, Junk and Oakum.....	38	3	2	7				
Total other Articles.....	2,418	193	10	2	873½	9	9	8½
Grand Total.....	54,996½	3,679	6	2	59,830½	807	6	7

No. 8.

A RETURN of the Business of the WELLAND, ST. LAWRENCE and CHAMBLY CANALS, shewing the Total Revenue derived from each CLASS or RATE of Toll on each Canal, during the Year 1850.

ARTICLES.	RATES OF TOLL LEVIED.				WELLAND CANAL.		ST. LAWRENCE CANALS.		CHAMBLY CANAL.	
	Welland Canal	St. Lawrence Canals.		Chambly Canal.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	upordown s. d.	Up. s. d.	Down. s. d.	upordown s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		
CLASS No. 1. Steamers and Vessels, per ton Measurement.	0 1½	0 1½	0 0½	0 0½	587,100	2,880 1 9	460,180	1,548 5 0	143,194	374 4 4½
CLASS No. 2. Passengers .....each	0 6	0 6	0 3	0 3	1,938	32 19 7½	35,932	566 16 6½	278	1 9 8
CLASS No. 3. Brick, Lime, Clay and Stone ..... per Ton	1 0	1 0	1 0	0 6	9,856	275 0 5	1,599½	41 0 4	.....	0 0 0
Marble and Slate .....	.....	.....	.....	.....	239	10 8 9	89½	3 19 9	639½	12 4 9½
Gypsum, Cement and Water Lime .....	.....	.....	.....	.....	5,185	164 15 7½	350½	13 19 1	4	0 3 0
Salt .....	.....	.....	.....	.....	52,213	2,475 18 4½	6,484½	155 19 3	2,634½	54 11 8½
Coal .....	.....	.....	.....	.....	5,959	265 10 9½	1,412½	51 14 8	1,006½	22 18 7
Bark .....	.....	.....	.....	.....	3,687	23 1 0	.....	0 0 0	.....	0 0 0
Hemp .....	.....	.....	.....	.....	59	2 17 11	512	12 4 9	.....	0 0 0
Tabacco—Unmanufactured .....	.....	.....	.....	.....	91	6 14 8	128½	3 5 0	97	3 0 7
Ores .....	.....	.....	.....	.....	243	12 3 0	243	12 3 0	.....	0 0 0
Potatoes, apples, onions .....	.....	.....	.....	.....	145	2 18 4	211½	7 19 0	412	9 7 8
Total Class No. 3.....	.....	.....	.....	.....	77,677	3,239 8 10½	11,030½	302 4 10	4,793½	102 6 4
CLASS No. 4. Bran and Ship Stuff..... per Ton	1 6	1 6	1 6	0 6	234	18 4 11	364	24 3 9	.....	0 0 0
Barley, Rye, Oats and Beans .....	.....	.....	.....	.....	3,266	256 3 10½	899½	34 17 0	7,045½	161 3 7½
Indian Corn .....	.....	.....	.....	.....	14,397	1,106 16 0½	1,888	123 48 0	233	5 16 6
Corn and Oat-Meal .....	.....	.....	.....	.....	175	12 8 7	204	13 15 3	.....	0 0 0
Clover, Grass and Flax Seed.....	.....	.....	.....	.....	41	2 15 3	32	1 16 5	66	1 12 1
Hay, Straw and Broom Corn .....	.....	.....	.....	.....	51	3 16 0	33	1 18 7	.....	0 0 0
Oil and Oil Cake .....	.....	.....	.....	.....	1,514	114 10 2½	5	0 1 11	.....	.....
Cattle, Sheep and Hogs.....	.....	.....	.....	.....	.....	.....	1,045½	60 13 0	0½	0 0 3
Horns, Hoofs and Bones.....	.....	.....	.....	.....	.....	.....	29	1 19 5½	2	0 1 0
Pig Iron and Broken Castings.....	.....	.....	.....	.....	2,968	211 13 11	9,883	513 9 7	167½	4 3 10½
Total Class No. 4.....	.....	.....	.....	.....	22,646	1,726 8 9½	14,377	776 12 11	7,514½	172 17 4
CLASS No. 5. Beef and Pork .....	2 3	2 3	1 10½	0 9	10,331	1,676 12 6	4,153½	284 11 1	339½	12 6 5½
Bacon and Hams.....	.....	.....	.....	.....	254	37 2 2½	365½	33 18 8	2½	0 1 4½
Lard .....	.....	.....	.....	.....	1,525	223 13 8	393½	36 7 9	.....	.....
Fish .....	.....	.....	.....	.....	566	57 17 4	2,016½	150 5 11	85	2 3 10
Domestic Spirits.....	.....	.....	.....	.....	332	37 19 2	754½	59 4 7	8	0 2 0
Glass, Stone and Earthenware.....	.....	.....	.....	.....	482	54 16 3	1,824½	177 0 5	39½	1 4 11½
Horses.....	.....	.....	.....	.....	.....	.....	216½	15 4 9	.....	.....
Furniture and Baggage.....	.....	.....	.....	.....	348	36 15 10	1,120½	103 17 2	48½	1 9 2½
Vehicles and Agricultural Implements.....	.....	.....	.....	.....	.....	.....	110	7 7 7	.....	.....
Railroad Iron.....	.....	.....	.....	.....	33,841	3,857 3 3	17,491	1,941 0 11	.....	.....
Total Class No. 5.....	.....	.....	.....	.....	47,679	5,982 5 2½	28,446	2,808 18 10	523½	18 7 10
CLASS No. 6. Ashes..... per Ton	3 0	3 0	1 10½	0 9	1,548	208 5 11½	6,313½	403 18 8	242½	8 1 9½
Flour.....	.....	.....	.....	.....	39,861	3,921 3 5	64,972½	5,342 9 8	7,796½	280 14 5½
Butter.....	.....	.....	.....	.....	43	6 9 3½	813½	46 7 7	3½	0 2 7½
Cheese.....	.....	.....	.....	.....	17	2 6 9	49½	4 9 1	0½	0 0 7
Biscuit.....	.....	.....	.....	.....	.....	.....	37	2 13 4	.....	.....
Tallow.....	.....	.....	.....	.....	483	63 18 8	409	32 2 6	74½	3 0 10
Beer, Cider and Vinegar.....	.....	.....	.....	.....	12	0 6 11	106	11 16 1	33½	1 4 11½
Wheat.....	.....	.....	.....	.....	87,674	12,461 3 8½	12,154½	1,031 6 0	5,659½	195 6 10
Fruits (Dried).....	.....	.....	.....	.....	17	1 3 8	.....	.....	.....	.....
Other Agricultural Products.....	.....	.....	.....	.....	.....	.....	1,524	69 9 0	.....	.....
Sugar, Molasses and Coffee.....	.....	.....	.....	.....	3,474	514 12 5	3,810½	494 3 6½	382½	12 7 8½
Iron, Nails, Spikes and Castings.....	.....	.....	.....	.....	7,360	1,053 1 5	10,956	1,403 12 4	645	23 7 5½
Window Glass and Copperas.....	.....	.....	.....	.....	.....	.....	605	74 0 9	.....	.....
Raw Hides and Skins.....	.....	.....	.....	.....	171	8 14 0	87½	7 15 3½	100½	3 6 7
Wool.....	.....	.....	.....	.....	99	14 11 10½	.....	.....	.....	.....
Rags, Junk and Manilla.....	.....	.....	.....	.....	.....	.....	26½	1 7 7	44	1 7 0½
Total Class No. 6.....	.....	.....	.....	.....	140,759	18,255 18 1½	101,844½	8,915 11 4½	14,982	529 0 11

A RETURN of the Business of the WELLAND, ST. LAWRENCE and CHAMBLY CANALS, &c.—Continued.

ARTICLES.	RATES OF TOLLS LEVIED.				WELLAND CANAL.		ST. LAWRENCE CANALS.		CHAMBLY CANAL.	
	Welland Canal.	St. Lawrence Canals.		Chamblly Canal.	Tons.	Tolls.	Tons.	Tolls.	Tons.	Tolls.
	upordown s. d.	Up. s. d.	Down. s. d.	upordown s. d.		£ s. d.		£ s. d.		£ s. d.
CLASS No. 7.										
All other Goods and Merchandise not specially enumerated..... per Ton	5 0	5 0	1 10½	0 9	8,739	1,741 9 5½	13,770	2,502 0 6½	2,345½	58 11 10
CLASS No. 8.										
TIMBER—										
Square in Vessels or Boats... per M C feet	20 0	5 0	5 0	5 0	376	363 7 0	21½	4 10 0		
" in Rafts..... "	30 0	10 0	10 0	10 0	871	850 12 9½	296	37 0 3	1,762½	881 5 1½
Round or Flatted in Vessels..... per M L feet	15 0	3 9	3 9	3 9	40	16 1 5½				
" in Rafts..... "	20 0	7 6	7 6	7 6	23	7 5 1	141½	13 5 3½	10	3 15 0
Boards, Plank and other sawed Lumber per M feet, inch measure, and passing in Boats.	0 9	0 9	0 6	0 6	32,496	862 8 0	26,514½	301 11 7½	33,933½	792 18 2½
Boards, Plank and other sawed Lumber per M feet, inch measure, and passing in Rafts.		1 0	1 0	1 0			6,036	89 11 8½	84	2 16 0
Pipe Staves and Heading..... per M	10 0	8 9	8 9	2 6	1,983	990 9 5	576½	241 11 3		
West India Staves and Heading..... "	3 6	3 9	3 9	1 3	3,534	658 13 4	1,398½	206 0 4½		
Barrel..... "	2 0	2 0	2 0	1 0	612	50 19 1½	531	24 16 6	124½	6 4 6
Shingles..... "	0 3	0 3	0 3	0 1½	1,955	11 2 11½	3,194½	21 3 0½	629	3 11 6½
Fire Wood..... per Cord	0 7½	1 3	1 3	0 6	2,146	27 1 8½	39,419	939 19 9	466	4 13 2
Saw Logs of 12 feet each..... Number	0 2	0 2	0 2	0 1	7,132	20 15 10½	1,467	3 1 2		
Mahogany, except Veneering..... per M feet	3 9	3 9	3 9	2 6			5,000	0 4 8½		
Empty Barrels..... each	0 1	0 1	0 1	0 1	16,095	16 9 9	4,185	13 4 1½	53	0 4 3
Other Woods, per Ton measurement } of forty Cubic feet..... } per Ton	2 0	2 0	2 0	1 3	227	8 18 10	317½	10 15 9	65	4 1 3
Total Class No. 8.					67,490	3,884 5 4	89,799½	1,908 15 6	37,127½	1,699 9 0½
Grand Total.....						37,742 17 2½		10,322 5 7		2,956 7 4

No. 10.

STATEMENT shewing the Monthly Receipts of Toll at the different Offices of the several CANALS during the year 1850.

CANALS.— OFFICES.	April.	May.	June.	July.	August.	September.	October.	Novr. & Decr.	TOTAL.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
WELLAND—									
Chippawa.....		27 14 11	13 10 3	12 13 0	11 0 0	7 10 1	6 9 10	34 19 0	113 17 1
Colborne.....			1,038 13 9	1,638 1 9	2,098 8 1	3,036 5 0	4,167 9 8	4,376 15 0	16,365 13 3
Dalhousie.....	652 9 4	942 17 10	1,123 19 7	1,441 18 9	1,638 5 6	2,100 15 5	1,957 18 0½	1,761 14 4½	11,619 18 10
Dunnville.....	218 5 2	398 17 5	377 0 11	187 18 9	172 5 11	195 6 4	358 0 6	164 12 3	2,102 7 3
Maitland.....	2,225 1 7	2,195 18 9½	959 8 4½	155 5 8½	107 14 5½	120 6 10½	403 8 3	467 15 6	9,634 19 6
Robinson.....	8 8 3½	48 18 3½	26 2 6½	39 15 8	25 6 2	35 15 0	20 10 1	21 16 4	226 12 4½
St. Catherines.....	33 19 9	31 4 3	33 12 1	49 7 2	41 10 8	118 15 10	202 11 3	168 7 11	679 8 11
Total Welland....	3,138 4 1½	3,645 11 6	3,582 7 5½	3,525 0 9½	4,094 10 9½	5,614 14 6½	7,146 7 7½	6,996 0 4½	37,742 17 2½
ST. LAWRENCE—									
Montreal.....	376 6 9	2,884 9 0	3,129 0 1	1,897 4 10	1,619 9 11	2,487 9 2	3,669 4 9	2,901 3 8	18,064 8 2
Beauharnois.....	5 9 0	94 4 9	39 12 0	86 4 5	86 10 0	99 6 9	99 19 8	64 14 11	626 1 6
Cornwall.....	15 1 4	22 10 5	28 0 8	15 16 5	4 1 5	2 15 11	4 1 3	9 1 2	101 8 7
Edwardsburgh.....	1 12 11	2 8 5	8 10 8	3 8 8	1 9 4	2 18 10	2 11 10	15 14 8	38 15 4
Total St. Lawrence	393 10 0	3,003 12 7	3,255 3 0	2,002 14 4	1,711 10 8	2,592 10 8	3,775 17 6	2,990 14 5	19,730 13 7
CHAMBLY—									
St. Johns.....	7 16 5½	25 9 1	44 0 8½	46 3 3½	38 11 2	38 11 1½	46 11 5	43 2 6	290 5 9
Chamblly.....	0 6 1½	215 14 1½	425 17 9	592 3 4½	613 3 1	304 10 3½	216 4 1	235 19 0½	2,603 17 1½
St. Ours.....	0 6 3½	3 11 6½	14 3 5½	9 10 9½	10 1 11½	7 5 3	5 14 0½	11 10 5	62 3 8
Total Chamblly....	8 8 10½	244 14 9	484 1 10½	647 17 5½	661 16 2½	350 6 8	268 9 6½	290 11 11½	2,956 7 4½
BURLINGTON BAY—									
Hamilton.....	350 14 11	740 11 1	545 10 9	277 11 10	196 13 6	397 12 1	435 5 5	735 6 7	3,679 6 2
ST. ANN'S LOCK—									
St. Ann's.....	1 13 3½	49 15 5	91 2 10	144 8 4	126 12 8	122 3 8	141 0 7	130 9 10	807 6 7½
GRAND TOTAL....	3,897 11 2½	7,684 5 4	7,958 6 4	6,597 12 9	6,791 3 9½	9,077 7 7½	11,767 0 8	11,143 3 2½	64,916 10 11½

No. 9.— STATEMENT shewing the Number of Vessels, their National Character and Tonnage which passed the WELLAND, ST. LAWRENCE, and CHAMBLY CANALS during the year 1850, and the Amount of Revenue derived therefrom.

VESSELS.	TOTAL.		From British to British Ports.				From British to Foreign Ports.				From Foreign to British Ports.				From Foreign to Foreign Ports.				TOTALS.				Amount of Tolls on Vessels.						
			Up.		Down.		Up.		Down.		Up.		Down.		Up.		Down.		Up.		Down.								
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.		No.	Tons.	No.	Tons.	£	s.
<b>WELLAND CANAL —</b>																													
British Sailing Vessels.....	2,476	240,858	755	73,907	775	77,469	164	17,584	355	33,061	292	26,805	135	12,032					1,211	118,296	1,265	122,562					1,024	0	11½
“ Steamers.....	486	44,015	52	6,600	57	6,552	1	200	56	2,194	55	2,110	265	26,359					108	8,910	378	35,105					72	10	1½
Total British.....	2,962	284,873	807	80,507	832	84,021	165	17,784	411	35,255	347	28,915	400	38,391					1,319	127,206	1,643	157,667					1,096	11	0½
Foreign Sailing Vessels.....	1,536	273,377					64	11,646	158	18,764	70	8,779	67	8,784	601	116,075	576	109,329	735	136,500	801	136,877					1,671	16	11½
“ Steamers.....	263	28,850					87	5,234					112	7,369	32	8,282	32	7,965	119	13,516	144	15,334					111	13	9
Total Foreign.....	1,799	302,227					151	16,880	158	18,764	70	8,779	179	16,153	633	124,357	608	117,294	854	150,016	945	150,211					1,783	10	8½
GRAND TOTAL, Welland Canal.....	4,761	587,100	807	80,507	832	84,021	316	34,664	569	54,019	417	37,694	579	54,544	633	124,357	608	117,294	2,173	277,222	2,588	309,878					2,880	1	0
<b>ST. LAWRENCE CANALS —</b>																													
British Sailing Vessels.....	4,411	302,271	1,929	127,394	1,796	123,436	66	8,908	318	20,932	231	15,085	63	6,092	5	248	3	176	2,231	151,635	2,180	150,636					701	7	7½
“ Steamers.....	1,561	141,709	735	68,666	704	67,374	2	400	68	2,563	48	1,842	3	540			1	324	785	70,903	776	70,801					550	1	8½
Total British.....	5,972	443,980	2,664	196,060	2,500	190,810	68	9,308	486	23,495	279	16,927	66	6,632	5	248	4	500	3,016	222,543	2,956	221,437					1,251	9	3½
Foreign Sailing Vessels.....	195	15,744	5	726	4	792	18	3,881	61	2,663	62	2,591	19	3,916	13	612	13	563	98	7,810	97	7,934					48	8	11
“ Steamers.....	2	456					1	228					1	228				1	228	1	228						2	2	9
Total Foreign.....	197	16,200	5	726	4	792	19	4,109	61	2,663	62	2,591	20	4,144	13	612	13	563	99	8,038	98	8,162					50	11	8
GRAND TOTAL, St. Lawrence Canals.....	6,169	460,180	2,669	196,786	2,504	191,602	87	13,417	447	26,158	341	19,518	86	10,776	18	860	17	1,063	3,115	230,581	3,054	229,599					1,302	0	11½
<b>CHAMBLY CANAL —</b>																													
British Sailing Vessels.....	1,999	100,340	288	9,316	325	12,447	690	39,382	1	64			688	38,831	3	128	4	172	981	48,826	1,018	51,514					281	17	7½
“ Steamers.....	446	24,419	131	8,298	139	9,644	91	3,402					85	3,075				222	11,700	224	12,719					40	6	6	
Total British.....	2,445	124,759	419	17,614	464	22,091	781	42,784	1	64			773	41,906	3	128	4	172	1,203	60,526	1,242	64,233					322	4	1½
Foreign Sailing Vessels.....	430	18,251	4	151	2	97	192	8,074					210	8,930	15	656	7	343	211	8,881	219	9,370					51	8	9
“ Steamers.....	3	185					1	61					2	123				1	61	2	123						0	11	6½
Total Foreign.....	433	18,436	4	151	2	97	193	8,135					212	9,053	15	656	7	343	212	8,942	221	9,493					52	0	3½
GRAND TOTAL, Chamblly Canal.....	2,878	143,195	423	17,765	466	22,188	974	50,919	1	64			985	50,959	18	784	11	515	1,415	69,468	1,463	73,726					374	4	4½
<b>RECAPITULATION.</b>																													
<b>BRITISH VESSELS AND STEAMERS.</b>																													
Welland Canal.....	2,962	284,873	807	80,507	832	84,021	165	17,784	411	35,255	347	28,915	400	38,391					1,319	127,206	1,643	157,667					1,096	11	0½
St. Lawrence Canals.....	5,972	443,980	2,664	196,060	2,500	190,810	68	9,308	486	23,495	279	16,927	66	6,632	5	248	4	500	3,016	222,543	2,956	221,437					1,251	9	3½
Chamblly Canal.....	2,445	124,759	419	17,614	464	22,091	781	42,784	1	64			773	41,906	3	128	4	172	1,203	60,526	1,242	64,233					322	4	1½
Total British.....	11,379	853,612	3,890	294,181	3,796	296,922	1,014	69,876	888	58,814	626	45,842	1,239	86,929	8	376	8	672	5,538	410,275	5,841	443,337					2,670	4	5½
<b>FOREIGN VESSELS AND STEAMERS.</b>																													
Welland Canal.....	1,799	302,227					151	16,880	158	18,764	70	8,779	179	16,153	633	124,357	608	117,294	854	150,016	945	150,211					1,783	10	8½
St. Lawrence Canals.....	197	16,200	5	726	4	792	19	4,109	61	2,663	62	2,591	20	4,144	13	612	13	563	99	8,038	98	8,162					50	11	8
Chamblly Canal.....	433	18,436	4	151	2	97	193	8,135					212	9,053	15	656	7	343	212	8,942	221	9,493					52	0	3½
Total Foreign.....	2,429	336,863	9	877	6	889	363	29,124	219	21,427	132	11,370	411	29,350	661	125,625	628	118,200	1,165	166,996	1,264	167,866					1,886	2	7½
GRAND TOTAL — British and Foreign.....	13,808	1,190,475	3,899	295,058	3,802	297,811	1,377	99,000	1,017	80,241	758	57,212	1,650	116,279	669	126,001	636	118,872	6,703	577,271	7,105	611,203					4,556	7	1½

**No. 11.**

A COMPARATIVE STATEMENT *showing in contrast the "Total Movement" of Property on the WELLAND, ST. LAWRENCE and CHAMBLY CANALS, for the Year 1850, and the two preceding Years.*

	WELLAND.			ST. LAWRENCE.			CHAMBLY.		
	1848.	1849.	1850.	1848.	1849.	1850.	1848.	1849.	1850.
FOREST.....	52,902	73,556	107,335	68,351	70,310	124,948½	16,564	61,164	79,119½
VEGETABLE FOOD.....	136,056½	141,534	145,769	81,307½	89,501	80,687½	49	7,858	21,146½
FARM STOCK.....	43	25½	.....	587½	833	1,261½	.....	19	0
OTHER AGRICULTURAL PRODUCE.....	11,244½	17,693½	13,165	5,603	4,215	8,510½	28	64	686½
MANUFACTURES.....	62,011½	75,856	99,090	(¹) 3,600	(¹) 31,047	48,625	889	1,348	3,577
MERCHANDISE, &c.....	45,354½	42,931	34,241	(¹) 4,818½	(¹) 17,247	24,069½	13,05	6,764	4,510
TOTAL TONS.....	307,611½	351,596½	399,600	164,267	213,153	288,103½	18,835	77,216	109,040
PASSENGERS..... Number.	2,487	1,640	1,938	21,071	26,997	35,932	470	8,430	278
BOATS OF ALL KINDS..... "	3,280	2,278	4,761	5,648	5,448	6,169	659	1,264	2,878
TOTAL TONNAGE OF VESSELS..(Tonnage)	372,854	468,410	587,100	476,875	444,640	460,180	22,322	128,642	143,194

(¹) The large increase in 1849 is accounted for, by the Act 12 Vic. Cap. 4, imposing a Toll on the Traffic passing outside of the Canal.

No. 12.—AN ACCOUNT of the GROSS REVENUE derived from Canal Tolls, during the year 1850.

Welland Canal.....	£37,925	17	7
St. Lawrence Canals.....	20,393	1	2
Chambly Canal.....	2,966	19	0
Burlington Bay Canal.....	3,679	6	2
St. Ann's Lock.....	807	6	7½
Total.....	£65,772	10	6½

No. 13. AN ACCOUNT of the GROSS and NET REVENUE derived from Canal Tolls, for the year 1850, as compared with the three preceding years.

	YEARS.			
	1847.	1848.	1849.	1850.
Gross Receipts for Canal Tolls,	£ 50,131 s. 16 d. 1	£ 46,493 s. 15 d. 6	£ 56,200 s. 15 d. 5	£ 65,772 s. 10 d. 6½
Charges for Collection (1) ....	8,999 11 0	9,678 10 11	8,167 3 2	10,661 18 7
Net Revenue.....	41,132 5 1	36,815 4 7	48,033 12 3	55,110 11 11½
Average yearly Net Revenue.....£45,272 18s. 5½d.				

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



No. 14.

GENERAL STATEMENT OF IMPORTS, being a Detailed Account of the principal Articles of British and Foreign Merchandise entered for Consumption in Canada, during the Year ending the 5th January 1851, shewing the Quantity and Value of each Article Imported at each Port, and indicating from what Country Imported.

PORTS.	Total Quantity.	Total Value.	COFFEE GREEN,—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.	
				West Indies.	North America.			
	Cwts. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg	27 1 18	85 13 0				85 13 0		
Bath	4 0 12	10 4 0				10 4 0		
Burwell	8 3 11	25 15 4				25 15 4		
Beauce								
Belleville	18 3 4	55 12 4				55 12 4		
Bondhead	1 3 4	4 8 11				4 8 11		
Brockville	56 3 14	154 2 8				154 2 8		
Bytown								
Bruce	0 0 17	0 9 7				0 9 7		
Chatham	25 1 21	76 5 6				76 5 6		
Chippewa	27 1 18	83 19 2				83 19 2		
Clarenceville	1 1 23	4 19 5				4 19 5		
Cobourg	50 0 10	141 16 2				141 16 2		
Cornwall								
Colborne	2 1 0	5 10 9				5 10 9		
Coteau du Lac								
Credit	0 1 27	1 10 9				1 10 9		
Dalhousie	77 3 2	238 18 8				238 18 8		
Darlington	6 2 26	20 10 6				20 10 6		
Dickenson's Landing	2 0 0	4 2 6				4 2 6		
Dover	16 3 4	49 4 3				49 4 3		
Dundee	0 0 25	0 10 0				0 10 0		
Dunnville	101 0 0	259 6 3				259 6 3		
Elgin								
Fort Erie	13 1 0	43 2 0				43 2 0		
Freighsburg	1 1 2	3 18 9				3 18 9		
Gananoque	1 1 26	4 12 3				4 12 3		
Goderich	3 0 12	9 4 9				9 4 9		
Grafton								
Gaspé	0 1 22	1 5 0	1 5 0					
Hereford	0 0 6	0 2 6				0 2 6		
Hamilton	1,450 0 25	4,295 11 5				4,295 11 5		
Hemmingford	6 1 14	16 1 9				16 1 9		
Hope	43 0 21	140 18 6				140 18 6		
Huntingdon	0 0 14	0 9 8				0 9 8		
Kingston	390 2 6	1,203 14 11				1,203 14 11		
Lacolle	0 1 3	0 13 11				0 13 11		
Maitland								
Maria Town								
Milford	0 0 2	0 0 9				0 0 9		
Montreal	2,152 1 24	5,138 15 6			26 14 1	3,835 7 6	1,276 13 11	
New Castle	0 0 12	0 8 1				0 8 1		
Niagara	77 3 6	212 0 6				212 0 6		
Oakville	12 2 27	29 19 6				29 19 6		
Owen's Sound	1 2 0	1 2 0				1 2 0		
Penetanguishene								
Philipsburg	5 2 10	18 11 11				18 11 11		
Pictou	4 2 8	13 15 2				13 15 2		
Potterton	1 1 13	3 2 10				3 2 10		
Prescott	9 1 20	25 5 4				25 5 4		
Quebec	692 0 11	1,609 10 7	201 19 4	45 5 6		1,310 6 8	51 19 1	
Queenston								
Rivière au Raisins								
Rondeau	1 0 18	4 5 0				4 5 0		
Rowan	4 2 4	14 2 3				14 2 3		
Russeltown								
Sandwich	19 2 5	65 16 0				65 16 0		
Sarnia	13 0 17	43 8 2				43 8 2		
Sault Ste. Marie	0 1 0	0 10 8				0 10 8		
Stanstead	5 1 18	14 2 7				14 2 7		
St. Johns	2,544 1 11	5,501 6 6				5,501 6 6		
St. Regis								
Stanley	254 3 11	778 18 2				778 18 2		
Sutton	0 0 25	0 12 6				0 12 6		
Toronto	1,910 0 1	5,465 9 2				5,465 9 2		
Wallaceburg	28 2 2	40 11 6				40 11 6		
Wellington								
Whitby	8 2 17	20 9 10				20 9 10		
Totals	10,088 1 10	25,944 19 8	203 4 4	45 5 6	26 14 1	24,341 2 9	1,328 18 0	

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	COFFEE, OTHER THAN GREEN,—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.	
				West Indies.	North America.			
	Cwts. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg								
Bath						1 2 7		
Burwell	0 1 26	1 2 7						
Beauce	0 2 18	3 7 2				3 7 2		
Belleville	1 1 10	3 18 2				3 18 2		
Bondhead	9 0 23	34 15 9				34 15 9		
Brockville								
Bytown								
Bruce						0 4 4		
Chatham	0 0 6	0 4 4						
Chippewa								
Clarenceville						23 9 4		
Cobourg	7 2 17	23 9 4						
Cornwall						0 10 0		
Colborne	0 0 20	0 10 0						
Coteau du Lac						1 0 4		
Credit	0 0 24	1 0 4						
Dalhousie						6 1 6		
Darlington	1 3 10	6 1 6						
Dickenson's Landing						6 15 2		
Dover	2 0 9	6 15 2						
Dundee								
Dunnville						6 16 0		
Elgin								
Fort Erie	2 0 0	6 16 0						
Freligsburg								
Gananoque						2 7 6		
Goderich	0 3 16	2 7 6				0 10 2		
Grafton	0 0 20	0 10 2						
Gaspé								
Hereford						31 6 8		
Hamilton	9 0 19	31 6 8						
Hemmingford						55 15 10		
Hope	17 0 26	55 15 10						
Huntingdon						9 14 9		
Kingston	3 3 22	9 14 9						
Lacolle								
Maitland								
Maria Town								
Milford						6 5 3		
Montreal	2 0 19	6 5 3						
New Castle								
Niagara						0 12 9		
Oakville	0 0 25	0 12 9						
Owen's Sound								
Penetanguishene						0 16 9		
Philipsburg	0 1 2	0 16 9				5 9 10		
Pictou	1 2 21	5 9 10						
Potter						1 8 2		
Præscott	0 1 14	1 8 2						
Quebec								
Queenston								
Rivière au Raisins								
Rondeau						4 2 0		
Rowan	1 0 17	4 2 0						
Russeltown								
Sandwich						5 10 0		
Sarnia	1 1 24	5 10 0				0 2 6		
Sault Ste. Marie	0 0 4	0 2 6				7 14 3		
Stanstead	2 2 23	7 14 3				4 0 7		
St. Johns	0 3 15	4 0 7						
St. Regis						0 2 0		
Stanley	0 0 4	0 2 0						
Sutton						69 2 7		
Toronto	18 2 23	69 2 7				1 16 10		
Wallaceburg	0 2 2	1 16 10						
Wallington						27 6 5		
Whitby	10 3 5	27 6 5						
Totals	98 0 16	322 5 2				322 5 2		

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	SUGAR REFINED,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Cwts. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg	11 1 1	37 11 9				37 11 9	
Bath	2 0 24	5 19 10				5 19 10	
Burwell	3 1 17	10 10 3				10 10 3	
Beauce							
Belleville	10 2 19	20 9 7				20 9 7	
Bondhead							
Brockville	68 1 0	146 0 4	6 10 2			139 10 2	
Bytown							
Bruce	0 2 0	0 2 6				0 2 6	
Chatham	2 3 13	9 11 5				9 11 5	
Chippewa	2 1 14	6 15 11				6 15 11	
Clarenceville	0 0 12	0 7 7				0 7 7	
Cobourg	21 2 14	74 18 0				74 18 0	
Cornwall							
Colborne	3 1 3	8 10 11				8 10 11	
Coteau du Lac							
Credit							
Dalhousie	1 3 3	5 4 6				5 4 6	
Darlington	7 1 26	14 18 3				14 18 3	
Dickenson's Landing	1 2 20	4 13 0				4 13 0	
Dover	3 1 7	9 16 1				9 16 1	
Dundee	3 2 0	8 12 6				8 12 6	
Dunnville	21 3 0	62 19 3				62 19 3	
Elgin							
Fort Erie	4 2 22	12 5 7				12 5 7	
Freligsburg							
Gananoque							
Goderich	0 3 10	3 2 3				3 2 3	
Grafton							
Gaspé	2 0 21	4 2 4	4 2 4				
Hereford							
Hamilton	1,690 1 7	3,365 16 8	882 5 3			2,483 11 5	
Hemmingford							
Hope	3 1 20	8 6 3				8 6 3	
Huntingdon	0 0 14	0 7 0				0 7 0	
Kingston	76 0 24	177 19 1	36 4 6			141 14 7	
Lacolle	0 0 20	0 12 6				0 12 6	
Maitland							
Maria Town	0 2 25	1 14 3				1 14 3	
Milford	0 0 10	0 5 0				0 5 0	
Montreal	6,741 2 22	12,979 9 9	11,988 3 10			991 5 11	
New Castle	0 0 9	0 5 1				0 5 1	
Niagara	38 2 7	77 14 6				77 14 6	
Oakville	37 2 20	77 18 1				77 18 1	
Owen's Sound							
Penatanguishene							
Philipsburg	6 3 0	18 10 3				18 10 3	
Picton							
Potter	1 2 4	1 6 3				1 6 3	
Prescott	2 0 3	6 14 8				6 14 8	
Quebec	1,668 1 26	3,216 19 9	3,216 19 9				
Queenston							
Rivière au Raisins							
Rondeau	2 1 16	5 19 5				5 19 5	
Rowan							
Russelltown							
Sandwich	3 3 10	11 16 7				11 16 7	
Sarnia	1 0 14	5 0 3				5 0 3	
Sault Ste. Marie	14 2 16	34 14 6				34 14 6	
Stanstead	1 3 15	5 0 3				5 0 3	
St. Johns	101 0 5	291 2 8				291 2 8	
St. Regis							
Stanley	320 1 2	648 11 7			202 10 5	446 1 2	
Sutton	0 2 1	4 10 0				4 10 0	
Toronto	1,340 1 14	2,750 1 8				2,750 1 0	
Wallaceburg	2 0 17	10 17 8				10 17 8	
Wellington	0 0 25	0 10 0				0 10 0	
Whitby							
Totals	12,230 0 18	24,148 15 6	16,134 5 10		202 10 5	7,811 19 3	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	SUGAR, OTHER THAN REFINED,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Cwts. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg	65 0 0	111 14 2				111 14 2	
Bath	286 3 12	333 19 10				333 19 10	
Burwell	174 2 19	263 8 10				263 8 10	
Beauce							
Belleville	717 1 5	915 10 7			39 16 0	875 14 7	
Bondhead	1 2 23	2 10 1				2 10 1	
Brookville	636 2 19	673 6 5		251 14 5		421 12 0	
Bytown							
Bruce	2 0 5	3 16 11				3 16 11	
Chatham	59 3 14	115 8 5				115 8 5	
Chippewa	399 1 9	451 18 9				451 18 9	
Clarenceville	36 1 3	66 4 11				66 4 11	
Cobourg	636 0 13	741 9 0				531 2 9	210 6 3
Cornwall	2 0 26	2 15 0				2 15 0	
Colborne	12 2 21	21 2 1				21 2 1	
Coteau du Lac							
Credit	14 2 1	27 16 9				27 16 9	
Dalhousie	1,626 2 12	1,878 13 9			1,156 5 0	722 8 9	
Darlington	43 3 1	50 17 1				50 17 1	
Dickenson's Landing	8 2 0	15 1 10				15 1 10	
Dover	266 1 20	438 19 7				438 19 7	
Dundee	3 1 22	6 8 0				6 8 0	
Dunnville	690 0 0	897 19 5				897 19 5	
Elgin	0 0 8	0 3 3				0 3 3	
Fort Erie	16 0 13	31 2 0				31 2 0	
Freligsburg	5 1 1	8 7 11				8 7 11	
Gananoque	4 2 10	6 17 8				6 17 8	
Goderich	7 2 13	16 9 10				16 9 10	
Grafton							
Gaspé	81 0 2	105 0 9	35 14 2		69 6 7		
Hereford							
Hamilton	13,578 3 13	15,424 3 8	710 3 6		7,344 19 2	6,902 15 0	466 6 0
Hemmingford	12 2 14	20 10 2				20 10 2	
Hope	556 0 11	724 16 6		153 5 7		571 10 11	
Huntingdon	11 3 10	19 19 8				19 9 8	
Kingston	4,532 2 27	5,803 3 5	1,098 13 1	293 9 0		4,411 1 4	
Lacolle	9 1 14	16 16 8				16 16 8	
Maitland							
Maria Town	2 2 20	3 10 0				3 10 0	
Milford	1 0 3	1 13 9				1 13 9	
Montreal	54,637 0 17	63,960 5 0	20,444 7 7		20,488 11 7	14,872 1 2	8,155 4 8
Newcastle	40 2 27	70 1 11				70 1 11	
Niagara	111 0 2	1,367 7 10			239 13 1	1,127 14 9	
Oakville	515 1 20	711 10 2				711 10 2	
Owen's Sound							
Penetanguishene							
Philipsburg	38 3 27	63 13 10				63 13 10	
Pictou	466 2 12	547 2 3				547 2 3	
Potter	0 3 16	1 5 0				1 5 0	
Prescott	3 1 15	5 6 7				5 6 7	
Quebec	27,636 3 16	29,467 7 9	8,578 13 5	196 5 4	15,228 5 0	318 3 7	5,146 0 5
Queenston	0 2 20	1 5 7				1 5 7	
Rivière aux Raisins							
Rondeau	4 1 25	8 17 5				8 17 5	
Rowan	102 1 28	126 9 3				126 9 3	
Russelltown	0 1 22	0 12 6				0 12 6	
Sandwich	53 2 6	97 16 10				97 16 10	
Sarnia	28 0 12	48 6 10				48 6 10	
Sault Ste. Marie	7 2 21	11 6 2				11 6 2	
Stanstead	2 0 26	4 3 9				4 3 9	
St. Johns	2,620 1 27	2,836 2 11				2,886 2 11	
St. Regis	5 3 22	9 18 6				9 18 6	
Stanley	1,613 0 17	1,798 4 6			514 15 7	1,283 8 11	
Sutton	1 0 0	1 10 0				1 10 0	
Toronto	15,538 1 11	18,408 2 0			5,139 0 1	13,264 1 11	
Wallaceburg	42 0 8	79 4 1				79 4 1	
Wellington	51 2 7	84 7 8				84 7 8	
Whitby	243 2 0	295 3 4				295 3 4	
Totals	128,269 2 20	149,166 19 5	30,867 11 9	894 14 4	50,220 12 1	53,206 8 11	13,977 17 4

Appendix  
(A)

1851.

No. 14.

Appendix  
(A)

1851.

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	MOLASSES,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Cwts qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amhersburg.....	40 0 14	31 19 8				31 19 8	
Bath.....							
Burwell.....	44 0 4	40 2 4				40 2 4	
Beauce.....	8 0 0	5 5 0				5 5 0	
Belleville.....	18 0 22	22 13 8				22 13 8	
Bondhead.....							
Brockville.....	37 1 18	18 12 9				18 12 9	
Bytown.....							
Bruce.....							
Chatbam.....	45 3 20	42 4 2				42 4 2	
Chippewa.....	144 3 14	126 15 11				126 15 11	
Clarenceville.....	47 1 16	37 1 1				37 1 1	
Cobourg.....	11 2 26	14 5 2				14 5 2	
Cornwall.....							
Colborne.....	6 3 11	4 19 0				4 19 0	
Coteau du Lao.....							
Credit.....	8 3 12	12 6 6				12 6 6	
Dalhousie.....	872 0 15	390 16 10			276 2 0	114 14 10	
Darlington.....							
Dickenson's Landing.....							
Dover.....	90 1 1	66 19 4				66 19 4	
Dundee.....							
Dunville.....	123 0 0	94 16 6				94 16 6	
Elgin.....							
Fort Erie.....	27 3 18	30 4 3				30 4 3	
Freighsburg.....	14 0 0	10 19 2				10 19 2	
Gananoque.....	11 2 11	6 9 6				6 9 6	
Goderich.....							
Grafton.....							
Gaspé.....	690 1 8	350 8 0			350 8 0		
Hereford.....							
Hamilton.....	424 3 20	240 12 10				240 12 10	
Hemmingford.....	66 0 0	36 19 4				36 19 4	
Hope.....	1 2 12	1 5 5				1 5 5	
Huntingdon.....	22 1 12	13 19 3				13 19 3	
Kingston.....	96 0 6	52 4 0				52 4 0	
Lacolle.....	52 3 27	34 18 1				34 18 1	
Maitland.....							
Maria Town.....	6 1 6	4 16 1				4 16 1	
Milford.....	3 0 8	4 8 6				4 8 6	
Montreal.....	31,888 3 12	10,921 14 5	80 19 7		4,531 18 8	1,740 11 1	4,568 5 1
Newcastle.....	18 0 13	22 18 10				22 18 10	
Niagara.....	557 1 25	286 16 10			60 3 0	226 13 10	
Oakville.....	31 2 8	26 1 5				26 1 5	
Owen's Sound.....							
Penetanguishene.....							
Philipsburg.....	163 0 3	108 14 9				108 14 9	
Picton.....	9 3 15	5 8 0				5 8 0	
Potton.....							
Prescott.....	4 0 13	3 11 10				3 11 10	
Quebec.....	23,774 2 5	7654 13 6	89 14 5		6,988 9 3		576 9 10
Queenston.....	22 0 0	29 15 0				29 15 0	
Rivière au Raisains.....							
Rondeau.....							
Rowan.....	69 0 10	59 16 10				59 16 10	
Russeltown.....	10 0 2	6 11 1				6 11 1	
Sandwich.....	97 1 20	80 14 4				80 14 4	
Sarnia.....	46 0 27	47 7 5				47 7 5	
Sault Ste. Marie.....	39 3 0	35 7 3				35 7 3	
Stanstead.....	1 1 6	0 17 10				0 17 10	
St. Johns.....	282 1 5	131 2 0				131 2 0	
St. Regis.....							
Stanley.....	94 2 8	81 12 10				81 12 10	
Sutton.....	0 0 8	0 1 10				0 1 10	
Toronto.....	890 1 24	334 19 1				334 19 1	
Wallaceburg.....	50 0 16	46 11 3				46 11 3	
Wellington.....							
Whitby.....	43 0 0	36 16 2				36 16 2	
<b>Totals.....</b>	<b>61,009 3 17</b>	<b>21,617 13 10</b>	<b>170 14 0</b>		<b>12,207 0 11</b>	<b>4,095 5 0</b>	<b>5,144 14 11</b>

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	TEA,—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.	
				West Indies.	North America.			
	Lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg.	7,280	745 11 3					745 11 3	
Bath.	9,118	736 17 2					736 17 2	
Burwell.	4,417	593 1 10					593 1 10	
Beauce	25	1 11 3					1 11 3	
Belleville	56,492	4,235 1 1	205 4 6				4,029 16 7	
Bondhead	2,159	189 0 10					189 0 10	
Brookville	102,726	6,915 14 11	226 6 0				6,689 8 11	
Bytown								
Bruce.	192	24 1 4					24 1 4	
Chatham.	11,256	1,067 9 4					1,067 9 4	
Chippewa.	18,510	1,365 11 5					1,365 11 5	
Clarenceville	2,325	178 15 2					178 15 2	
Cobourg.	23,843	1,999 4 8					1,999 4 8	
Cornwall.	7,024	470 13 2					470 13 2	
Colborne.	255	27 7 10					27 7 10	
Coteau du Lac.	2	0 2 6					0 2 6	
Credit	1,806	162 3 3					162 3 3	
Dalhousie.	27,587	2,386 14 11					2,386 14 11	
Darlington.	7,002	685 9 7					685 9 7	
Dickenson's Landing.	1,651	95 5 10					95 5 10	
Dover.	26,005	2,427 0 10					2,427 0 10	
Dundee.	3,655	199 10 2					199 10 2	
Dunnville.	28,309	2,403 16 3					2,403 16 3	
Elgin.	7	0 13 0					0 13 0	
Fort Erie.	4,023	374 7 8					374 7 8	
Frelighsburg.	2,818	191 4 1					191 4 1	
Gananoque.	1,577	130 11 8					130 11 8	
Goderich.	3,308	285 8 0					285 8 0	
Grafton.	251	17 15 0					17 15 0	
Gaspé.	3,214	175 3 2	171 10 10			3 12 4		
Hereford.	381	37 5 0					37 5 0	
Hamilton.	398,328	32,972 1 0	99 9 11				32,872 11 1	
Hemmingford.	8,119	516 2 10					516 2 10	
Hope.	39,758	3,591 18 4					3,591 18 4	
Huntingdon.	913	67 1 5					67 1 5	
Kingston.	178,493	12,724 5 0					12,724 5 0	
Lacolle.	1,136	90 5 0					90 5 0	
Maitland.								
Maria Town.	3,101	186 10 9					186 10 9	
Millford.	93	8 15 6					8 15 6	
Montreal.	963,478	52,437 10 2	20,431 15 3			1,336 7 5	22,569 10 0	8,099 17 0
New Castle.	2,553	216 17 7					216 17 7	
Niagara.	24,669	2,032 10 5					2,032 10 5	
Oakville.	21,699	1,940 15 2					1,940 15 2	
Owen's Sound.	94	10 2 10					10 2 10	
Penetanguishene.								
Philipsburg.	17,043	965 2 11					965 2 11	
Pictou.	9,211	667 9 11					667 9 11	
Potton.	17,522	921 2 1					921 2 1	
Prescott.	23,981	1,533 16 5					1,533 16 5	
Quebec.	464,310	21,214 19 9	20,277 7 3			864 16 1	72 14 10	0 1 7
Queenston.	2,941	205 10 3					205 10 3	
Rivière aux Raisins.								
Rondeau.	1,909	200 4 7					200 4 7	
Rowan.	4,243	415 12 8					415 12 8	
Russelltown.	241	12 7 6					12 7 6	
Sandwich.	7,366	692 13 11					692 13 11	
Sarnia.	3,222	369 14 3					369 14 3	
Sault Ste. Marie.	481	30 19 0					30 19 0	
Stanstead.	17,747	1,436 16 6					1,436 16 6	
St. Johns.	236,537	14,202 11 4					14,202 11 4	
St. Regis.	211	13 6 3					13 6 3	
Stanley.	134,495	11,270 17 4					11,270 17 4	
Sutton.	1,180	72 1 0					72 1 0	
Toronto.	546,378	42,418 5 7	485 14 2				41,932 11 5	
Wallaceburg.	3,875	438 0 1					438 0 1	
Wellington.	2,354	211 17 11					211 17 11	
Whitby.	22,287	1,631 12 7					1,631 12 7	
Totals.	3,517,166	233,942 10 0	41,897 7 11			2,104 15 10	181,840 7 2	8,099 19 1

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	TOBACCO, UNMANUFACTURED—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa	6,057	209 19 10				209 19 10	
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville	198	14 0 0				14 0 0	
Elgin							
Fort Erie	637	63 2 9				63 2 9	
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton	5,103	234 15 4				234 15 4	
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal	290,615	3,612 15 10	31 15 8			3,581 0 2	
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potterton							
Prescott	29	4 6 1				4 6 1	
Quebec	162,920	2,631 8 9	22 0 7			2,609 8 2	
Queenston	154	9 5 0				9 5 0	
Rivière au Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	98	3 15 0				3 15 0	
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns	167,024	2,434 7 2				2,434 7 2	
St. Regis							
Stanley							
Sutton							
Toronto	3,665	110 0 11				110 0 11	
Wallaceburg							
Wellington							
Whitby							
Totals	636,500	9,327 16 8	53 16 3			9,274 0 5	

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	TOBACCO, MANUFACTURED,—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.	
				North America.	West Indies.			
	Lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg.....	3,286	143 7 4					143 7 4	
Bath.....	5,048	247 16 2					247 16 2	
Burwell.....	2,622	123 8 10					123 8 10	
Beauce.....	166	3 12 6					3 12 6	
Belleville.....	25,372	1,271 9 7					1,271 9 7	
Bondhead.....	362	18 17 6					18 17 6	
Brockville.....	84,935	3,428 15 0					3,428 15 0	
Bytown.....								
Bruce.....	300	14 12 1					14 12 1	
Chatham.....	7,860	327 5 9					327 5 9	
Chippewa.....	5,523	211 2 6					211 2 6	
Clarenceville.....	2,209	92 5 1					92 5 1	
Cobourg.....	12,999	501 18 5					501 18 5	
Cornwall.....	2,965	106 4 3					106 4 3	
Colborne.....	288	13 3 11					13 3 11	
Coteau du Lac.....	2	0 3 7					0 3 7	
Credit.....	1,076	45 6 4					45 6 4	
Dalhousie.....	11,137	535 17 4					535 17 4	
Darlington.....	4,438	189 3 0					189 3 0	
Dickenson's Landing.....	900	43 8 2					43 8 2	
Dover.....	11,972	642 18 1					642 18 1	
Dundee.....	2,170	70 8 5					70 8 5	
Dunnville.....	20,437	771 0 3					771 0 3	
Elgin.....								
Fort Erie.....	3,511	150 8 1					150 8 1	
Freighsburg.....	3,780	167 5 2					167 5 2	
Gananoque.....	780	36 18 4					36 18 4	
Goderich.....	2,199	88 19 8					88 19 8	
Grafton.....	253	9 0 2					9 0 2	
Gaspé.....	2,140	78 8 4				78 8 4		
Hereford.....								
Hamilton.....	344,454	15,295 1 6					15,295 1 6	
Hemmingford.....	7,928	221 13 1					221 13 1	
Hope.....	16,046	707 8 6					707 8 6	
Huntingdon.....	1,193	40 2 11					40 2 11	
Kingston.....	131,793	4,969 0 10					4,969 0 10	
Lacolle.....	1,784	84 1 5					84 1 5	
Maitland.....								
Maria Town.....	5,577	223 14 4					223 14 4	
Milford.....	332	14 7 0					14 7 0	
Montreal.....	693,262	20,003 1 7					20,003 1 7	
New Castle.....	1,191	44 9 6					44 9 6	
Niagara.....	13,701	588 9 2					588 9 2	
Oakville.....	9,777	410 11 3					410 11 3	
Owen's Sound.....	82	5 10 5					5 10 5	
Penetanguishene.....								
Philipsburg.....	6,703	271 16 3					271 16 3	
Picton.....	5,234	210 12 9					210 12 9	
Potton.....	18,178	501 15 8					501 15 8	
Prescott.....	13,725	523 13 7					523 13 7	
Quebec.....	99,761	3,159 19 0	92 0 9				3,067 18 3	
Queenston.....	253	11 7 7					11 7 7	
Rivière au Raisins.....								
Rondeau.....	742	42 19 0					42 19 0	
Rowan.....	3,092	135 19 7					135 19 7	
Russelltown.....	51	1 11 10					1 11 10	
Sandwich.....	4,234	171 3 5					171 3 5	
Sarnia.....	4,416	190 17 8					190 17 8	
Sault Ste. Marie.....	2,589	86 8 3					86 8 3	
Stanstead.....	15,205	580 13 4					580 13 4	
St. Johns.....	523,672	15,896 11 9					15,896 11 9	
St. Regis.....	586	16 18 9					16 18 9	
Stanley.....	92,970	3,815 18 7					3,815 18 7	
Sutton.....	655	18 11 7					18 11 7	
Toronto.....	284,635	10,934 6 11					10,934 6 11	
Wallaceburg.....	9,232	244 8 0					244 8 0	
Wellington.....	1,673	91 2 1					91 2 1	
Whitby.....	13,706	457 6 5					457 6 5	
Totals.....	2,547,162	89,304 17 4	92 0 9			78 8 4	89,134 8 3	



## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	CIGARS,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell	31	6 9 9				6 9 9	
Beauce	96	13 0 0				13 0 0	
Belleville	38	6 19 7				6 19 7	
Bondhead	1	0 6 4				0 6 4	
Brockville	488	168 7 9				168 7 9	
Bytown							
Bruce	2	0 12 6				0 12 6	
Chatham	24	5 6 10				5 6 10	
Chippewa	104	22 17 6				22 17 6	
Clarenceville							
Cobourg	50	21 12 5				21 12 5	
Cornwall	1	0 12 6				0 12 6	
Colborne	3	2 12 6				2 12 6	
Coteau du Lac							
Credit		0 4 7				0 4 7	
Dalhousie							
Darlington	5	2 0 8				2 0 8	
Dickenson's Landing	6	0 15 0				0 15 0	
Dover	5	2 10 11				2 10 11	
Dundee	41	13 6 3				13 6 3	
Dunnville							
Elgin							
Fort Erie	60	22 4 6				22 4 6	
Frelighsburg	1	0 5 0				0 5 0	
Gananoque	26	3 0 0				3 0 0	
Goderich	5	7 15 0				7 15 0	
Grafton							
Gaspé							
Hereford							
Hamilton	3,166	1,117 10 1				1,117 10 1	
Hemmingford							
Hope	331	74 13 5				74 13 5	
Huntingdon	4	0 12 9				0 12 9	
Kingston	2,465	697 3 10				697 3 10	
Lacolle		0 3 2				0 3 2	
Maitland							
Maria Town	5	1 17 9				1 17 9	
Milford							
Montreal	2,033	529 1 11				378 9 1	150 12 10
New Castle	8	1 10 6				1 10 6	
Niagara	225	61 13 0				61 13 0	
Oakville	3	1 2 11				1 2 11	
Owen's Sound							
Penetanguishene	6	2 0 0				2 0 0	
Philipsburg	100	20 15 3				20 15 3	
Pictou	3	1 5 5				1 5 5	
Potter	26	6 9 5				6 9 5	
Prescott	40	8 0 4				8 0 4	
Quebec	3,012	422 9 7			38 0 0	373 19 7	10 10 0
Queenston	196	39 12 6				39 12 6	
Rivière au Raisins							
Rondeau	8	1 19 5				1 19 5	
Rowan							
Russelltown							
Sandwich	46	13 15 5				13 15 5	
Sarnia	6	1 11 3				1 11 3	
Sault Ste. Marie	51	17 15 10				17 15 10	
Stanstead	41	9 12 2				9 12 2	
St. Johns	7,030	1,572 0 6				1,572 0 6	
St. Regis	1	0 8 1				0 8 1	
Stanley	236	47 6 10				47 6 10	
Sutton							
Toronto	2,990	996 19 5				996 19 5	
Wallaceburg	15	4 0 0				4 0 0	
Wellington							
Whitby	40	13 18 9				13 18 9	
Totals	23,074	5,966 9 1			38 0 0	5,767 6 3	161 2 10

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	SNUFF,—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.	
				West Indies.	North America.			
	Lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg	59	2 18 1				2 18 1		
Bath	121	6 19 3				6 19 3		
Burwell	8	0 9 5				0 9 5		
Beauce								
Belleville	540	25 1 8				25 1 8		
Bondhead								
Brockville	256	14 2 9				14 2 9		
Bytown								
Bruce								
Chatham	462	25 11 8				25 11 8		
Chippewa	107	5 6 5				5 6 5		
Clarenceville	47	2 10 8				2 10 8		
Cobourg	91	4 12 8				4 12 8		
Cornwall								
Colborne								
Coteau du Lac								
Credit								
Dalhousie	747	37 14 1				37 14 1		
Darlington	247	11 0 0				11 0 0		
Dickenson's Landing	12	0 10 9				0 10 9		
Dover	74	4 0 10				4 0 10		
Dundee	24	0 15 8				0 15 8		
Dunnville	632	30 12 0				30 12 0		
Elgin								
Fort Erie	2	0 4 0				0 4 0		
Frelighsburg	50	3 3 1				3 3 1		
Gananoque								
Coderich								
Grafton								
Gaspé								
Hereford								
Hamilton	9,269	471 10 11				471 10 11		
Hemmingford								
Hope	130	7 7 5				7 7 5		
Huntingdon								
Kingston	2,021	97 17 9				97 17 9		
Lacolle								
Maitland								
Maria Town	12	0 7 6				0 7 6		
Milford								
Montreal	187	9 16 8				9 16 8		
New Castle	32	2 0 2				2 0 2		
Niagara	675	34 15 9				34 15 9		
Oakville	152	7 1 1				7 1 1		
Owen's Sound								
Penetanguishene								
Philipsburg	249	12 12 0				12 12 0		
Picton	401	17 12 5				17 12 5		
Potter	27	0 19 9				19 9		
Prescott	36	1 18 5				1 18 5		
Quebec								
Queenston								
Rivière au Raisins								
Rondeau	28	1 8 6				1 8 6		
Rowan	42	2 5 4				2 5 4		
Russeltown								
Sandwich	137	7 13 11				7 13 11		
Sarnia	233	10 7 7				10 7 7		
Sault Ste. Marie	3	0 18 3				0 18 3		
Stanstead	403	18 18 7				18 18 7		
St. Johns	604	35 0 9				35 0 9		
St. Regis								
Stanley	2,004	100 13 1				100 13 1		
Sutton	32	1 11 3				1 11 3		
Toronto	6,457	242 18 5				242 18 5		
Wallaceburg	184	8 15 4				8 15 4		
Wellington								
Whitby	98	3 18 5				3 18 5		
Totals	26,895	1,274 2 3				1,274 2 3		

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	SPIRITS—BRANDY,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Gals.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg	103	22 2 4	22 2 4				
Bath	138	52 12 3				52 12 3	
Burwell	10	3 16 3				3 16 3	
Beauce							
Belleville	156	39 13 2				39 13 2	
Bondhead							
Brockville	455	113 5 7	113 5 7				
Bytown							
Bruce							
Chatham	4	0 19 3				0 19 3	
Chippewa	1	0 3 9				0 3 9	
Clarenceville	85	13 9 6				13 9 6	
Cobourg	202	38 14 2					38 14 2
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Freligsburg	30	8 5 0				8 5 0	
Gananoque							
Goderich							
Grafton							
Gaspé	57	16 9 4	16 9 4				
Hereford							
Hamilton	11,052	2,449 2 9	208 17 6			1,657 8 1	582 16 7
Hemmingford							
Hope							
Huntingdon							
Kingston	4,433	867 18 2	495 5 6			372 12 8	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal	84,714	16,734 1 5	6,660 3 8			449 19 6	9,623 18 3
Newcastle							
Niagara	1,453	301 13 5	301 13 5				
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Pictou							
Potton							
Prescott							
Quebec	25,117	4,212 2 6	1,881 0 8				2,331 1 10
Queenston	1,954	350 7 7					350 7 7
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	343	81 13 5	81 13 5				
Sarnia							
Sault Ste. Marie	19	6 6 8				6 6 8	
Stanstead							
St. Johns	2,401	319 10 3				2 0 8	317 9 7
St. Regis							
Stanley	1,348	310 18 10				80 18 8	230 0 2
Sutton							
Toronto	14,139	2,871 0 0	144 19 3			2,726 0 9	
Wallaceburg	9	3 14 9				3 14 9	
Wellington							
Whitby							
Totals	148,253	28,818 0 4	9,925 10 8			5,418 1 6	13,474 8 2

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	GIN,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Gals.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg	52	10 10 0	10 10 0				
Bath							
Burwell	2	0 17 10				0 17 10	
Beauce							
Belleville	129	13 2 4				13 2 4	
Bondhead							
Brockville	367	30 5 8	30 5 8				
Bytown							
Bruce	1	0 5 1				0 5 1	
Chatham							
Chippewa							
Clarenceville	47	6 4 7				6 4 7	
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover	15	1 9 1				1 9 1	
Dundee							
Dunnville							
Elgin							
Fort Erie							
Freligsburg							
Gananoque	40	10 4 6				10 4 6	
Goderich							
Grafton							
Gaspé	577	42 11 0	42 11 0				
Hereford							
Hamilton	550	46 10 9	29 0 0			17 10 9	
Hemmingford							
Hope	8	1 4 5				1 4 5	
Huntingdon							
Kingston	402	39 5 8	30 15 8			8 10 0	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal	43,748	3,710 0 11	3,673 18 1			31 15 5	4 7 5
New Castle							
Niagara	747	71 0 3	71 0 3				
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potton							
Prescott							
Quebec	27,493	2,435 19 5	2,435 19 5				
Queenston	363	23 3 4					23 3 4
Rivière au Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	27	3 2 0	3 2 0				
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Regis							
Stanley							
Sutton							
Toronto	1,221	114 18 0	6 15 4			108 2 8	
Wallaceburg	2	0 15 0				0 15 0	
Wellington							
Whitby							
Totals	7,5671	6,561 9 10	6,333 17 5			200 1 8	27 10 9

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity	Total Value.	RUM,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Gals.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg.....							
Bath.....							
Burwell.....							
Beauce.....							
Belleville.....							
Bondhead.....							
Brockville.....	312	24 13 1	24 13 1				
Bytown.....							
Bruce.....							
Chatham.....							
Chippewa.....							
Clarenceville.....							
Cobourg.....							
Cornwall.....							
Colborne.....							
Coteau du Lac.....							
Credit.....							
Dalhousie.....							
Darlington.....							
Dickenson's Landing.....							
Dover.....							
Dundee.....							
Dunnville.....							
Elgin.....							
Foix Eric.....							
Frelighsburg.....							
Gananoque.....							
Goderich.....							
Grafton.....							
Gaspé.....							
Hereford.....							
Hamilton.....	97	21 8 2				21 8 2	
Hemmingford.....							
Hope.....							
Huntingdon.....							
Kingston.....	1,430	112 17 1				112 17 1	
Lacolle.....							
Maitland.....							
Maria Town.....							
Milford.....							
Montreal.....	16,767	1,562 6 4	1,379 6 1		71 16 7	99 3 8	12 0 0
New Castle.....							
Niagara.....	229	44 3 4	44 3 4				
Oakville.....							
Owen's Sound.....							
Penetanguishene.....							
Philipsburg.....							
Pictou.....							
Potton.....							
Prescott.....							
Quebec.....	7,404	765 17 5	700 17 1	65 0 4			
Queenston.....	481	85 16 8					85 16 8
Rivière au Raisins.....							
Rondeau.....							
Rowan.....							
Russelltown.....							
Sandwich.....							
Sarnia.....							
Sault Ste. Marie.....							
Stanstead.....	9	1 2 10				1 2 10	
St. Johns.....	136	15 10 1				15 10 1	
St. Regis.....							
Stanley.....	175	13 16 7				13 16 7	
Sutton.....	1	0 3 9				0 3 9	
Toronto.....	2,322	207 15 6				207 15 6	
Wallaceburg.....							
Wellington.....							
Whitby.....							
<b>Totals.....</b>	<b>29,363</b>	<b>2,856 10 10</b>	<b>2,149 10 7</b>	<b>65 0 4</b>	<b>71 16 7</b>	<b>471 17 8</b>	<b>97 16 8</b>

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	WHISKEY,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Gals.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg.....	208	11 0 8				11 0 8	
Bath.....							
Burwell.....							
Beauce.....						2 4 3	
Helleville.....	39	2 4 3					
Bondhead.....						4 11 6	
Brockville.....	380	91 19 10	87 8 4				
Bytown.....							
Bruce.....							
Chatham.....	3,385	191 11 10				191 11 10	
Chippewa.....	972	42 6 5				42 6 5	
Clarenceville.....	74	9 8 1				9 8 1	
Cobourg.....						335 4 1	
Cornwall.....	3,155	335 4 1				8 0 11	
Colborne.....	84	8 0 11					
Coteau du Lac.....							
Credit.....							
Dalhousie.....						2 11 8	
Darlington.....	42	2 11 8				5 3 4	
Dickenson's Landing.....	50	5 3 4					
Dover.....						103 14 1	
Dundee.....	1,446	103 14 1				6 12 6	
Dunnville.....	83	6 12 6				0 10 10	
Elgin.....	5	0 10 10				241 17 11	
Fort Erie.....	3,561	241 17 11					
Frelighsburg.....						3 8 3	
Gananoque.....	40	3 8 3				17 5 8	
Goderich.....	321	17 5 8					
Grafton.....							
Gaspé.....							
Hereford.....						233 15 1	
Hamilton.....	2,051	233 15 1				11 8 9	
Hemmingford.....	144	11 8 9					
Hope.....						8 3 9	
Huntingdon.....	104	8 3 9				0 9 5	
Kingston.....	2	0 9 5					
Lacolle.....							
Maitland.....							
Maria Town.....	562	28 12 11				28 12 11	
Milford.....							
Montreal.....	22,627	2,900 16 10	2,199 0 2			321 0 10	380 15 10
New Castle.....	66	5 5 9				5 5 9	
Niagara.....	1,280	76 14 1				76 14 1	
Oakville.....						7 16 5	
Owen's Sound.....	135	7 16 5					
Penetanguishene.....						8 2 5	
Philipsburg.....	157	8 2 5					
Pictou.....							
Potton.....						260 16 1	
Prescott.....	3,713	260 16 1					
Quebec.....	3,191	488 9 6	488 9 6			70 11 6	
Queenston.....	1,411	70 11 6					
Rivière aux Raisins.....						2 7 7	
Rondeau.....	38	2 7 7				0 10 2	
Rowan.....	2	0 10 2				2 11 3	
Russelltown.....	41	2 11 3				36 17 4	
Sandwich.....	659	36 17 4				24 7 0	
Sarnia.....	485	24 7 0				24 0 3	
Sault Ste. Marie.....	414	24 0 3					
Stanstead.....						120 3 5	
St. Johns.....	1,126	120 3 5				12 14 1	
St. Regis.....	183	12 14 1				6 17 7	
Stanley.....	74	6 17 8					
Sutton.....						408 18 1	
Toronto.....	2,895	408 18 1				150 10 7	
Wallaceburg.....	2,958	150 10 7					
Wellington.....							
Whitby.....							
<b>Totals.....</b>	<b>56,263</b>	<b>5,964 0 2</b>	<b>2,774 18 0</b>			<b>2,808 6 4</b>	<b>380 15 10</b>

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	CORDIALS,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Gals.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brookville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg	2	0 12 9				0 12 9	
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton	3	3 17 2				3 17 2	
Hemmingford							
Hope							
Huntingdon							
Kingston	1	2 2 8				2 2 8	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal	504	193 18 11	111 17 8				82 1 3
Newcastle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Pictou	1	1 0 0				1 0 0	
Potter							
Prescott							
Quebec	60	18 19 0	13 3 1				5 15 11
Queenston							
Rivière au Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich							
Sarnia							
Sault Ste. Marie	8	2 18 4				2 18 4	
Stanstead							
St. Johns	47	9 4 1				9 4 1	
St. Regis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	626	232 12 11	125 0 9			19 15 0	87 17 2

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	WINE,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Gals.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg	1	0 5 0					
Bath							
Burwell							
Beauce							
Belleville	60	18 0 0			18 0 0		
Bondhead							
Brockville	1,034	195 10 7	118 7 10			77 2 9	
Bytown							
Bruce							
Chatham							
Chippewa	565	251 15 0				251 15 0	
Clarenceville							
Cobourg	34	14 3 0					14 3 0
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover	187	25 5 0				25 5 0	
Dundee							
Dunnville	691	49 18 9				49 18 9	
Elgin	18	1 0 4				1 0 4	
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé	61	9 1 4	2 3 10				6 17 6
Hereford							
Hamilton	15,775	1,989 13 3	295 19 1			1209 9 4	484 4 10
Hemmingford							
Hope	314	34 10 1				34 10 1	
Huntingdon							
Kingston	2,656	547 18 5	215 7 11			332 10 6	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal	116,279	12,613 16 5	5,312 18 5		172 0 4	632 0 5	6,496 17 3
New Castle							
Niagara	1,176	317 5 9	306 12 3			10 13 6	
Oakville							
Owen's Sound							
Penatanguishene							
Philipsburg							
Pictou							
Potton							
Prescott							
Quebec	72,288	5,910 0 0	2,346 12 8		59 3 0	11 13 4	3,492 11 0
Queenston	2,582	187 11 7					187 11 7
Rivière au Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	39	10 11 5	10 11 5				
Sarnia							
Sault Ste. Marie	02	32 18 11				32 18 11	
Stanstead							
St. Johns	1,948	454 15 1				265 17 2	188 17 11
St. Regis							
Stanley	2,743	368 16 3				355 8 7	13 7 8
Sutton							
Toronto	21,488	3,511 9 5	906 5 8			2,605 3 9	
Wallaceburg	6	2 5 8				2 5 8	
Wellington							
Whitby							
<b>Totals</b>	<b>240,007</b>	<b>26,546 11 3</b>	<b>9,514 19 1</b>		<b>249 3 4</b>	<b>5,897 18 1</b>	<b>10,894 10 9</b>



No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	SALT,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Minots.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg	6,538	304 16 10				304 16 10	
Bath	7,270	310 12 6				310 12 6	
Burwell	5,263	233 0 4				238 0 4	
Beauce							
Belleville	13,439	588 19 3				588 19 3	
Bondhead	520	23 15 0				23 15 0	
Brockville	4,325	212 11 9				212 11 9	
Bytown							
Bruce	468	27 13 0				27 13 0	
Chatham	7,553	393 4 8				393 4 8	
Chippewa	6,896	319 9 7				319 9 7	
Clarenceville		1 6 0				1 6 0	
Cobourg	9,939	436 3 11				436 3 11	
Cornwall	62	10 10 8				10 10 8	
Colborne	2,765	114 3 11				114 3 11	
Coteau du Lac							
Credit	5,356	227 7 5				227 7 5	
Dalhousie	20,376	885 14 4				885 14 4	
Darlington	4,850	212 6 7				212 6 7	
Dickenson's Landing	95	5 15 0				5 15 0	
Dover	11,638	502 14 3				502 14 3	
Dundee	4	0 6 6				0 6 6	
Dunnville	9,505	390 8 0				390 8 0	
Elgin							
Fort Erie	810	42 10 3				42 10 3	
Freligshburg	2	0 7 6				0 7 6	
Gananoque	1,339	56 12 8				56 12 8	
Goderich	6,861	315 5 10				315 5 10	
Grafton							
Gaspé	51,792	832 13 9	645 16 9		49 18 3		136 18 9
Hereford							
Hamilton	74,997	3,080 1 10				3,080 1 10	
Hemmingford	10	1 0 4				1 0 4	
Hope	15,557	745 19 1				745 19 1	
Huntingdon	10	0 18 10				0 18 10	
Kingston	24,863	1,096 14 4				1,096 14 4	
Lacolle							
Maitland							
Maria Town	334	19 0 1				19 0 1	
Milford	1,271	54 2 8				54 2 8	
Montreal	81,742	1,598 19 9	1,304 17 0	38 0 0	122 16 2		133 4 4
New Castle	2,387	103 2 2				103 2 2	
Niagara	1,058	50 2 1				50 2 1	
Oakville	9,894	432 11 6				432 11 6	
Owen's Sound	3,645	201 7 5				201 7 5	
Penetanguishene	1,400	70 0 0				70 0 0	
Philipsburg	92	13 10 9				13 10 9	
Pictou	4,393	192 7 1				192 7 1	
Potter							
Prescott	1,876	98 10 0				98 10 0	
Quebec	331,567	3,438 17 2	3,310 15 10		90 7 4		
Queenston	100	3 15 0				3 15 0	87 14 0
Rivière au Raisins							
Rondeau	2,510	129 8 4				129 8 4	
Rowan	1,885	91 3 8				91 3 8	
Russelltown							
Sandwich	2,760	142 1 2				142 1 2	
Sarnia	5,300	229 3 11				229 3 11	
Sault Ste. Marie	1,048	69 13 8				69 13 8	
Stanstead	63	10 6 9				10 6 9	
St. Johns	8,714	125 12 10				125 12 10	
St. Regis	5	0 7 8				0 7 8	
Stanley	40,214	1,657 5 4				1,657 5 4	
Sutton							
Toronto	46,282	1,954 10 1				1,954 10 1	
Wallaceburg	2,659	86 3 8				86 3 8	
Wellington	3,045	135 11 10				135 11 10	
Whitby	15,680	669 7 0				669 7 0	
Totals	863,017	22,950 5 6	5,261 9 7	38 0 0	263 1 9	17,079 17 1	307 17 1

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	FRUIT, GREEN,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg		2 5 3				2 5 3	
Bath							
Burwell		13 11 0				13 11 0	
Beauce							
Belleville		2 5 10				2 5 10	
Bondhead		0 6 4				0 6 4	
Brockville		73 17 1				73 17 1	
Bytown							
Bruce		3 3 2				3 3 2	
Chatham		18 5 9				18 5 9	
Chippewa							
Clarenceville		41 7 2				41 7 2	
Cobourg		90 11 2				90 11 2	
Cornwall		4 0 0				4 0 0	
Colborne		0 12 6				0 12 6	
Coteau du Lac		3 17 6				3 17 6	
Credit							
Dalhousie		33 18 10				33 18 10	
Darlington		11 8 7				11 8 7	
Dickenson's Landing		1 9 9				1 9 9	
Dover		61 12 10				61 12 10	
Dundee							
Dunnville		15 14 10				15 14 10	
Elgin							
Fort Erie		65 0 0				65 0 0	
Frelighsburg		4 5 0				4 5 0	
Gananoque		3 8 10				3 8 10	
Goderich		3 18 9				3 18 9	
Grafton		2 0 8				2 0 8	
Gaspé		1 3 10					1 3 10
Hereford							
Hamilton		340 17 5				340 17 5	
Hemmingford		4 1 4				4 1 4	
Hope		89 2 5				89 2 5	
Huntingdon		4 2 4				4 2 4	
Kingston		615 18 1				615 18 1	
Lacolle		226 2 9				226 2 9	
Maitland							
Maria Town		4 2 7				4 2 7	
Milford							
Montreal		563 5 10				269 4 8	294 1 2
New Castle		4 16 2				4 16 2	
Niagara		39 0 6				39 0 6	
Oakville							
Owen's Sound		0 19 6				0 19 6	
Penetanguishene		1 2 6				1 2 6	
Philipsburg		77 7 7				77 7 7	
Picton		4 5 9				4 5 9	
Potter		1 10 0				1 10 0	
Prescott		50 19 4				50 19 4	
Quebec		336 12 3	57 6 9	13 2 3		234 12 6	31 10 9
Queenston		0 15 0				0 15 0	
Rivière aux Raisins		0 15 0				0 15 0	
Rondeau		2 5 9				2 5 9	
Rowan		0 8 10				0 8 10	
Russelltown							
Sandwich		7 11 8				7 11 8	
Sarnia		6 7 4				6 7 4	
Sault Ste. Marie							
Stanstead		12 9 6				12 9 6	
St. Johns		1,642 2 1				1,642 2 1	
St. Regis		6 4 6				6 4 6	
Stanley		91 14 2				91 14 2	
Sutton							
Toronto		803 14 11				803 14 11	
Wallaceburg							
Wellington		16 7 8				16 7 8	
Whitby							
Totals		5,452 7 1	57 6 9	13 2 3		5,055 2 4	326 15 9

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	FRUIT—DRIED,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg		16 8 6				16 8 6	
Bath							
Burwell		21 11 9				21 11 9	
Beauce		3 2 6				3 2 6	
Belleville		133 5 7				133 5 7	
Bondhead		1 6 7				1 6 7	
Brockville		290 1 2				290 1 2	
Bytown							
Bruce		6 2 5				6 2 5	
Chatham		29 1 2				29 1 2	
Chippewa							
Clarenceville							
Cobourg		101 16 1				101 16 1	
Cornwall							
Colborne		6 9 6				6 9 6	
Coteau du Lac							
Credit		1 9 3				1 9 3	
Dalhousie		100 18 10				100 18 10	
Darlington		28 5 1				28 5 1	
Dickenson's Landing		2 16 3				2 16 3	
Dover		106 15 8				106 15 8	
Dundee		5 5 3				5 5 3	
Dunnville		102 18 1				102 18 1	
Elgin							
Fort Erie		35 6 11				35 6 11	
Freighsburg		4 11 5				4 11 5	
Gananoque		0 8 9				0 8 9	
Goderich		1 6 3				1 6 3	
Grafton		2 0 0				2 0 0	
Gaspé		1 19 8	1 19 8				
Hereford							
Hamilton		4,082 18 0			160 0 0	3,922 18 0	
Hemmingford		12 4 6				12 4 6	
Hope		105 15 10				105 15 10	
Huntingdon							
Kingston		894 11 2				894 11 2	
Lacolle		10 11 5				10 11 5	
Maitland		0 2 6				0 2 6	
Maria Town		0 7 6				0 7 6	
Milford							
Montreal		6,939 10 3	3,582 5 2		78 1 4	1,990 9 11	1,288 13 10
New Castle		1 0 4				1 0 4	
Niagara		97 12 2				97 12 2	
Oakville							
Owen's Sound		2 7 9				2 7 9	
Penetanguishene							
Philipsburg		48 19 1				48 19 1	
Pictou		55 9 7				55 9 7	
Potton		6 8 3				6 8 3	
Prescott		7 16 11				7 16 11	
Quebec		1,056 19 3	960 3 6		67 0 3		29 15 6
Queenston		0 10 0				0 10 0	
Rivière aux Raisins							
Rondeau		1 9 2				1 9 2	
Rowan		10 4 11				10 4 11	
Russeltown							
Sandwich		30 3 9				30 3 9	
Sarnia		14 0 11				14 0 11	
Sault Ste. Marie							
Stanstead		26 9 8				26 9 8	
St. Johns		2,310 8 3				2,310 8 3	
St. Regis							
Stanley		476 15 8				476 15 8	
Sutton		2 0 0				2 0 0	
Toronto		4,406 4 11				4,406 4 11	
Wallaceburg		34 16 6				34 16 6	
Wellington							
Whitby		70 15 8				70 15 8	
Totals		21,710 0 7	4,544 8 4		305 1 7	15,542 1 4	1,318 9 4

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	SPICES,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg		19 13 3				19 13 3	
Bath		2 3 11				2 3 11	
Burwell		9 17 4				9 17 4	
Beauce							
Belleville		24 10 5				24 10 5	
Bondhead							
Brockville		150 6 7				150 6 7	
Bytown							
Bruce		1 5 8				1 5 8	
Chatham		41 12 6				41 12 6	
Chippewa							
Clarenceville		0 8 2				0 8 2	
Cobourg		1 14 11				1 14 11	
Cornwall							
Colborne		4 9 2				4 9 2	
Coteau du Lac							
Credit							
Dalhousie							
Darlington		5 9 1				5 9 1	
Dickenson's Landing		1 11 7				1 11 7	
Dover		22 15 4				22 15 4	
Dundee							
Dunnville		320 0 8				320 0 8	
Elgin							
Fort Erie		11 17 7				11 17 7	
Freighsburg		4 0 9				4 0 9	
Ganaouque							
Goderich		0 4 6				0 4 6	
Grafton							
Gaspé		3 11 8	2 13 11	0 17 9			
Hereford							
Hamilton		1,002 2 5				1,002 2 5	
Hemmingford							
Hope		9 18 5				9 18 5	
Huntingdon		0 5 1				0 5 1	
Kingston		357 8 3				357 8 3	
Lacolle		0 10 2				0 10 2	
Maitland							
Maria Town		0 5 0				0 5 0	
Milford							
Montreal		5,903 1 4	3,618 10 3			2,284 11 1	
Newcastle		4 0 9				4 0 9	
Niagara		4 8 2				4 8 2	
Oakville		44 9 0				44 9 0	
Owen's Sound							
Penetanguishene							
Philipsburg		19 18 6				19 18 6	
Pictou		10 15 6				10 15 6	
Potton		0 18 0				0 18 0	
Prescott		1 8 6				1 8 6	
Quebec		1,176 3 10	1,151 4 5	12 1 4	12 18 1		
Queenston							
Rivière aux Raisins							
Rondeau		3 9 11				3 9 11	
Rowan		6 17 5				6 17 5	
Russeltown							
Sandwich		20 17 11				20 17 11	
Sarnia		9 9 10				9 9 10	
Sault Ste. Marie							
Stanstead		10 13 0				10 13 0	
St. Johns		1,449 16 11				1,449 16 11	
St. Regis		0 14 0				0 14 0	
Stanley		77 8 5				77 8 5	
Sutton		0 0 10				0 0 10	
Toronto		1,253 13 5				1,253 13 5	
Wallaceburg		16 11 0				16 11 0	
Wellington							
Whitby		2 18 3				2 18 3	
Totals		12,013 16 11	4,772 8 7	12 19 1	12 18 1	7,245 11 2	

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity	Total Value.	CONFECTIONARY AND PRESERVES,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg .....							
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....		1 6 9				1 6 9	
Bondhead .....		2 8 2				2 8 2	
Brockville .....							
Bytown .....							
Bruce .....							
Chatham .....		24 9 11				24 9 11	
Chippewa .....							
Clarenceville .....							
Cobourg .....							
Cornwall .....							
Colborne .....		1 4 3				1 4 3	
Coteau du Lac .....							
Credjt .....							
Dalhousie .....		12 16 7				12 16 7	
Darlington .....							
Dickenson's Landing .....							
Dover .....		4 16 9				4 16 9	
Dundee .....							
Dunnville .....							
Elgin .....							
Fort Erie .....							
Frelighsburg .....							
Gananoque .....		0 15 0				0 15 0	
Goderich .....							
Grafton .....							
Gaspé .....							
Hereford .....							
Hamilton .....		54 2 10				54 2 10	
Hemmingford .....							
Hope .....		18 2 5				18 2 5	
Huntingdon .....							
Kingston .....							
Lacolle .....							
Maitland .....							
Maria Town .....							
Milford .....							
Montreal .....		270 8 4	136 15 1				133 13 3
Newcastle .....							
Niagara .....		0 17 1				0 17 1	
Oakville .....		19 1 3				19 1 3	
Owen's Sound .....							
Penetanguishene .....							
Philipsburg .....							
Picton .....		1 10 0				1 10 0	
Potton .....							
Prescott .....		2 12 3				2 12 3	
Quebec .....		22 8 6	9 18 9				12 9 9
Queenston .....							
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....		2 9 5				2 9 5	
Russeltown .....							
Sandwich .....		18 3 0				18 3 0	
Sarnia .....							
Sault Ste. Marie .....							
Stanstead .....		12 17 8				12 17 8	
St. Johns .....		186 18 0				186 18 0	
St. Regis .....							
Stanley .....							
Sutton .....							
Toronto .....		52 19 7				52 19 7	
Wallaceburg .....							
Wellington .....		0 14 3				0 14 3	
Whitby .....							
Totals .....		711 2 0	146 13 10			418 5 2	146 3 0

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	MACCARONI,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg		0 15 10				0 15 10	
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie		1 12 0				1 12 0	
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Freightsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Heresford							
Hamilton		1 5 11				1 5 11	
Hemmingford							
Hope							
Huntingdon							
Kingston		5 16 6				5 16 6	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal		176 15 2					176 15 2
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Phillipsburg							
Pictou							
Pottou							
Prescott							
Quebec		4 19 0					4 19 0
Queeriston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Starstead							
St. Johns		53 14 4				53 14 4	
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals		214 18 9				63 4 7	181 14 2

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	VINEGAR,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Gals.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg	81	2 8 4				2 8 4	
Bath							
Burwell	30	0 7 8				0 7 8	
Beauce							
Belleville	50	1 5 5				1 5 5	
Bondhead	30	0 15 3				0 15 3	
Brookville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville	91	3 0 5				3 0 5	
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville	151	5 3 9				5 3 9	
Elgin							
Fort Erie	1	0 2 0				0 2 0	
Freighsburg							
Gananoque							
Goderich	3	0 3 9				0 3 9	
Graton							
Gaspé	265	9 13 2	9 13 2				
Hereford							
Hamilton							
Hemmingford							
Hope	20	0 15 3				0 15 3	
Huntingdon							
Kingston	144	17 5 10				17 5 10	
Lacolle	64	1 10 6				1 10 6	
Maitland							
Maria Town							
Milford							
Montreal	56,396	1,545 17 1	44 12 10			301 3 11	1,200 0 4
New Castle	16	0 11 11				0 11 11	
Niagara							
Oakville	38	1 18 8				1 18 8	
Owen's Sound	29	0 14 4				0 14 4	
Penetanguishene							
Philipsburg	104	3 18 5				3 18 5	
Pictou							
Potton							
Prescott							
Quebec	23,411	874 11 4	1 1 1			873 10 3	
Queenston							
Rivière aux Raisins							
Rondeau	22	1 2 11				1 2 11	
Rowan	25	1 5 2				1 5 2	
Russeltown							
Sandwich	41	1 5 10				1 5 10	
Sarnia	56	2 5 6				2 5 6	
Sault Ste. Marie							
Stanstead							
St. Johns	8,749	242 14 8				242 14 8	
St. Regis							
Stanley							
Sutton							
Toronto	83	3 6 11				3 6 11	
Wallaceburg							
Wellington							
Whitby							
Totals	89,900	2,728 4 1	55 7 1			1,466 16 8	1,200 0 4

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	COWS,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
No.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg .....							
Bath .....							
Burwell .....							
Beauce .....	5	20 15 0				20 15 0	
Belleville .....							
Bondhead .....							
Brockville .....							
Bytown .....							
Bruce .....							
Chatham .....							
Chippewa .....	1	2 10 0				2 10 0	
Clarenceville .....	1	2 0 8				2 0 8	
Cobourg .....							
Cornwall .....	2	5 0 0				5 0 0	
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....							
Dickenson's Landing .....	2	6 5 0				6 5 0	
Dover .....							
Dundee .....							
Dunnville .....							
Elgin .....							
Fort Erie .....							
Freightsburg .....	2	5 10 0				5 10 0	
Gananoque .....							
Goderich .....							
Grafton .....							
Gaspé .....							
Hereford .....							
Hamilton .....							
Hemmingford .....	2	4 8 11				4 8 11	
Hope .....							
Huntingdon .....	2	2 0 8				2 0 8	
Kingston .....							
Laocle .....	4	10 18 7				10 18 7	
Maitland .....							
Maria Town .....							
Milford .....							
Montreal .....							
New Castle .....							
Niagara .....	4	9 7 5				9 7 5	
Oakville .....							
Owen's Sound .....							
Penetanguishene .....							
Philipsburg .....							
Picton .....							
Potton .....	6	1 10 0				1 10 0	
Prescott .....							
Quebec .....							
Queenston .....	1	3 0 0				3 0 0	
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....							
Russeltown .....	4	8 15 0				8 15 0	
Sandwich .....	1	2 0 0				2 0 0	
Sarnia .....							
Sault Ste. Marie .....							
Stanstead .....	3	2 10 2				2 10 2	
St. Johns .....	1	2 10 10				2 10 10	
St. Regis .....		8 2 8				8 2 8	
Stanley .....							
Sutton .....	1	1 15 0				1 15 0	
Toronto .....	1	10 8 4				10 8 4	
Wallaceburg .....							
Wellington .....							
Whitby .....							
Totals .....	43	109 8 1				109 8 1	



## No. 14.

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	HORSES,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	No.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg.....	1	4 15 0				4 15 0	
Bath.....							
Burwell.....	1	7 12 6				7 12 6	
Beauce.....	20	95 10 0				95 10 0	
Belleville.....							
Bondhead.....							
Brockville.....	5	26 8 8				26 8 8	
Bytown.....							
Bruce.....							
Chatham.....							
Chippewa.....	4	54 5 0				54 5 0	
Clarenceville.....	24	156 13 1				156 13 1	
Cobourg.....	3	48 5 10				48 5 10	
Cornwall.....	3	42 10 0				42 10 0	
Colborne.....							
Coteau du Lac.....	1	7 10 0				7 10 0	
Credit.....							
Dalhousie.....							
Darlington.....							
Dickenson's Landing.....	10	89 9 2				89 9 2	
Dover.....							
Dundee.....	9	46 0 0				46 0 0	
Dunnville.....							
Elgin.....	3	15 5 0				15 5 0	
Fort Erie.....	8	81 2 6				81 2 6	
Frelighsburg.....	25	97 5 0				97 5 0	
Gananoque.....	6	49 0 0				49 0 0	
Goderich.....							
Grafton.....	2	25 0 0				25 0 0	
Gaspé.....							
Hereford.....	3	12 15 0				12 15 0	
Hamilton.....	1	25 0 0				25 0 0	
Hemmingford.....	14	100 11 5				100 11 5	
Hope.....	1	3 16 3				3 16 3	
Huntingdon.....	7	33 15 7				33 15 7	
Kingston.....	6	86 3 3				86 3 3	
Lacolle.....	18	134 4 4				134 4 4	
Maitland.....	1	20 0 0				20 0 0	
Maria Town.....	4	25 0 0				25 0 0	
Milford.....							
Montreal.....	1	6 0 0				6 0 0	
Newcastle.....							
Niagara.....							
Oakville.....							
Owen's Sound.....							
Penetanguishene.....							
Philipsburg.....	12	122 7 0				122 7 0	
Picton.....							
Potton.....	25	98 7 6				98 7 6	
Prescott.....	13	99 2 6				99 2 6	
Quebec.....							
Queenston.....	13	218 0 0				218 0 0	
Rivière aux Raisins.....	3	13 15 0				13 15 0	
Rondeau.....							
Rowan.....							
Russeltown.....	11	52 10 0				52 10 0	
Sandwich.....	7	59 2 6				59 2 6	
Sarnia.....	1	15 0 0				15 0 0	
Sault Ste. Marie.....							
Stanstead.....	40	250 8 1				250 8 1	
St. Johns.....	25	125 9 2				125 9 2	
St. Regis.....							
Stanley.....							
Sutton.....	6	60 15 0				60 15 0	
Toronto.....	5	72 8 11				72 8 11	
Wallaceburg.....							
Wellington.....							
Whitby.....							
Totals.....	342	2,480 3 3				2,480 3 3	

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	OXEN,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	No.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg .....							
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....							
Bondhead .....							
Brookville .....							
Bytown .....							
Bruce .....							
Chatham .....							
Chippewa .....							
Clarenceville .....							
Cobourg .....							
Cornwall .....	1	8 15 0				8 15 0	
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....							
Dickenson's Landing .....	13	26 0 0				26 0 0	
Dover .....							
Dundee .....	56	203 0 0				203 0 0	
Dunnville .....							
Elgin .....							
Fort Erie .....							
Frelighsburg .....	2	6 5 0				6 5 0	
Gananoque .....							
Goderich .....							
Grafton .....							
Gaspé .....							
Hereford .....							
Hamilton .....							
Hemmingford .....							
Hope .....							
Huntingdon .....							
Kingston .....							
Lacolle .....							
Maitland .....							
Maria Town .....							
Milford .....							
Montreal .....	4	15 0 0				15 0 0	
New Castle .....							
Niagara .....	10	33 16 3				33 16 3	
Oakville .....							
Owen's Sound .....							
Penatanguishene .....							
Philipsburg .....	25	72 10 0				72 10 0	
Pictou .....							
Potton .....	3	5 10 0				5 10 0	
Prescott .....	5	23 2 7				23 2 7	
Quebec .....							
Queenston .....							
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....							
Russeltown .....	14	75 0 0				75 0 0	
Sandwich .....							
Sarnia .....							
Sault Ste. Marie .....							
Stanstead .....							
St. Johns .....							
St. Regis .....							
Stanley .....							
Sutton .....	2	3 15 0				3 15 0	
Toronto .....							
Wallaceburg .....							
Wellington .....							
Whitby .....							
<b>Totals .....</b>	<b>135</b>	<b>472 13 10</b>				<b>472 13 10</b>	

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	SWINE,—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.	
				West Indies.	North America.			
	No.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg								
Bath								
Burwell								
Beauce								
Belleville								
Bondhead								
Brockville								
Bytown								
Bruce								
Chatham								
Chippewa								
Clarenceville	4	0 16 10				0 16 10		
Cobourg								
Cornwall								
Colborne								
Coteau du Lac								
Credit								
Dalhousie								
Darlington								
Dickenson's Landing	16	7 5 0				7 5 0		
Dover								
Dundee								
Dunnville								
Elgin	2	0 5 1				0 5 1		
Fort Erie								
Freightsburg	4	1 9 6				1 9 6		
Gananoque								
Goderich								
Grafton	1	2 10 0				2 10 0		
Gaspé								
Hereford								
Hamilton								
Hemmingford								
Hope	1	0 10 2				0 10 2		
Huntingdon	2	0 4 0				0 4 0		
Kingston								
Lacolle								
Maitland								
Maria Town								
Milford								
Montreal								
New Castle								
Niagara	1	0 12 9				0 12 9		
Oakville								
Owen's Sound								
Penetanguishene								
Philipsburg								
Picton								
Potton								
Prescott	3	0 10 10				0 10 10		
Quebec								
Queenston								
Rivière aux Raisins								
Rondeau								
Rowan								
Russeltown								
Sandwich								
Sarnia								
Sault Ste. Marie								
Stanstead	1	0 6 4				0 6 4		
St. Johns	4	2 3 3				2 3 3		
St. Regis								
Stanley								
Sutton								
Toronto								
Wallaceburg								
Wellington								
Whitby								
Totals	39	16 13 9				16 13 9		

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	SHEEP,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	No.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg.....							
Bath.....							
Burwell.....							
Beauce.....							
Belleville.....							
Bondhead.....							
Brockville.....							
Bytown.....							
Bruce.....							
Chatham.....							
Chippewa.....	2	1 0 0				1 0 0	
Clarenceville.....	12	2 5 8				2 5 8	
Cobourg.....							
Cornwall.....	42	19 4 3				19 4 3	
Colborne.....							
Coteau du Lac.....							
Credit.....							
Dalhousie.....							
Darlington.....	6	1 10 6				1 10 6	
Dickenson's Landing.....							
Dover.....							
Dundee.....							
Dunnville.....							
Elgin.....							
Fort Erie.....	50	20 10 0				20 10 0	
Frelighsburg.....	50	20 0 0				20 0 0	
Gananoque.....							
Goderich.....							
Grafton.....							
Gaspé.....							
Hereford.....							
Hamilton.....							
Hemmingford.....	59	16 9 11				16 9 11	
Hope.....	8	6 2 0				6 2 0	
Huntingdon.....							
Kingston.....	1	0 10 2				0 10 2	
Lacolle.....	4	1 5 0				1 5 0	
Maitland.....	5	1 5 5				1 5 5	
Maria Town.....	7	1 15 0				1 15 0	
Milford.....							
Montreal.....	40	19 0 0				19 0 0	
New Castle.....							
Niagara.....	89	32 15 3				32 15 3	
Oakville.....	1	0 10 2				0 10 2	
Owen's Sound.....							
Penetanguishene.....							
Philipsburg.....	156	40 13 4				40 13 4	
Picton.....							
Potton.....							
Prescott.....	13	2 3 3				2 3 3	
Quebec.....							
Queenston.....							
Rivière aux Raisins.....							
Rondeau.....							
Rowan.....							
Russeltown.....							
Sandwich.....							
Sarnia.....							
Sault Ste. Marie.....							
Stanstead.....	5	2 0 8				2 0 8	
St. Johns.....	1	1 5 5				1 5 5	
St. Regis.....							
Stanley.....							
Sutton.....	12	2 5 0				2 5 0	
Toronto.....							
Wallaceburg.....							
Wellington.....							
Whitby.....							
<b>Totals.....</b>	<b>563</b>	<b>192 11 0</b>				<b>192 11 0</b>	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BARLEY AND RYE—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Qrs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg .....	1½	1 15 0				1 15 0	
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....							
Bondhead .....							
Brockville .....							
Bytown .....							
Bruce .....							
Chatham .....							
Chippewa .....							
Clarenceville .....	0½	0 7 8				0 7 8	
Cobourg .....							
Cornwall .....							
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....							
Dickenson's Landing .....	386	313 6 1			291 16 0	21 10 1	
Dover .....							
Dundee .....							
Dunnville .....							
Elgin .....							
Fort Erie .....	3	2 13 9				2 13 9	
Freligshburg .....							
Gananoquo .....	0½	0 6 6				0 6 6	
Goderich .....							
Grafton .....							
Gaspé .....							
Hereford .....							
Hamilton .....							
Hemmingford .....							
Hope .....							
Huntingdon .....							
Kingston .....							
Lacolle .....							
Maitland .....							
Maria Town .....							
Milford .....							
Montreal .....							
New Castle .....							
Niagara .....							
Oakville .....							
Owen's Sound .....							
Penetanguishene .....							
Philipsburg .....	19	26 17 5				26 17 5	
Pictou .....							
Potton .....							
Prescott .....							
Quebec .....							
Queenston .....							
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....							
Russeltown .....							
Sandwich .....	0½	0 2 0				0 2 0	
Sarnia .....							
Sault Ste. Marie .....							
Stanstead .....							
St. Johns .....							
St. Regis .....							
Stanley .....							
Sutton .....							
Toronto .....							
Wallaceburg .....							
Wellington .....							
Whitby .....							
Totals .....	411½	345 8 5			291 16 0	53 12 5	

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BEANS AND PEAS,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Qrs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg.....							
Bath.....							
Burwell.....	4	9 8 10				9 8 10	
Beauce.....							
Belleville.....							
Bondhead.....							
Brockville.....							
Bytown.....							
Bruce.....							
Chatham.....							
Chippewa.....	13	23 16 2				23 16 2	
Clarenceville.....							
Cobourg.....	0½	0 6 7				0 6 7	
Cornwall.....							
Colborne.....							
Coteau du Lac.....							
Credit.....							
Dalhousie.....							
Darlington.....							
Dickenson's Landing.....							
Dover.....							
Dundee.....							
Dunnville.....							
Elgin.....	0½	0 2 6				0 2 6	
Fort Erie.....							
Frelighsburg.....							
Gananoque.....							
Goderich.....	0½	0 11 3				0 11 3	
Grafton.....							
Gaspé.....							
Hereford.....							
Hamilton.....							
Hemmingford.....							
Hope.....	0½	0 10 2				0 10 2	
Huntingdon.....							
Kingston.....							
Lacolle.....							
Maitland.....							
Maris Town.....	0½	0 2 6				0 2 6	
Milford.....							
Montreal.....							
New Castle.....							
Niagara.....	0¾	0 6 4				0 6 4	
Oakville.....							
Owen's Sound.....	0¾	0 5 6				0 5 6	
Penetanguishene.....							
Philipsburg.....	0¾	0 11 3				0 11 3	
Pictou.....							
Potton.....							
Prescott.....	0¾	0 6 5				0 6 5	
Quebec.....	8	8 3 0	4 10 0				3 13 0
Queenston.....							
Rivière aux Raisins.....							
Rondeau.....	0½	0 2 7				0 2 7	
Rowan.....	3	2 12 1				2 12 1	
Russeltown.....							
Sandwich.....	2½	2 4 8				2 4 8	
Sarnia.....	4	3 8 3				3 8 3	
Sault Ste. Marie.....							
Stanstead.....							
St. Johns.....							
St. Regis.....							
Stanley.....							
Sutton.....							
Toronto.....	3½	3 6 8				3 6 8	
Wallaceburg.....							
Wellington.....							
Whitby.....							
Totals.....	42	56 4 9	4 10 0			43 1 9	3 13 0

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BUCKWHEAT,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg .....							
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....							
Bondhead .....							
Brockville .....							
Bytown .....							
Bruce .....							
Chatham .....							
Chippewa .....							
Clarenceville .....							
Cobourg .....							
Cornwall .....							
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....							
Dickenson's Landing .....							
Dover .....							
Dundee .....							
Dunnville .....							
Elgin .....							
Fort Erie .....							
Frelighsburg .....							
Gananoque .....							
Goderich .....							
Grafton .....							
Gaspé .....							
Hereford .....							
Hamilton .....							
Hemmingford .....							
Hope .....							
Huntingdon .....							
Kingston .....							
Lacolle .....							
Maitland .....							
Maria Town .....							
Milford .....							
Montreal .....							
New Castle .....							
Niagara .....							
Oakville .....							
Owen's Sound .....							
Penetanguishene .....							
Philipsburg .....							
Pictou .....							
Potton .....							
Prescott .....							
Quebec .....							
Queenston .....							
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....							
Russelton .....							
Sandwich .....							
Sarnia .....							
Sault Ste. Marie .....		0 6 3				0 6 3	
Stanstead .....							
St. Johns .....							
St. Regis .....							
Stanley .....							
Sutton .....							
Toronto .....							
Wallaceburg .....							
Wellington .....							
Whitby .....							
Totals .....		0 6 3				0 6 3	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	OATS,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce		4 11 6				4 11 6	
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall		1 4 9				1 4 9	
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing		2 4 0				2 4 0	
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Freightsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town		1 11 0				1 11 0	
Milford							
Montreal							
Newcastle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Phillipsburg							
Picton							
Potton							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia		0 18 9				0 18 9	
Sault Ste. Marie							
Stanstead		0 9 2				0 9 2	
St. Johns							
St. Regis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals		10 19 2				10 19 2	



GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	MEAL,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Barrels.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Annerstburg		0 10 0				0 10 0	
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce	2	1 5 5				1 5 5	
Chatham		0 4 7				0 4 7	
Chippewa	6	4 10 9				4 10 9	
Clarenceville							
Cobourg	1	1 3 0				1 3 0	
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie	1	1 4 8				1 4 8	
Freighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton		0 5 9				0 5 9	
Hemmingford	2	2 0 8				2 0 8	
Hope	2	1 7 9				1 7 9	
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town		0 7 6				0 7 6	
Milford							
Montreal	3	4 18 8	4 16 8				
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg	20	17 4 6				17 4 6	
Picton							
Polton							
Prescott							
Quebec	1,120	955 14 0	935 5 2			20 8 10	
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	2	2 0 11				2 0 11	
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns	12	29 15 2				29 15 2	
St Regis							
Stanley							
Sutton	1	1 2 6				1 2 6	
Toronto	1	1 6 6				1 6 6	
Wallaceburg	15	14 2 3				14 2 2	
Wellington							
Whitby							
Totals	1,188	1,039 2 7	940 1 10			99 0 9	

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	FLOUR,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Barrels.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg.....	52	49 5 3				49 5 3	
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....							
Bondhead .....							
Brookville .....							
Bytown .....							
Bruce .....	4	4 17 6				4 17 6	
Chatham .....	61	41 18 9				41 18 9	
Chippewa .....	13	13 8 7				13 8 7	
Clarenceville .....							
Cobourg .....	5	5 14 5				5 14 5	
Cornwall .....							
Colborne .....	11	8 5 0				8 5 0	
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....							
Dickenson's Landing .....		0 7 6				0 7 6	
Dover .....							
Dundee .....	1	1 0 0				1 0 0	
Dunnville .....							
Elgin .....							
Fort Erie .....							
Freighsburg .....							
Gananoque .....	2	2 0 0				2 0 0	
Goderich .....							
Gralton .....							
Gaspé .....	75	87 10 0				87 10 0	
Hereford .....							
Hamilton .....							
Hemmingford .....	8	3 1 0				3 1 0	
Hope .....							
Huntingdon .....		0 7 8				0 7 8	
Kingston .....	4	4 10 2				4 10 2	
Lacolle .....							
Maitland .....							
Maria Town .....	2	2 5 0				2 5 0	
Milford .....							
Montreal .....	1	1 0 4				1 0 4	1,200 0 4
New Castle .....							
Niagara .....							
Oakville .....							
Owen's Sound .....							
Penetanguishene .....		1 5 0				1 5 0	
Philipsburg .....							
Picton .....							
Potter .....							
Prescott .....	1	1 7 8				1 7 8	
Quebec .....	247	197 9 5	128 14 5			68 15 0	
Queenston .....							
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....							
Russelltown .....							
Sandwich .....	83	77 5 3				77 5 3	
Sarnia .....	20	21 1 6				21 1 6	
Sault Ste. Marie .....							
Stanstead .....	1	1 0 4				1 0 4	
St. Johns .....	1	0 16 6				0 16 6	
St. Regis .....		2 13 4				2 13 4	
Stanley .....							
Sutton .....							
Toronto .....							
Wallaceburg .....		33 8 5				33 8 5	
Wellington .....							
Whitby .....							
<b>Totals.....</b>	<b>588</b>	<b>561 18 7</b>	<b>128 14 5</b>			<b>433 4 2</b>	<b>1,200 0</b>

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BUTTER,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Cwts. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell	1 8 36	0 14 0				0 14 0	
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce	0 1 12	0 17 9				0 17 9	
Chatham							
Chippewa	0 3 6	3 1 3				3 1 3	
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing	0 2 0	1 15 0			1 15 0		
Dover							
Dundee	0 1 12	1 0 0				1 0 0	
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque	0 0 4	0 2 6				0 2 6	
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg	0 2 11	2 2 7				2 2 7	
Pictou							
Potton							
Prescott	0 0 2	0 1 6				0 1 6	
Quebec	1 0 4	4 1 2	2 17 8				1 3 6
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead	0 0 25	0 12 6				0 12 6	
St. Johns	0 1 22	1 5 5				1 5 5	
St. Regis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	4 2 22	15 13 8	2 17 8		1 15 0	9 17 6	1 3 6

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	CHEESE,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Cwts. qrs. lbs	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg.....	6 1 9	12 3 4				12 3 4	
Bath.....							
Burwell.....	20 3 21	27 17 3				27 17 3	
Beauce.....							
Belleville.....							
Bondhead.....							
Brockville.....	2 3 27	4 13 9				4 13 9	
Bytown.....							
Bruce.....	7 1 5	12 4 11				12 4 11	
Chatham.....	13 0 10	25 9 2				25 9 2	
Chippewa.....	279 2 5	364 10 0				364 10 0	
Clarenceville.....	0 0 14	0 5 0				0 5 0	
Cobourg.....	4 3 11	10 15 0				10 15 0	
Corwall.....		72 5 2				72 5 2	
Colborne.....	4 2 6	6 10 2				6 10 2	
Coteau du Lac.....							
Credit.....	5 1 8	9 8 9				9 8 9	
Dalhousie.....	6 1 14	11 18 10				11 18 10	
Darlington.....	0 3 17	2 7 1				2 7 1	
Dickenson's Landing.....							
Dover.....	69 0 11	116 5 2				116 5 2	
Dundee.....	48 0 19	51 14 10				51 14 10	
Dunnville.....	82 0 0	136 17 9				136 17 9	
Elgin.....							
Fort Erie.....	293 3 26	404 2 9				404 2 9	
Fréarighsburg.....	34 0 10	36 2 9				36 2 9	
Gananoque.....	1 1 26	1 12 4				1 12 4	
Goderich.....	4 1 19	9 3 6				9 3 6	
Grafton.....							
Gaspé.....	0 0 15	0 8 4	0 8 4				
Hereford.....							
Hamilton.....	86 1 2	159 8 1				159 8 1	
Hemmingford.....							
Hope.....	2 2 0	4 3 4				4 3 4	
Huntingdon.....	0 3 14	1 9 9				1 9 9	
Kingston.....	203 2 12	303 19 4				303 19 4	
Lacolle.....	1 2 4	2 3 0				2 3 0	
Maitland.....							
Maria Town.....	1 2 15	2 11 11				2 11 11	
Milford.....							
Montreal.....	298 2 16	1,219 16 6	645 12 1		0 15 0	573 9 5	
New Castle.....	0 2 22	1 5 7				1 5 7	
Niagara.....	31 3 6	52 12 1				52 12 1	
Oakville.....	1 0 23	1 19 7				1 19 7	
Owen's Sound.....	1 3 16	4 3 11				4 3 11	
Penetanguishene.....							
Phillipsburg.....	12 1 15	11 14 5				11 14 5	
Pictou.....	1 2 5	2 4 11				2 4 11	
Potter.....							
Prescott.....	68 2 7	102 10 3				102 10 3	
Quebec.....	61 0 11	226 2 5	226 2 5				
Queenston.....	0 3 4	1 9 3				1 9 3	
Rivière aux Raisins.....							
Rondeau.....							
Rowan.....							
Russeltown.....	9 3 6	13 15 0				13 15 0	
Sandwich.....	21 1 14	39 6 8				39 6 8	
Sarnia.....	12 3 27	35 6 0				35 6 0	
Sault Ste. Marie.....							
Starstead.....	0 1 5	0 9 6				0 9 6	
St. Johns.....	28 0 16	77 9 1	30 18 0			38 9 1	8 2 0
St. Regis.....							
Stanley.....	40 1 14	66 6 2				66 6 2	
Sutton.....							
Toronto.....	457 2 0	823 17 5				823 17 5	
Wallaceburg.....	12 0 14	20 15 10				20 15 10	
Wellington.....							
Whitby.....	2 1 2	6 10 0				6 10 0	
Totals.....	2,244 2 25	4,498 5 10	903 0 10		0 15 0	3,586 8 0	8 2 0

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	SALT MEATS,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Cwts. qrs lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg..	15 2 18	11 2 1				11 2 1	
Bath..							
Burwell..	41 1 13	57 1 7				57 1 7	
Beauce..							
Belleville..							
Bondhead..							
Brockville..	0 2 20	1 15 3				1 15 3	
Bytown..	887 2 0	1,366 15 0				1,366 15 0	
Bruce..	5 2 0	6 19 9				6 19 9	
Chatham..	8 0 3	8 3 9				8 3 9	
Chippewa..	288 3 3	351 2 7				351 2 7	
Clarenceville..	19 3 8	9 18 3				9 18 3	
Cobourg..	2 0 26	4 9 0				4 9 0	
Cornwall..	30 0 0	25 0 0				25 0 0	
Colborne..	49 0 8	54 15 7				54 15 7	
Coteau du Lac..	53 2 8	68 10 0				68 10 0	
Credit..	6 0 0	7 12 6				7 12 6	
Dalhousie..	146 0 0	193 4 1				193 4 1	
Darlington..							
Dickenson's Landing..	50 3 20	68 10 3				68 10 3	
Dover..	203 2 13	292 18 7				292 18 7	
Dundee..	2 0 0	2 10 0				2 10 0	
Dunnville..	287 0 0	632 7 9				632 7 9	
Elgin..							
Fort Erie..	87 1 21	87 16 6				87 16 6	
Frelighsburg..							
Gananoque..	131 2 8	183 3 8				183 3 8	
Goderich..	0 3 25	2 7 9				2 7 9	
Gratton..							
Gaspé..	20 1 10	33 14 4	33 14 4				
Hereford..							
Hamilton..	209 0 16	256 0 7				256 0 7	
Hemmingford..							
Hope..	72 0 8	116 5 7				116 5 7	
Huntingdon..	8 0 4	6 15 0				6 15 0	
Kingston..	1 0 2	0 9 3				0 9 3	
Lacolle..							
Maitland..							
Maria Town..	46 1 20	74 0 0				74 0 0	
Milford..							
Montreal..	1,833 0 4	2,474 19 9				2,474 19 9	
Newcastle..	0 0 11	0 4 3				0 4 3	
Niagara..							
Oakville..							
Owen's Sound..	3 2 8	5 10 0				5 10 0	
Penetanguishene..	1 2 8	2 19 9				2 19 9	
Philipsburg..	3 2 0	1 19 10				1 19 10	
Picton..							
Potter..							
Prescott..	1 1 1	2 8 2				2 8 2	
Quebec..	4,234 2 9	5,291 11 11	209 4 10			5,036 3 7	46 3 6
Queenston..	0 0 10	0 6 3				0 6 3	
Rivière aux Raisins..	2 0 0	2 7 6				2 7 6	
Rondeau..							
Rowan..	4 1 12	6 19 8				6 19 8	
Russelltown..	8 2 8	7 4 0				7 4 0	
Sandwich..	14 3 11	12 11 5				12 11 5	
Sarnia..	0 1 21	1 2 6				1 2 6	
Sault Ste. Marie..							
Stanstead..	9 2 6	13 9 0				13 9 0	
St. Johns..	1 0 14	3 4 1				3 4 1	
St. Regis..	1 1 10	2 0 8				2 0 8	
Stanley..	21 1 0	34 17 0				34 17 0	
Sutton..	1 0 0	1 5 0				1 5 0	
Toronto..	6 2 0	11 13 10				11 13 10	
Wallaceburg..	3 1 14	5 12 8				5 12 8	
Wellington..							
Whitby..							
Totals..	8,827 0 12	11,805 15 11	212 19 2			11,516 13 3	46 3 6

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	FRESH MEATS,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Cwts. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg.....	1 3 4	1 10 0				1 10 0	
Bath.....							
Burwell.....	3 2 8	4 6 5				4 6 5	
Beauce.....							
Belleville.....							
Bondhead.....							
Brockville.....							
Bytown.....							
Bruce.....							
Chatham.....							
Chippewa.....							
Clarenceville.....	0 1 12	0 6 1				0 6 1	
Cobourg.....							
Cornwall.....							
Colborne.....							
Coteau du Lac.....							
Credit.....							
Dalhousie.....							
Darlington.....							
Dickenson's Landing.....							
Dover.....							
Dundee.....							
Dunnville.....							
Elgin.....							
Fort Erie.....	6 3 24	10 0 9				10 0 9	
Freighsburg.....	15 0 10	8 7 0				8 7 0	
Gananoque.....							
Goderich.....							
Grafton.....							
Gaspé.....							
Hereford.....							
Hamilton.....							
Hemmingford.....	4 0 0	4 17 6				4 17 6	
Hope.....							
Huntingdon.....							
Kingston.....	164 1 9	91 6 9				91 6 9	
Lacolle.....							
Maitland.....							
Maria Town.....							
Milford.....							
Montreal.....							
New Castle.....							
Niagara.....	6 1 19	5 11 2				5 11 2	
Oakville.....							
Owen's Sound.....							
Penetanguishene.....							
Philipsburg.....	69 1 15	30 19 0				30 19 0	
Pictou.....							
Potter.....							
Prescott.....	0 3 16	1 2 11				1 2 11	
Quebec.....							
Queenston.....							
Rivière aux Raisins.....							
Rondeau.....							
Rowan.....							
Russeltown.....	62 1 1	29 8 8				29 8 8	
Sandwich.....	3 0 4	1 18 9				1 18 9	
Sarnia.....	14 1 17	11 11 0				11 11 0	
Sault Ste. Marie.....							
Stanstead.....	12 1 10	3 10 3				3 10 3	
St. Johns.....	7 3 24	8 17 11				8 17 11	
St. Regis.....	4 2 20	3 3 7				3 3 7	
Stanley.....							
Sutton.....							
Toronto.....	79 1 0	37 5 4				37 5 4	
Wallaceburg.....	0 3 16	0 15 3				0 15 3	
Wellington.....							
Whitby.....							
<b>Totals.....</b>	<b>457 2 13</b>	<b>254 18 4</b>				<b>254 18 4</b>	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	HOPS,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg	4	0 5 0				0 5 0	
Bath							
Burwell	1	0 1 11				0 1 11	
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham	640	28 12 6				28 12 6	
Chippewa							
Clarenceville							
Cobourg		0 3 3				0 3 3	
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing	460	8 14 0				8 14 0	
Dover	169	7 6 8				7 6 8	
Dundas	50	0 15 0				0 15 0	
Dunnville							
Elgin							
Fort Erie	787	32 3 3				32 3 3	
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton	8,306	235 3 9				235 3 9	
Hemmingford							
Hope		3 5 6				3 5 6	
Huntingdon							
Kingston	235	73 5 6				73 5 6	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Panetanguishene							
Philipsburg							
Pictou							
Potter							
Prescott	3,681	85 4 4				85 4 4	
Quebec							
Queenston	433	12 19 10				12 19 10	
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown	110	1 7 6				1 7 6	
Sandwich	233	13 2 10				13 2 10	
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns	5,591	222 10 2				222 10 2	
St. Regis	280	2 17 0				2 17 0	
Stanley							
Sutton							
Toronto	16,773	675 13 5				675 13 5	
Wallaceburg							
Wellington							
Whitby							
Totals	37,653	1,401 10 8				1,401 10 8	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BRAN AND SHORTS,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Cwts. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville	9 3 8	2 10 10				2 10 10	
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie	0 0 20	2 9 6				2 9 6	
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara	24 2 15	2 13 0				2 13 0	
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potton							
Prescott	15 1 6	2 0 5				2 0 5	
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan	79 3 0	39 0 0				39 0 0	
Russelltown							
Sandwich	20 0 0	4 7 5				4 7 5	
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns	402 0 0	5 2 9				5 2 9	
St. Regis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	551 2 21	58 4 9				58 4 9	



No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	ALE AND BEER,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Gals.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg .....	1,613	70 4 4				70 4 4	
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....							
Bondhead .....							
Brockville .....							
Bytown .....							
Brice .....	640	27 19 2				27 19 2	
Chatham .....	666	34 15 6				34 15 6	
Chippewa .....							
Clarenceville .....							
Cobourg .....							
Cornwall .....							
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....							
Dickenson's Landing .....							
Dover .....	1	0 3 10				0 3 10	
Dundee .....							
Dunnville .....							
Elgin .....							
Fort Erie .....	8	2 12 6				2 12 6	
Frelighsburg .....							
Gananoque .....							
Goderich .....							
Grafton .....							
Gaspé .....							
Hereford .....							
Hamilton .....							
Hemmingford .....							
Hope .....							
Huntingdon .....							
Kingston .....							
Lacolle .....							
Maitland .....							
Maria Town .....							
Milford .....							
Montreal .....	28,406	2,518 17 0	2,518 17 0				
Newcastle .....							
Niagara .....							
Oakville .....							
Owen's Sound .....							
Penetanguishene .....							
Philipsburg .....	240	6 6 10				6 6 10	
Picton .....							
Potton .....							
Prescott .....							
Quebec .....	24,255	2,197 14 7	2,197 14 7				
Queenston .....							
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....							
Russelltown .....							
Sandwich .....	2,038	108 7 6				108 7 6	
Sarnia .....	1,631	72 13 0				72 13 0	
Sault Ste. Marie .....							
Stanstead .....	574	28 14 0				28 14 0	
St. Johns .....	4,558	185 8 6	38 15 8			146 12 10	
St. Regis .....							
Stanley .....							
Sutton .....							
Toronto .....	1,011	50 11 2				50 11 2	
Wallaceburg .....	116	4 3 9				4 3 9	
Wellington .....							
Whitby .....							
Totals .....	65,757	5,308 11 8	4,755 7 3			553 4 5	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	CIDER,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Gals.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg .....							
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....							
Bondhead .....							
Brockville .....							
Bytown .....							
Bruce .....							
Chatham .....							
Chippewa .....							
Clarenceville .....	464	4 14 2				4 14 2	
Cobourg .....							
Cornwall .....							
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....							
Dickenson's Landing .....							
Dover .....							
Dundee .....							
Dunnville .....							
Elgin .....							
Fort Erie .....	160	18 0 0				18 0 0	
Freightsburg .....							
Gananoque .....							
Godetich .....	36	1 0 0				1 0 0	
Grafton .....							
Gaspé .....	240	4 0 0	4 0 0				
Hereford .....							
Hamilton .....							
Hemmingford .....							
Hope .....							
Huntingdon .....							
Kingston .....	1,592	16 0 3				16 0 3	
Lacolle .....	217	1 13 3				1 13 3	
Maitland .....							
Maria Town .....							
Milford .....							
Montreal .....	54,080	169 0 5				169 0 5	
New Castle .....							
Niagara .....							
Oakville .....							
Owen's Sound .....							
Penetanguishene .....							
Philipsburg .....	64	0 14 0				0 14 0	
Picton .....							
Potton .....							
Prescott .....							
Quebec .....							
Queenston .....							
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....							
Russelltown .....							
Sandwich .....							
Sarnia .....							
Sault Ste. Marie .....							
Stanstead .....							
St. Johns .....	8,794	74 17 2				74 17 2	
St. Régis .....							
Stanley .....							
Sutton .....							
Toronto .....							
Wallaceburg .....							
Wellington .....							
Whitby .....							
Totals .....	65,647	289 19 3	4 0 0			285 19 3	

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	COCOA AND CHOCOLATE,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville		1 19 2				1 19 2	
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg		4 1 0				4 1 0	
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover		2 9 7				2 9 7	
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Heresford							
Hamilton		25 3 8				25 3 8	
Hemmingford							
Hope		0 1 2				0 1 2	
Huntingdon							
Kingston		4 13 9				4 13 9	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal		141 7 2	26 5 0		115 2 2		
Newcastle							
Niagara		1 16 10				1 16 10	
Oakville		0 14 8				0 14 8	
Owen's Sound							
Penetanguishene							
Philipsburg		2 14 5				2 14 5	
Pictou							
Potter							
Prescott		1 11 8				1 11 8	
Quebec		104 18 2	2 17 2		192 1 0		
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich							
Sarnia		0 12 2				0 12 2	
Sault Ste. Marie							
Stanstead							
St. Johns		59 5 1				59 5 1	
St. Régis							
Stanley		2 19 9				2 19 9	
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals		444 8 3	29 2 2		307 3 2	108 2 11	

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	FISH—SALTED OR PICKLED,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg.....		18 19 5				18 19 5	
Bath.....							
Burwell.....		52 2 5				52 2 5	
Beauce.....		13 17 6				13 17 6	
Belleville.....							
Bondhead.....							
Brockville.....		8 11 0				8 11 0	
Bytown.....							
Bruce.....							
Chatham.....		22 16 8				22 16 8	
Chippewa.....		114 7 2				114 7 2	
Clarenceville.....		0 2 6				0 2 6	
Cobourg.....		11 15 4				11 15 4	
Cornwall.....							
Colborne.....		8 9 7				8 9 7	
Coteau du Lac.....							
Credit.....		0 4 6				0 4 6	
Dalhousie.....		15 12 6				15 12 6	
Darlington.....		1 18 2				1 18 2	
Dickenson's Landing.....		1 7 11				1 7 11	
Dover.....		30 10 1				30 10 1	
Dundee.....							
Dunnville.....		46 17 6				46 17 6	
Elgin.....							
Fort Erie.....		38 7 0				38 7 0	
Frelighsburg.....							
Gananoque.....		0 3 9				0 3 9	
Goderich.....		0 17 6				0 17 6	
Grafton.....							
Gaspé.....		5 0 0					5 0 0
Hersford.....							
Hamilton.....		354 18 10			19 0 3	285 18 7	
Hemmingford.....							
Hope.....		26 0 4				26 0 4	
Huntingdon.....							
Kingston.....		64 12 8			0 15 0	63 17 8	
Lacolle.....		1 0 11				1 0 11	
Maitland.....							
Maria Town.....							
Milford.....							
Montreal.....		2,147 11 7			2,146 0 2	1 11 5	
New Castle.....		1 17 6				1 17 6	
Niagara.....		11 15 2				11 15 2	
Oakville.....							
Owen's Sound.....							
Penetanguishene.....							
Philipsburg.....		5 3 6				5 3 6	
Pictou.....							
Potter.....							
Prescott.....		3 9 11				3 9 11	
Quebec.....		1,333 12 8			1,333 12 8		
Queenston.....							
Rivière aux Raisins.....							
Rondeau.....							
Rowan.....		17 5 7				17 5 7	
Russelltown.....							
Sandwich.....		18 18 11				18 18 11	
Sarnia.....		7 16 10				7 16 10	
Sault Ste. Marie.....							
Stanstead.....		18 16 6				18 16 6	
St. Johns.....		74 15 3				32 9 7	42 5 8
St. Régis.....							
Stanley.....		190 5 3				190 5 3	
Sutton.....							
Toronto.....		265 17 7				265 17 7	
Wallaceburg.....							
Wellington.....							
Whitby.....		2 10 10				2 10 10	
<b>Totals.....</b>		<b>4,938 10 4</b>			<b>3,549 8 1</b>	<b>1,341 16 7</b>	<b>47 5 8</b>

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	FISH—FRESH,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg		4 16 3				4 16 3	
Bath							
Burwell		8 16 2				8 16 2	
Beauce		615 4 5				615 4 5	
Belleville							
Bondhead							
Brockville		115 18 7				115 18 7	
Bytown							
Bruce							
Chatham		11 3 4				11 3 4	
Chippewa							
Clarenceville		3 16 3				3 16 3	
Cobourg		40 11 0				40 11 0	
Cornwall							
Colborne							
Coteau du Lac							
Credit		1 2 10				1 2 10	
Dalhousie							
Darlington							
Dickenson's Landing							
Dover		30 2 10				30 2 10	
Dundee		12 6 6				12 6 6	
Dunnville							
Elgin							
Fort Erie		399 0 5				399 0 5	
Frelighsburg		37 6 4				37 6 4	
Gananoque							
Goderich							
Grafton							
Gaspé		80 0 0			80 0 0		
Hereford							
Hamilton		141 19 3				141 19 3	
Hemmingford							
Hope							
Huntingdon		2 0 8				2 0 8	
Kingston		562 5 11				562 5 11	
Lacolle		7 3 4				7 3 4	
Maitland							
Maria Town							
Milford							
Montreal		2 13 5				2 13 5	
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg		162 17 5				162 17 5	
Picton							
Potton		9 0 0				9 0 0	
Prescott		127 9 11				127 9 11	
Quebec		18 18 0			18 18 0		
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead		46 13 3				46 13 3	
St. Johns		930 9 2				930 9 2	
St. Régis		14 13 2				14 13 2	
Stanley							
Sutton							
Toronto		739 2 1				739 2 1	
Wallaceburg							
Wellington							
Whitby							
Totals		4,125 10 6			98 18 0	4,026 12 6	

Appendix  
(A)  
1851.

No. 14.

Appendix  
(A)  
1851.

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value. £ s. d.	FUR,—IMPORTED FROM				
			Great Britain. £ s. d.	British Colonies.		United States. £ s. d.	Other Foreign Countries. £ s. d.
				West Indies. £ s. d.	North America. £ s. d.		
Amherstburg.....							
Bath.....							
Burwell.....							
Beauce.....		18 10 0				18 10 0	
Belleville.....							
Boudhead.....							
Brockville.....		352 13 6				352 13 6	
Bytown.....							
Bruce.....							
Chatham.....							
Chippewa.....							
Clarenceville.....							
Cobourg.....							
Cornwall.....							
Colborne.....							
Coteau du Lac.....							
Credit.....							
Dalhousie.....							
Darlington.....		16 0 4				16 0 4	
Dickenson's Landing.....							
Dover.....		5 4 5				5 4 5	
Dundee.....		5 10 6				5 10 6	
Dunnville.....							
Elgin.....							
Fort Erie.....		30 17 0				30 17 0	
Frelighsburg.....							
Gananoque.....		5 5 0				5 5 0	
Goderich.....							
Gratton.....							
Gaspé.....							
Hereford.....							
Hamilton.....		1,242 5 9	645 14 8			596 11 1	
Hemmingford.....							
Hope.....							
Huntingdon.....		1 15 0				1 15 0	
Kingston.....		437 14 0				437 14 0	
Lacolle.....							
Maitland.....							
Maria Town.....							
Milford.....							
Montreal.....		6,317 4 2	5,634 10 3		77 14 1	604 19 10	
New Castle.....							
Niagara.....							
Oakville.....							
Owen's Sound.....							
Penetanguishene.....							
Philipsburg.....		0 15 10				0 15 10	
Pictou.....		60 6 9				60 6 9	
Potter.....		1 15 0				1 15 0	
Prescott.....		52 0 11	40 7 1			11 13 10	
Quebec.....		1,065 8 10	1,065 8 10				
Queenston.....							
Rivière aux Raisins.....							
Rondeau.....							
Rowan.....		4 19 2				4 19 2	
Russeltown.....							
Sandwich.....		42 3 2				42 3 2	
Sarnia.....							
Sault Ste. Marie.....							
Stanstead.....		80 8 1				80 8 1	
St. Johns.....		4,016 0 6	152 19 8			3,863 0 10	
St. Régis.....							
Stanley.....		134 10 6				134 10 6	
Sutton.....							
Toronto.....		1,512 17 7	1,512 17 7				
Wallaceburg.....							
Wellington.....							
Whitby.....		9 3 0				9 3 0	
Totals.....		15,413 9 0	9,051 18 1		77 14 1	6,283 16 10	

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	GLASS,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg.....		58 11 7				58 11 7	
Bath.....		2 19 5				2 19 5	
Burwell.....		26 18 9				26 18 9	
Beauce.....		37 10 0				37 10 0	
Belleville.....		71 9 11				71 9 11	
Bondhead.....		2 14 8				2 14 8	
Brockville.....		411 8 2	12 5 4			399 2 10	
Bytown.....							
Bruce.....		1 11 6				1 11 6	
Chatham.....		50 6 7				50 6 7	
Chippewa.....		397 13 11				397 13 11	
Clarenceville.....							
Cobourg.....		168 3 6				168 3 6	
Cornwall.....							
Colborne.....		7 13 3				7 13 3	
Coteau du Lac.....							
Credit.....		0 1 11				0 1 11	
Dalhousie.....		167 14 2				167 14 2	
Darlington.....							
Dickenson's Landing.....							
Dover.....		57 9 4				57 9 4	
Dundas.....		11 5 4				11 5 4	
Dunnville.....		236 3 2				236 3 2	
Elgin.....							
Fort Erie.....		58 1 8				58 1 8	
Frelighsburg.....							
Gananoque.....		0 2 0				0 2 0	
Goderich.....		2 5 2				2 5 2	
Grafton.....							
Gaspé.....		0 16 0			0 16 0		
Hereford.....							
Hamilton.....		2,276 16 2				2,276 16 2	
Hemmingford.....							
Hope.....		21 3 3				21 3 3	
Huntingdon.....		0 14 0				0 14 0	
Kingston.....		299 18 8	63 2 0			236 16 8	
Lacolle.....		15 5 0				15 5 0	
Maitland.....							
María Town.....		5 13 9				5 13 9	
Milford.....							
Montreal.....		9,054 14 0	6,855 16 2			145 5 2	2,053 12 8
New Castle.....		0 8 11				0 8 11	
Niagara.....		60 4 11				60 4 11	
Oakville.....		47 17 1				47 17 1	
Owen's Sound.....		0 12 4				0 12 4	
Penetanguishene.....		1 0 0				1 0 0	
Philipsburg.....		11 10 5				11 10 5	
Pictou.....		11 19 9				11 19 9	
Potter.....		1 3 4				1 3 4	
Prescott.....		1 15 3				1 15 3	
Quebec.....		4,377 12 1	3,647 8 2			32 17 0	697 6 11
Queenston.....		32 5 1				32 5 1	
Rivière aux Raisins.....							
Rondcau.....		10 14 9				10 14 9	
Rowan.....		14 5 11				14 5 11	
Russelltown.....							
Sandwich.....		54 7 10				54 7 10	
Sarnia.....							
Sault Ste. Marie.....							
Stanstead.....		68 14 1				68 14 1	
St. Johns.....		53 1 5				53 1 5	
St. Régis.....							
Stanley.....		685 19 7				685 19 7	
Sutton.....		0 12 6				0 12 6	
Toronto.....		1,917 2 9				1,197 18 7	719 4 2
Wallaceburg.....		20 6 3				20 6 3	
Wellington.....		0 15 3				0 15 3	
Whitby.....		45 9 7				45 9 5	
Totals.....		20,863 3 11	10,578 11 8		0 16 0	6,813 12 6	3,470 3 9

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	LEATHER—TANNED,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg.....		146 0 5				146 0 5	
Bath.....		51 15 2				51 15 2	
Burwell.....		20 18 9				20 18 9	
Beauce.....							
Belleville.....		31 13 5				31 13 5	
Bondhead.....		23 14 9				23 14 9	
Brockville.....		41 0 1				41 0 1	
Bytown.....							
Bruce.....							
Chatham.....		498 4 3				498 4 3	
Chippewa.....		441 17 1				441 17 1	
Clarenceville.....		10 1 5				10 1 5	
Cobourg.....		292 14 5				292 14 5	
Cornwall.....		5 17 4				5 17 4	
Colborne.....		48 13 4				48 13 4	
Coteau du Lac.....							
Credit.....							
Dalhousie.....							
Darlington.....		301 2 0				301 2 0	
Dickenson's Landing.....		31 1 7				31 1 7	
Dover.....		152 17 5				152 17 5	
Dundee.....		108 4 9				108 4 9	
Dunnville.....		178 12 10				178 12 10	
Elgin.....							
Fort Erie.....		393 17 9				393 17 9	
Fréligsburg.....		27 16 10				27 16 10	
Gananoque.....		17 17 11				17 17 11	
Goderich.....							
Grafton.....							
Gaspé.....		38 13 9	38 13 9				
Hereford.....		43 6 6				43 6 6	
Hamilton.....		2,309 8 1				2,309 8 1	
Hemmingford.....		130 14 6				130 14 6	
Hope.....		314 8 6				314 8 6	
Huntingdon.....		0 12 3				0 12 3	
Kingston.....		936 2 0	49 3 1			1,886 18 11	
Lacolle.....		28 2 4				28 2 4	
Maitland.....							
Maria Town.....		2 19 0				2 19 0	
Milford.....							
Montreal.....		5,266 4 5	5,045 18 10			220 5 7	
New Castle.....		52 0 6				52 0 6	
Niagara.....		3 17 3				3 17 3	
Oakville.....		69 0 10				69 0 10	
Owen's Sound.....							
Penetanguishene.....							
Philipsburg.....		1,255 16 0				1,255 16 0	
Piston.....							
Potton.....		51 8 7				51 8 7	
Prescott.....		353 4 9				353 4 9	
Quebec.....		1,689 10 4	1,689 10 4				
Queenston.....		71 5 2				71 5 2	
Rivière aux Raisins.....							
Rondeau.....		37 18 10				37 18 10	
Rowan.....		82 10 1				82 10 1	
Russeltown.....		31 5 10				31 5 10	
Sandwich.....		239 3 10				239 3 10	
Sarnia.....		31 4 11				31 4 11	
Sault Ste. Marie.....							
Stanstead.....		515 3 3				515 3 3	
St. Johns.....		12,224 8 11	110 4 3			9,012 19 3	3,101 5 5
St. Régis.....		18 13 7				18 13 7	
Stanley.....		1,226 9 4				1,226 9 4	
Sutton.....		36 11 10				36 11 10	
Toronto.....		4,351 2 8				4,351 2 8	
Wallaceburg.....							
Wellington.....							
Whitby.....		45 17 4				45 17 4	
Totals.....		35,281 6 8	0,933 10 3			25,246 11 0	3,101 5 5



GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	OIL,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Gals.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg	305	59 0 3				59 0 3	
Bath	422	77 0 5				77 0 5	
Burwell	679	107 12 7				107 12 7	
Beauce	10	2 9 8				2 9 8	
Belleville	2,068	190 14 8				190 14 8	
Bondhead							
Brockville	877	146 2 1				146 2 4	
Bytown							
Bluce	48	16 3 2				16 3 2	
Chatham	1,030	158 1 11				158 1 11	
Chippewa	3,192	470 5 6				470 5 6	
Clarenceville	72	12 18 1				12 18 1	
Cobourg	1,775	329 15 9				329 15 9	
Cornwall	46	17 5 0				17 5 0	
Colborne							
Coteau du Lac							
Credit	121	20 10 7				20 10 7	
Dalhousie	2,951	143 0 8				143 0 8	
Darlington	60	15 1 8				15 1 8	
Dickenson's Landing							
Dover	432	98 9 7				98 9 7	
Dundee	41	5 2 6				5 2 6	
Dunnville	1,959	296 12 0				296 12 0	
Elgin							
Fort Erie	272	51 17 5				51 17 5	
Frelighsburg	15	1 15 0				1 15 0	
Gananoque	5	1 9 2				1 9 2	
Goderich	59	16 3 3				16 3 3	
Grafton							
Gaspé	208	35 15 0	35 15 0				
Hereford							
Hamilton	11,310	2,262 16 10	34 18 2			2,227 18 8	
Hemmingford							
Hope	307	61 16 11				61 16 11	
Huntingdon	6	1 9 7				1 9 7	
Kingston	3,518	714 11 9				714 11 9	
Lacolle	34	3 11 2				3 11 2	
Maitland							
Maria Town	1	0 4 6				0 4 6	
Milford							
Montreal	108,805	19,217 4 0	14,625 16 7		1,307 18 8	2,409 3 4	874 5 5
New Castle	30	7 12 0				7 12 0	
Niagara	2,415	350 6 5				350 6 5	
Oakville	586	90 12 5				90 12 5	
Owen's Sound	20	3 6 0				3 6 0	
Penetanguishene							
Phillipsburg	211	30 8 7				30 8 7	
Picton	280	44 0 0				44 0 0	
Potton							
Prescott	64	16 0 11				16 0 11	
Quebec	43,542	7,577 2 10	5,283 0 4		1,814 10 6	31 15 5	447 16 7
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan	241	43 0 10				43 0 10	
Russeltown							
Sandwich	249	50 0 7				50 0 7	
Sarnia	459	191 19 7				191 19 7	
Sault Ste. Marie							
Stanstead	517	94 19 10				94 19 10	
St. Johns	21,111	4,216 17 1				4,216 17 1	
St. Régis							
Stanley	3,038	432 10 1				432 10 1	
Sutton	10	1 10 0				1 10 0	
Toronto	14,448	2,060 18 1				2,060 18 1	
Wallaceburg	34	8 13 5				8 13 5	
Wellington							
Whitby	167	23 13 1				23 13 1	
Totals	1,108,050	39,779 12 5	19,979 10 1		3,122 9 2	15,355 11 2	1,322 2 0

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	PAPER,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg		30 1 3				30 1 3	
Bath		47 19 3				47 19 3	
Burwell		3 4 11				3 4 11	
Beauce						145 15 9	
Belleville		145 15 9					
Bondhead						517 6 7	
Brockville		573 8 7	56 2 0				
Bytown						0 9 10	
Bruce		0 9 10				42 19 5	
Chatham		42 19 5				253 12 11	
Chippewa		253 12 11				7 14 10	
Clarenceville		7 14 10				235 11 0	
Cobourg		235 11 0				2 15 10	
Cornwall		2 15 10				2 4 0	
Colborne		2 4 0					
Coteau du Lac						0 16 6	
Credit		0 16 6					
Dalhousie						5 12 0	
Darlington		5 12 0					
Dickenson's Landing						53 8 5	
Dover		53 8 5					
Dundee							
Dunnville							
Elgin						45 0 9	
Fort Erie		45 0 9				0 13 4	
Frelighsburg		0 13 4				0 3 9	
Gananoque		0 3 9				3 0 0	
Goderich		3 0 0					
Grafton							
Gaspé		43 12 4			43 12 4		
Hereford							
Hamilton		2,509 3 5	1,084 10 5			1,424 13 0	
Hemmingford						168 11 2	
Hope		168 11 2				0 3 0	
Huntingdon		0 3 0					
Kingston						2 18 10	
Lacolle		2 18 10					
Maitland						363 15 0	
Maria Town		363 15 0				1 7 6	
Milford		1 7 6				276 4 8	
Montreal		8,732 16 8	8,456 12 0			3 13 3	
New Castle		3 13 3				78 14 6	
Niagara		128 6 11	49 12 5			61 13 4	
Oakville		61 13 4				0 7 2	
Owen's Sound		0 7 2					
Penetanguishens						19 3 9	
Philipsburg		19 3 9				86 9 9	
Pioton		86 9 9					
Potton						100 13 5	
Prescott		100 13 5					
Quebec		857 6 4	857 6 4			9 11 3	
Queenston		9 11 3					
Rivière aux Raisins						6 9 8	
Rondeau		6 9 8				6 13 1	
Rowan		6 13 1					
Russeltown						68 8 7	
Sandwich		68 8 7				80 2 0	
Sarnia		80 2 0					
Sault Ste. Marie						81 15 6	
Stanstead		81 15 6				2,237 13 3	249 10 7
St. Johns		2,954 3 8	466 19 10			7 12 6	
St. Régis		7 12 6				461 7 1	
Stanley		461 7 1				1 5 0	
Sutton		1 5 0					
Toronto		1,833 10 3				1,833 10 3	
Wallaceburg		7 8 11				47 9 7	
Wellington							
Whitby		47 9 7					
Totals		20,100 11 3	11,012 15 4			8,836 5 4	249 10 7

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	POTATOES,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Bushels.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg	75	4 13 9				4 13 9	
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce	123	7 13 3				7 13 3	
Chatham							
Chippewa							
Clarenceville	23	1 9 5				1 9 5	
Cobourg	15	0 18 7				0 18 7	
Cornwall	165	15 7 3				15 7 3	
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing	133	13 7 0				13 7 0	
Dover	1	0 5 1				0 5 1	
Dundee	43	2 13 9				2 13 0	
Dunnville							
Elgin							
Port Erie	52	3 0 0				3 0 0	
Frelighsburg	150	10 2 8				10 2 8	
Gananoque							
Goderich							
Grafton							
Grays	12	0 15 0				0 15 0	
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon	3	0 4 6				0 4 6	
Kingston							
Lacolle	89	4 18 0				4 18 0	
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg	15	1 0 3				1 0 3	
Picton							
Potter							
Prescott	2	0 2 3				0 2 3	
Quebec							
Queenston	18	1 2 6				1 2 6	
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich	128	7 19 9				7 19 9	
Sarnia	153	11 17 0				11 17 0	
Sault Ste. Marie							
Stanstead	19	1 3 1				1 3 1	
St. Johns	3,464	216 9 3				216 9 3	
St. Régis	32	1 19 11				1 19 11	
Stanley							
Sutton	16	1 0 0				1 0 0	
Toronto							
Wallaceburg	6	0 8 0				0 8 0	
Wellington							
Whitby							
Totals	4,772	308 10 3				308 10 3	

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	SEEDS,—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.	
				West Indies.	North America.			
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg.....		12 17 2					12 17 2	
Bath.....								
Burywell.....		2 5 9					2 5 9	
Beauce.....								
Belleville.....								
Bondhead.....								
Brockville.....		68 10 6					68 10 6	
Bytown.....								
Bruce.....								
Chatham.....								
Chippewa.....								
Clarenceville.....								
Cobourg.....		55 12 7					55 12 7	
Cornwall.....								
Colborne.....								
Coteau du Lac.....								
Credit.....								
Dalhousie.....								
Darlington.....								
Dickenson's Landing.....								
Dover.....		21 0 8					21 0 8	
Dundee.....		3 5 0					3 5 0	
Dunnville.....								
Elgin.....								
Fort Erie.....		190 10 0					190 10 0	
Frelighsburg.....								
Gananoque.....								
Goderich.....								
Grafton.....								
Gaspé.....								
Hereford.....		12 0 0					12 0 0	
Hamilton.....		178 7 9	49 3 0				129 4 9	
Hemmingford.....								
Hope.....		24 6 0					24 6 0	
Huntingdon.....		3 4 0					3 4 0	
Kingston.....								
Lacolle.....								
Maitland.....		0 2 6					0 2 6	
Maria Town.....		18 11 8					18 11 8	
Millford.....								
Montreal.....		626 3 6	110 9 11				496 4 3	19 9 4
Newcastle.....								
Niagara.....								
Oakville.....								
Owen's Sound.....								
Penetanguishene.....								
Philipsburg.....		98 1 4					98 1 4	
Picton.....								
Potter.....		6 10 0					6 10 0	
Prescott.....		28 19 6					28 19 6	
Quebec.....								
Queenston.....		109 17 3					109 17 3	
Rivière aux Raisins.....								
Rondeau.....								
Rowan.....		0 5 1					0 5 1	
Russelton.....								
Sandwich.....		12 15 8					12 15 8	
Sarnia.....		7 4 0					7 4 0	
Sault Ste. Marie.....								
Stanstead.....		18 19 1					18 19 1	
St. Johns.....		668 5 3					668 5 3	
St. Régis.....								
Stanley.....		41 13 2					41 13 2	
Sutton.....								
Toronto.....		156 8 7					156 8 7	
Wallaceburg.....								
Wellington.....								
Whitby.....		28 14 3					28 14 3	
Totals.....		2,394 10 3	159 12 11				2,215 8 0	19 9 4

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	WOOD—SQUARED OR HEWN,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg .....		0 18 0				0 18 0	
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....							
Bondhead .....							
Brockville .....							
Bytown .....							
Bruce .....							
Chatham .....							
Chippewa .....							
Clarenceville .....							
Cobourg .....							
Cornwall .....		621 3 5				621 3 5	
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....							
Dickenson's Landing .....							
Dover .....							
Dundee .....							
Dunnville .....							
Elgin .....							
Fort Erie .....							
Frelighsburg .....							
Gananoque .....							
Goderich .....							
Grafton .....							
Gaspé .....							
Hereford .....							
Hamilton .....							
Hemmingford .....							
Hope .....							
Huntingdon .....							
Kingston .....		250 3 6				250 3 6	
Lacolle .....							
Maitland .....							
Maria Town .....							
Millford .....							
Montreal .....							
New Castle .....							
Niagara .....		59 1 5				59 1 5	
Oakville .....							
Owen's Sound .....							
Penetanguishene .....							
Phillipsburg .....							
Pictou .....							
Potter .....							
Priscott .....							
Quebec .....							
Queenston .....							
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....							
Russeltown .....							
Sandwich .....							
Sarnia .....		21 15 2				21 15 2	
Sault Ste. Marie .....							
Stanstead .....							
St. Johns .....							
St. Régis .....		107 7 10				107 7 10	
Stanley .....							
Sutton .....							
Toronto .....							
Wallaceburg .....							
Wellington .....							
Whitby .....							
Totals .....		1,060 9 4				1,060 9 4	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	WOOD—NOT SQUARED,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg		1 0 0				1 0 0	
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananogue							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston		16 14 5				16 14 5	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara		3 2 0				3 2 0	
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg		0 6 9				0 6 9	
Pictou							
Potton							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan		2 2 0				2 2 0	
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
<b>Totals</b>		<b>23 5 2</b>				<b>23 5 2</b>	

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	LUMBER OR PLANK,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg .....		179 13 1				179 13 1	
Bath .....							
Burwell .....		1 2 10				1 2 10	
Beauce .....							
Belleville .....							
Bondhead .....							
Brookville .....		2 13 4				2 13 4	
Bytown .....							
Bruce .....							
Chatham .....		98 6 5				98 6 5	
Chippewa .....							
Clarenceville .....		1 13 1				1 13 1	
Cobourg .....							
Cornwall .....		106 15 9				106 15 9	
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....							
Dickenson's Landing .....		2 2 3				2 2 3	
Dover .....		10 9 9				10 9 9	
Dundas .....		46 14 10				46 14 10	
Dunnville .....							
Elgin .....							
Fort Erie .....		15 9 10				15 9 10	
Frelighsburg .....		2 0 0				2 0 0	
Gananoque .....		2 10 9				2 10 9	
Goderich .....							
Grafton .....							
Gaspé .....							
Hereford .....							
Hamilton .....							
Hemmingford .....							
Hope .....							
Huntingdon .....							
Kingston .....		27 6 6				27 6 6	
Lacolle .....		13 0 6				13 0 6	
Maitland .....							
Maria Town .....		9 12 6				9 12 6	
Milford .....							
Montreal .....							
New Castle .....							
Niagara .....		5 4 11				5 4 11	
Oakville .....							
Owen's Sound .....							
Penetanguishene .....							
Philipsburg .....							
Picton .....							
Polton .....							
Prescott .....		2 6 4				2 6 4	
Quebec .....							
Queenston .....							
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....							
Russelltown .....							
Sandwich .....		227 1 1				227 1 1	
Sarnia .....		68 7 3				68 7 3	
Sault Ste. Marie .....							
Stanstead .....		20 5 1				20 5 1	
St. Johns .....		1 0 4				1 0 4	
St. Régis .....		272 17 11				272 17 11	
Stanley .....							
Sutton .....							
Toronto .....							
Wallaceburg .....							
Wellington .....							
Whitby .....							
Totals .....		1,116 14 4				1,116 14 4	

No. 14.

GENERAL STATEMENT OF IMPORTS.—Continued.

PORTS.	Total Quantity	Total Value.	CANDLES,—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.	
				West Indies.	North America.			
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg		43 16 10					43 16 10	
Bath								
Burwell		13 15 10					13 15 10	
Beauce								
Belleville		6 0 8					6 0 8	
Bondhead		88 6 5					88 6 5	
Brockville		30 1 9					30 1 9	
Bytown								
Bruce		6 2 8					6 2 8	
Chatham		35 14 7					35 14 7	
Chippewa		102 18 3					102 18 3	
Clarenceville		0 2 11					0 2 11	
Cobourg		32 1 7					32 1 7	
Cornwall								
Colborne		6 17 11					6 17 11	
Coteau du Lac								
Credit								
Dalhousie		20 0 5					20 0 5	
Darlington		4 15 4					4 15 4	
Dickenson's Landing		1 1 0					1 1 0	
Dover		10 10 0					10 10 0	
Dundee								
Dunnville		87 15 10					87 15 10	
Elgin								
Fort Erie		70 4 3					70 4 3	
Freighsburg								
Gananoque		0 19 9					0 19 9	
Goderich		18 12 5					18 12 5	
Grafton								
Gaspé		63 14 8	63 14 8					
Hereford								
Hamilton		170 13 9					170 13 9	
Hemmingford								
Hope		4 17 10					4 17 10	
Huntingdon								
Kingston		287 0 9	44 2 4				242 18 5	
Lacolle		1 6 5					1 6 5	
Maitland								
Maria Town								
Milford								
Montreal		4,512 15 10	4,236 18 5				276 2 5	
New Castle		13 3 10					13 3 10	
Ningara		29 18 4					29 18 4	
Oakville								
Owen's Sound								
Penetanguishene								
Philipsburg		19 15 7					19 15 7	
Pictou								
Potton								
Prescott		25 8 3					25 8 3	
Quebec		1,439 15 7	1,439 15 7					
Queenston								
Rivière aux Raisins								
Rondeau								
Rowan		14 1 8					14 1 8	
Russeltown								
Sandwich		107 4 10					107 4 10	
Sarnia		19 9 2					19 9 2	
Sault Ste. Marie								
Stanstead		0 8 11					0 8 11	
St. Johns		166 18 6	9 15 2				158 3 4	
St. Régis								
Stanley		80 10 10					80 10 10	
Sutton								
Toronto		376 18 3					376 18 3	
Wallaceburg		15 3 3					15 3 3	
Wellington		1 3 5					1 3 5	
Whitby		5 5 0					5 5 0	
Totals		7,935 13 1	5,793 1 2				2,142 11 11	



No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	COTTON MANUFACTURES,—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.	
				West Indies.	North America.			
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg.....		1,073 16 0					1,073 16 0	
Bath.....		567 3 4					567 3 4	
Burwell.....		264 13 11					264 13 11	
Beauce.....		20 15 0					20 15 0	
Belleville.....		4,617 10 3	2,549 9 2				2,068 1 1	
Bondhead.....		49 18 9					49 18 9	
Brockville.....		14,939 6 10	10,392 7 2				4,546 19 8	
Bytown.....								
Bruce.....		157 8 6					157 8 6	
Chatham.....		505 4 10					505 4 10	
Chippewa.....		2,295 2 8					2,295 2 8	
Clarenceville.....		170 18 0					170 18 0	
Cobourg.....		1,323 7 5					1,323 7 5	
Cornwall.....		467 5 8	87 9 1				379 16 7	
Colborne.....		43 8 1					43 8 1	
Coteau du Lac.....								
Credit.....		47 18 1					47 18 1	
Dalhousie.....		2,085 9 2	1,109 18 1				975 11 1	
Darlington.....		431 2 1	38 0 1				393 2 0	
Dickenson's Landing.....		222 3 3					222 8 3	
Dover.....		1,228 0 5					1,228 0 5	
Dundas.....		174 2 5					174 2 5	
Dunnville.....		791 11 6					791 11 6	
Elgin.....		0 6 1					0 6 1	
Fort Erie.....		1,120 9 7					1,120 9 7	
Frelighsburg.....		277 8 2					277 8 2	
Gananoque.....		102 16 6					102 16 6	
Goderich.....		250 1 2					250 1 2	
Grafton.....								
Gaspé.....		1,671 16 3	1,671 16 3					
Hereford.....		3 6 2					3 6 2	
Hamilton.....		112,532 2 10	82,808 15 7				29,724 7 2	
Hemmingford.....		337 14 7					337 14 7	
Hope.....		1,380 13 4	153 6 6				1,227 6 10	
Huntingdon.....		132 15 5					132 15 5	
Kingston.....		10,741 1 8	3,503 7 6				7,237 18 9	
Lacolle.....		150 11 6					150 11 6	
Maitland.....		275 1 9					275 1 9	
Maria Town.....		141 5 2					141 5 2	
Milford.....		14 8 5					14 8 5	
Montreal.....		392,942 9 1	390,766 0 8				2,006 19 2	169 9 3
Newcastle.....		156 13 8					156 13 8	
Niagara.....		1,959 11 6	872 6 5				1,287 5 1	
Oakville.....		1,401 4 8	121 10 5				1,279 14 3	
Owen's Sound.....		4 1 5					4 1 5	
Penetanguishene.....		0 7 0					0 7 0	
Philipsburg.....		1,168 14 6					1,168 14 6	
Picton.....		682 18 0					682 18 0	
Potton.....		805 8 7					805 8 7	
Prescott.....		957 6 9	480 1 0				477 5 9	
Quebec.....		72,391 3 1	72,316 3 10			23 2 4		51 16 11
Queenston.....		317 7 11	293 19 1				23 8 10	
Rivière aux Raisins.....								
Rondeau.....		133 19 0					133 19 0	
Rowan.....		314 4 4					314 4 4	
Russeltown.....		18 14 6					18 14 6	
Sandwich.....		848 17 10					848 17 10	
Sarnia.....		711 3 5					711 3 5	
Sault Ste. Marie.....								
Stanstead.....		2,759 10 0					2,759 10 0	
St. Johns.....		39,534 3 5	3,400 0 9				34,490 4 6	1,643 18 2
St. Régis.....		9 7 10					9 7 10	
Stanley.....		3,789 17 7	413 8 8				3,376 8 11	
Sutton.....		48 8 5					48 8 5	
Toronto.....		224,135 0 7	122,656 4 5				101,478 16 2	
Wallaceburg.....		283 8 0					283 8 0	
Wellington.....		239 7 9					239 7 9	
Whitby.....		683 13 2					683 13 2	
Totals.....		906,916 6 4	693,434 4 8			23 2 4	211,593 15 0	1,865 4 4

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	RICE,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Cwts. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg.....	8 3 14	13 11 11				13 11 11	
Bath.....	8 2 24	8 16 8				8 16 8	
Burwell.....	31 3 15	36 17 1				36 17 1	
Beauce.....							
Belleville.....	56 2 10	51 4 3				51 4 3	
Bondhead.....							
Brockville.....	118 0 1	111 0 8				111 0 8	
Bytown.....							
Bruce.....							
Chatham.....							
Chippewa.....	54 2 20	64 10 10				64 10 10	
Clarenceville.....	1 3 17	2 13 8				2 13 8	
Cobourg.....							
Cornwall.....							
Colborne.....	4 0 23	4 16 0				4 16 0	
Coteau du Lac.....							
Credit.....	0 2 1	0 15 4				0 15 4	
Dalhousie.....	39 0 0	42 2 6				42 2 6	
Darlington.....	16 0 3	21 8 3				21 8 3	
Dickenson's Landing.....							
Dover.....	40 2 1	58 7 9				58 7 9	
Dundee.....							
Dunnville.....	67 0 0	66 10 9				66 10 9	
Elgin.....							
Fort Erie.....							
Frelighsburg.....							
Gananoque.....	2 0 11	2 2 6				2 2 6	
Goderich.....	2 0 20	4 3 9				4 3 9	
Grafton.....	0 1 12	0 7 6				0 7 6	
Gaspé.....							
Hereford.....							
Hamilton.....	1,476 2 16	1,447 2 4				1,447 2 4	
Hemmingford.....							
Hope.....	23 0 8	23 14 8				23 14 8	
Huntingdon.....	0 3 16	0 15 0				0 15 0	
Kingston.....	92 0 4	98 3 11				98 3 11	
Lacolle.....							
Maitland.....							
Maria Town.....							
Millford.....							
Montreal.....	1,384 0 4	1,470 18 5	118 5 10			1,352 12 7	
New Castle.....	2 0 13	3 13 8				3 13 8	
Niagara.....	103 0 13	103 10 8				103 10 8	
Oakville.....	18 3 10	17 12 6				17 12 6	
Owen's Sound.....	0 3 7	1 1 9				1 1 9	
Penetanguishene.....							
Philipsburg.....	11 0 0	12 8 9				12 8 9	
Picton.....							
Potter.....							
Prescott.....	5 2 1	5 17 7				5 17 7	
Quebec.....	1,600 1 20	1,703 2 4	1,584 1 10			119 0 6	
Queenston.....							
Rivière aux Raisins.....							
Rondeau.....							
Rowan.....	9 0 0	11 7 6				11 7 6	
Russelton.....							
Sandwich.....	14 3 12	17 12 3				17 12 3	
Sarnia.....							
Sault Ste. Marie.....							
Stanstead.....	19 0 19	18 18 2				18 18 2	
St. Johns.....	936 2 21	836 6 8				836 6 8	
St. Régis.....							
Stanley.....	363 0 19	355 2 8				355 2 8	
Sutton.....							
Toronto.....	1,204 0 12	1,280 15 1				1,280 15 1	
Wallaceburg.....	2 2 1	2 18 5				2 18 5	
Wellington.....							
Whitby.....	16 3 24	17 10 6				17 10 6	
<b>Totals.....</b>	<b>7,637 3 0</b>	<b>7,918 2 3</b>	<b>1,702 7 8</b>			<b>6,215 14 7</b>	

## No. 14.

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	LEATHER MANUFACTURES,—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.	
				West Indies.	North America.			
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg		75 4 3					75 4 3	
Bath		64 3 10					64 3 10	
Burwell		26 2 6					26 2 6	
Beauce								
Belleville		498 4 8					498 4 8	
Bondhead								
Brockville		927 11 8	133 2 2				794 9 6	
Bytown								
Bruce		27 12 5					27 12 5	
Chatham		195 0 1					195 0 1	
Chippewa		1,098 12 1					1,098 12 1	
Clarenceville		77 7 0					77 7 0	
Cobourg		395 17 1					395 17 1	
Cornwall		136 4 0					136 4 0	
Colborne		2 9 0					2 9 0	
Coteau du Lac								
Credit		22 14 1					22 14 1	
Dalhousie		31 4 10					31 4 10	
Darlington		108 10 4					108 10 4	
Dickenson's Landing		79 15 1					79 15 1	
Dover		717 7 6					717 7 6	
Dundee		59 7 6					59 7 6	
Dunnville		289 5 0					289 5 0	
Elgin								
Fort Erie		307 0 11					307 0 11	
Frelighsburg		11 13 1					11 13 1	
Gananoque		121 10 10					121 10 10	
Goderich		101 14 2					101 14 2	
Grafton								
Gaspé		1,058 18 1	1,058 18 1					
Hereford		8 17 3					8 17 3	
Hamilton		5,386 4 0	2,087 8 4				3,142 19 0	155 16 8
Hemmingford		64 18 7					64 18 7	
Hope		117 2 5					117 2 5	
Huntingdon		18 16 10					18 16 10	
Kingston		2,173 19 0					2,173 19 0	
Lacolle		25 18 1					25 18 1	
Maitland		3 12 3					3 12 3	
Maria Town		75 16 0					75 16 0	
Milford		3 16 1					3 16 1	
Montreal		3,231 12 6	2,958 9 2				273 3 4	
New Castle		136 4 9					136 4 9	
Niagara		358 19 7	105 11 11				253 7 8	
Oakville		233 18 10					233 18 10	
Owen's Sound								
Penetanguishene								
Philipsburg		163 17 10					163 17 10	
Pictou		386 1 4					386 1 4	
Potter		7 16 5					7 16 5	
Prescott		154 18 10					154 18 10	
Quebec		1,551 18 7	1,551 18 7					
Queenston		384 19 6					384 19 6	
Rivière aux Raisins		6 10 0					6 10 0	
Rondeau								
Rowan		109 11 11					109 11 11	
Russelton		45 6 3					45 6 3	
Sandwich		115 2 1					115 2 1	
Sarnia		340 4 10					340 4 10	
Sault Ste. Marie								
Stanstead		453 9 9					453 9 9	
St. Johns		4,396 5 9	877 14 3				2,989 3 4	529 8 2
St. Régis		13 1 11					13 1 11	
Stanley		1,429 0 8					1,429 0 8	
Sutton		21 11 4					21 11 4	
Toronto		5,658 2 2					5,658 2 2	
Wallaceburg		148 6 2					148 6 2	
Wellington		55 15 0					55 15 0	
Whitby		2 19 2					2 19 2	
Totals		33,718 5 8	8,773 2 6				24,259 18 4	685 4 10

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	INDIA RUBBER MANUFACTURES,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg.....							
Bath.....		9 15 6				9 15 6	
Burwell.....		26 10 9				26 10 9	
Beauce.....							
Belleville.....		41 18 6				41 18 6	
Bondhead.....							
Brockville.....		133 6 3				133 6 3	
Bytown.....							
Bruce.....		1 14 4				1 14 4	
Chatham.....							
Chippewa.....		141 8 5				141 8 5	
Clarenceville.....		8 14 2				8 14 2	
Cobourg.....		55 19 7				55 19 7	
Cornwall.....							
Colborne.....							
Coteau du Lac.....							
Credit.....							
Dalhousie.....							
Darlington.....							
Dickenson's Landing.....							
Dover.....		71 15 11				71 15 11	
Dundee.....							
Dunnville.....							
Elgin.....							
Fort Erie.....		28 18 0				28 18 0	
Freighsburg.....		0 5 10				0 5 10	
Gananoque.....		9 17 5				9 17 5	
Goderich.....							
Grafton.....							
Gaspé.....							
Hersford.....							
Hamilton.....		930 0 6				930 0 6	
Hemmingford.....							
Hope.....		16 4 1				16 4 1	
Huntingdon.....		0 12 6				0 12 6	
Kingston.....		285 8 2				285 8 2	
Lacolle.....		3 3 6				3 3 6	
Maitland.....							
Maria Town.....		0 5 0				0 5 0	
Milford.....							
Montreal.....		907 0 11				907 0 11	
New Castle.....							
Niagara.....		2 17 2				2 17 2	
Oakville.....							
Owen's Sound.....							
Penetanguishene.....							
Philipsburg.....		166 5 2				166 5 2	
Picton.....		7 11 3				7 11 3	
Potter.....							
Prescott.....		6 0 5				6 0 5	
Quebec.....		117 15 6	55 9 10			62 5 8	
Queenston.....		0 12 6				0 12 6	
Rivière aux Raisins.....							
Rondeau.....							
Rowan.....							
Russelltown.....							
Sandwich.....		0 15 10				0 15 10	
Sarnia.....							
Sault Ste. Marie.....							
Stanstead.....		34 17 1				34 17 1	
St. Johns.....		5,884 18 5				5,884 18 5	
St. Régis.....		1 9 0				1 9 0	
Stanley.....		103 6 1				103 6 1	
Sutton.....							
Toronto.....		172 2 6				172 2 6	
Wallaceburg.....							
Wellington.....		1 10 6				1 10 6	
Whitby.....		6 2 0				6 2 0	
<b>Totals.....</b>		<b>9,179 2 9</b>	<b>55 9 10</b>			<b>9,123 12 11</b>	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	IRON AND HARDWARE,—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.	
				West Indies.	North America.			
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg		650 19 9				650 19 9		
Bath		179 3 4				179 3 4		
Burwell		661 2 10				661 2 10		
Beauce		22 10 0				22 10 0		
Belleville		1,589 7 5	50 13 5			1,538 14 0		
Bondhead		26 1 2				26 1 2		
Brockville		2,390 14 3	795 9 8			1,605 4 7		
Bytown								
Bruce		153 1 6				153 1 6		
Chatham		538 4 9				538 4 9		
Chippewa		3,488 6 2				3,488 6 2		
Clarenceville		164 9 0				164 9 0		
Cobourg		2,268 6 6				2,268 6 6		
Cornwall		103 11 11				103 11 11		
Colborne		68 12 10				68 12 10		
Coteau du Lac		2 0 0				2 0 0		
Credit		5 18 2				5 18 2		
Dalhousie		1,071 15 4				1,071 15 4		
Darlington		348 1 4				348 1 4		
Dickenson's Landing		166 4 6				166 4 6		
Dover		1,365 3 0				1,365 3 0		
Dundee		131 10 11				131 10 11		
Dunnville		1,088 18 11				1,088 18 11		
Elgin								
Fort Erie		1,410 16 6				1,410 16 6		
Frelighsburg		507 17 2				507 17 2		
Gananoque		14 6 11				14 6 11		
Goderich		46 7 10				46 7 10		
Grafton								
Gaspé		897 18 6	897 18 6					
Hereford		9 0 0				9 0 0		
Hamilton		36,833 5 5	17,258 9 4			19,574 16 1		
Hemmingford		291 15 5				291 15 5		
Hope		1,420 11 2				1,420 11 2		
Huntingdon		138 10 11				138 10 11		
Kingston		7,445 0 2	2,130 9 10			5,314 10 4		
Lacolle		625 7 11				625 7 11		
Maitland		39 15 7				39 15 7		
Maria Town		328 11 7				328 11 7		
Milford		27 6 0				27 6 0		
Montreal		157,660 4 2	151,733 17 3		9 17 1	2,478 11 5	3,437 18 5	
New Castle		292 12 4				292 12 4		
Niagara		699 15 5	56 6 9			643 8 8		
Oakville		500 8 0				500 8 0		
Owen's Sound		3 14 3				3 14 3		
Penetanguishene		1 0 0				1 0 0		
Philipsburg		1,835 2 7	29 9 6			1,805 13 1		
Pictou		153 9 3				153 9 3		
Potton		335 17 0				335 17 0		
Prescott		809 18 8				809 18 8		
Quebec		27,813 7 3	27,516 6 10			127 10 1	169 10 4	
Queenston		200 5 4				200 5 4		
Rivière aux Raisins		125 2 6				125 2 6		
Rondeau		10 17 1				10 17 1		
Rowan		310 17 10				310 17 10		
Russelltown		75 11 3				75 11 3		
Sandwich		945 5 6				945 5 6		
Sarnia		485 2 7				485 2 7		
Sault Ste. Marie								
Starstead		2,119 13 7				2,119 13 7		
St. Johns		31,198 3 10	6,305 18 7			24,530 18 5	361 6 10	
St. Régis		1,381 0 0				1,381 0 0		
Stanley		5,306 17 1	32 14 8			5,274 2 5		
Sutton		124 12 10				124 12 10		
Toronto		30,691 1 5	21,121 14 2			9,569 7 3		
Wallaceburg		130 6 8				130 6 8		
Wellington		16 3 7				16 3 7		
Whitby		514 0 0				514 0 0		
Totals		330,261 4 8	227,919 8 6		9 17 1	98,363 8 6	3,968 15 7	

## No. 14.

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	MACHINERY,—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.	
				West Indies.	North America.			
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg		263 10 0					263 10 0	
Bath		457 12 4					457 12 4	
Burwell		14 15 6					14 15 6	
Beauce		40 0 0					40 0 0	
Belleville		813 6 4					813 6 4	
Bondhead		175 7 0					175 7 0	
Brockville		761 3 4					761 3 4	
Bytown								
Bruce		0 10 0					0 10 0	
Chatham		175 15 3					175 15 3	
Chippewa		551 5 0					551 5 0	
Clarenceville		35 4 0					35 4 0	
Cobourg								
Cornwall		236 2 6					236 2 6	
Colborne								
Coteau du Lac								
Credit								
Dalhousie		77 10 6					77 10 6	
Darlington		190 10 2					190 10 2	
Dickenson's Landing								
Dover		343 2 6					343 2 6	
Dundee								
Dunnville		304 15 0					304 15 0	
Elgin								
Fort Erie		260 0 9					260 0 9	
Freighsburg		376 4 2					376 4 2	
Gananoque		55 2 6					55 2 6	
Goderich		32 10 8					32 10 8	
Grafton								
Gaspé								
Hereford								
Hamilton		1,936 4 1					1,936 4 1	
Hemmingford								
Hope								
Huntingdon								
Kingston		1,647 16 8					1,647 16 8	
Lacolle		59 19 8					59 19 8	
Maitland								
Maria Town		98 0 3					98 0 3	
Milford								
Montreal		440 0 11	230 8 8				209 12 3	
Newcastle								
Niagara								
Oakville								
Owen's Sound								
Penetanguishene								
Philipsburg		89 7 4					89 7 4	
Picton								
Potter		40 0 0					40 0 0	
Prescott		167 11 8					167 11 8	
Quebec		104 19 7	104 19 7					
Queenston		275 1 8					275 1 8	
Rivière aux Raisins								
Rondeau								
Rowan		1,352 4 11					1,352 4 11	
Russettown								
Sandwich		655 4 3					655 4 3	
Sarnia								
Sault Ste. Marie								
Stanstead		62 19 4					62 19 4	
St. Johns		3,656 2 0					3,656 2 0	
St. Régis		43 6 7					43 6 7	
Stanley		1,910 4 7					1,910 4 7	
Sutton								
Toronto		913 19 1					913 19 1	
Wallaceburg		66 3 9					66 3 9	
Wellington		116 13 3					116 13 3	
Whitby		235 14 2					235 14 2	
Totals		19,036 1 3	335 8 3				16,700 13 0	

## No. 14.

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	LINEN MANUFACTURES,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg.....		72 6 11				72 6 11	
Bath.....							
Burwell.....		13 5 7				13 5 7	
Beauce.....							
Belleville.....		82 15 5	76 13 5			6 2 0	
Bondhead.....		4 17 4				4 17 4	
Brockville.....		1,096 3 7	892 10 5			203 13 2	
Bytown.....							
Bruce.....							
Chatham.....							
Chippewa.....		27 4 8				27 4 8	
Clarenceville.....							
Cobourg.....		7 6 9				7 6 9	
Cornwall.....							
Colborne.....		0 15 0				0 15 0	
Coteau du Lac.....							
Credit.....							
Dalhousie.....		582 14 0	582 14 0				
Darlington.....		3 13 2				3 13 2	
Dickenson's Landing.....		6 8 10				6 8 10	
Dover.....		30 5 0				30 5 0	
Dundee.....							
Dunnville.....							
Elgin.....							
Fort Erie.....		15 7 6				15 7 6	
Frelighsburg.....							
Gananoque.....							
Goderich.....							
Grafton.....							
Gaspé.....							
Hereford.....							
Hamilton.....		9,697 8 10	9,097 13 1			599 15 9	
Hemmingford.....							
Hope.....		113 1 6				113 1 6	
Huntingdon.....							
Kingston.....		620 16 4	322 0 7			298 15 9	
Lacolle.....		3 8 4				3 8 4	
Maitland.....							
Maria Town.....		0 18 9				0 18 9	
Millford.....							
Montreal.....		38,802 5 6	38,776 19 0			25 6 6	
New Castle.....		2 5 10				2 5 10	
Niagara.....		2 3 3				2 3 3	
Oakville.....							
Owen's Sound.....							
Penetanguishene.....							
Philipsburg.....		19 8 11				19 8 11	
Pictou.....		27 9 9				27 9 9	
Potton.....							
Prescott.....		86 10 0	73 5 1			13 4 11	
Quebec.....		7,360 13 11	7,360 13 11				
Queenston.....		51 0 7	51 0 7				
Rivière aux Raisins.....							
Rondeau.....							
Rowan.....		6 13 1				6 13 1	
Russeltown.....							
Sandwich.....		11 14 2				11 14 2	
Sarnia.....		2 3 0				2 3 0	
Sault Ste. Marie.....							
Stanstead.....		70 8 11				70 8 11	
St. Johns.....		2,909 3 7	1,145 1 10			1,741 8 2	22 13 7
St. Régis.....							
Stanley.....		76 13 7	76 13 7				
Sutton.....							
Toronto.....		6,746 14 6				6,746 14 6	
Wallaceburg.....		8 13 2				8 13 2	
Wellington.....							
Whitby.....							
Totals.....		68,662 19 3	58,455 5 6			10,085 0 2	22 13 7

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	SILK MANUFACTURES,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg .....		1 17 6				1 17 6	
Bath .....							
Burwell .....		17 2 11				17 2 11	
Beauce .....							
Belleville .....		512 4 6	473 8 6			38 16 0	
Bondhead .....		1 15 7				1 15 7	
Brockville .....		1,345 15 8	1,998 14 0			247 1 8	
Bytown .....							
Bruce .....							
Chatham .....							
Chippewa .....							
Clarenceville .....							
Cobourg .....		34 2 9				34 2 9	
Cornwall .....							
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....		571 12 10				571 12 10	
Darlington .....		31 5 0				31 5 0	
Dickenson's Landing .....		10 8 3				10 8 3	
Dover .....		210 10 2				210 10 2	
Dundee .....							
Dunnville .....							
Elgin .....							
Fort Erie .....		139 2 6				139 2 6	
Frelighsburg .....							
Gananoque .....							
Goderich .....							
Grafton .....							
Gaspé .....							
Hereford .....							
Hamilton .....		16,019 15 9	12,036 9 11			2,645 15 1	1,337 10 9
Hemmingford .....							
Hope .....		143 0 0				143 0 0	
Huntingdon .....		0 0 10				0 0 10	
Kingston .....		2,135 19 7	1,399 1 8			736 17 11	
Lacolle .....		5 16 1				5 16 1	
Maitland .....							
Maria Town .....		3 8 10				3 8 10	
Milford .....							
Montreal .....		51,489 14 9	50,781 4 5			627 13 10	80 16 6
New Castle .....		21 2 2				21 2 2	
Niagara .....		175 3 7	81 16 1			93 7 6	
Oakville .....		22 13 3	1 14 4			20 18 11	
Owen's Sound .....							
Penetanguishene .....							
Philipsburg .....		737 5 5				650 7 1	86 18 4
Pleton .....		16 9 4				16 9 4	
Potter .....							
Prescott .....		27 2 11	17 3 3			9 19 8	
Quebec .....		17,406 5 11	17,406 5 11				
Queenston .....		9 1 0				9 1 0	
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....		22 17 1				22 17 1	
Russeltown .....							
Sandwich .....		14 11 3				14 11 3	
Sarnia .....		39 8 6				39 8 6	
Sault Ste. Marie .....							
Stanstead .....		41 10 2				41 10 2	
St. Johns .....		12,362 17 5	4,833 0 4			6,258 12 7	1,271 4 6
St. Régis .....							
Stanley .....		753 7 7	407 8 6			345 19 1	
Sutton .....							
Toronto .....		34,591 7 9	9,989 19 10			24,601 7 11	
Wallaceburg .....		9 12 4				9 12 4	
Wellington .....		25 15 7				25 15 7	
Whitby .....							
<b>Totals .....</b>		<b>138,950 4 9</b>	<b>98,526 6 9</b>			<b>37,647 7 11</b>	<b>2,776 10 1</b>



## No. 14.

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	MANUFACTURES OF WOOD,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg		223 15 10				223 15 10	
Bath		1 19 2				1 19 2	
Burwell		125 16 9				125 16 9	
Beauce							
Belleville		105 8 7				105 8 7	
Bondhead		0 6 8				0 6 8	
Rockville		109 5 11				109 5 11	
Bytown							
Bruce							
Chatham							
Chippewa		384 15 1				384 15 1	
Clarenceville		174 16 7				174 16 7	
Cobourg							
Cornwall		44 13 9				44 13 9	
Colborne		37 9 9				37 9 9	
Coteau du Lac							
Credit							
Dalhousie							
Darlington		15 13 7				15 13 7	
Dickenson's Landing		2 10 0				2 10 0	
Dover		377 8 6				377 8 6	
Dundee		178 7 3				178 7 3	
Dunnville							
Fort Erie		412 10 8				412 10 8	
Frelighsburg							
Gananoque							
Goderich		37 0 7				37 0 7	
Grafton							
Gaspé		6 18 1			6 18 1		
Hereford							
Hamilton		529 11 5				529 11 5	
Hemmingford							
Hope		87 17 1				87 17 1	
Huntingdon		111 3 9				111 3 9	
Kingston		1,132 11 3				1,132 11 3	
Lacolle		20 15 6				20 15 6	
Maitland							
Maria Town							
Milford							
Montreal		618 9 9	473 0 11			145 8 10	
New Castle							
Niagara		50 19 1				50 19 1	
Oakville							
Owen's Sound							
Penetanguishene		1 10 0				1 10 0	
Phillipsburg		150 19 10				150 19 10	
Picton							
Potton							
Prescott		288 12 5				288 12 5	
Quebec		623 14 2	517 5 11				106 8 3
Queenston		26 13 0				26 13 0	
Rivière aux Raisins							
Rondeau							
Rowan		143 14 3				143 14 3	
Russelltown		30 6 6				30 6 6	
Sandwich		379 16 6				379 16 6	
Sarnia		230 19 8				230 19 8	
Sault Ste. Marie							
Stanstead		279 0 1				279 0 1	
St. Johns		2,953 9 1				2,953 9 1	
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg		92 0 10				92 0 10	
Wellington							
Whitby		43 2 6				43 2 6	
Totals		10,122 3 5	990 6 10		6 18 1	9,018 10 3	106 8 3

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	MANUFACTURES OF WOOL,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg		46 16 4				46 16 4	
Bath		188 17 2				188 17 2	
Burwell		125 0 2				125 0 2	
Beauce							
Belleville		2,549 12 1	1,345 5 9			1,204 6 4	
Bondhead		15 0 11				15 0 11	
Brookville		6,495 8 0	5,002 13 7			1,492 14 5	
Bytown							
Bruce		7 13 6				7 13 6	
Chatham							
Chippewa							
Clarenceville		16 13 1				16 13 1	
Cobourg		4,729 16 8				4,010 16 2	719 0 6
Cornwall		347 0 3	232 14 9			114 5 6	
Colborne		129 7 9				129 7 9	
Coteau du Lac							
Credit							
Dalhousie		432 2 10	432 2 10				
Darlington		5 19 1				5 19 1	
Dickenson's Landing		178 18 3				178 18 3	
Dover		969 0 4				969 0 4	
Dundee		1,076 6 1				1,076 6 1	
Dunnville		192 12 11				192 12 11	
Elgin		18 19 11				18 19 11	
Fort Erie		372 18 2				372 18 2	
Freighsburg		39 7 9				39 7 9	
Gananoque		91 3 2				91 3 2	
Goderich		6 0 9				6 0 9	
Grafton							
Gaspé		1,304 15 2	1,304 15 2				
Hereford							
Hamilton		63,602 14 6	45,517 10 0			18,145 4 6	
Hemmingford							
Hope		1,321 19 6	302 18 11			1,019 0 7	
Huntingdon		63 9 7				63 9 7	
Kingston		9,416 16 5	2,819 5 3			6,597 11 2	
Lacolle		94 14 11				94 14 11	
Maitland		12 10 7				12 10 7	
Maria Town		466 16 8				466 16 8	
Milford		57 7 0				57 7 0	
Montreal		259,121 4 10	256,517 9 9			1,645 18 2	957 16 11
New Castle		116 19 11				116 19 11	
Niagara		1,059 2 11	706 6 2			352 16 9	
Oakville		460 5 10	17 18 7			442 7 3	
Owen's Sound							
Penetanguishene							
Philipsburg		427 14 10				427 14 10	
Picton		480 11 6				480 11 6	
Potton		36 0 6				36 0 6	
Prescott		805 12 7	442 16 6			362 16 1	
Quebec		48,836 10 4	48,836 10 4				
Queenston		435 7 3	267 10 5			167 16 10	
Rivière aux Raisins							
Rondeau		41 12 4				41 12 4	
Rowan		252 17 8				252 17 8	
Russeltown		16 19 1				16 19 1	
Sandwich		133 7 6				133 7 6	
Sarnia							
Sault Ste. Marie							
Stanstead		244 5 1				244 5 1	
St. Johns		45,826 1 5	5,741 19 6			39,126 2 1	957 19 10
St. Régis		198 15 5				198 15 5	
Stanley		1,759 16 6	364 6 8			1,395 9 10	
Sutton		21 4 4				21 4 4	
Toronto		93,316 3 10	63,734 10 9			29,581 13 1	
Wallaceburg		41 13 1				41 13 1	
Wellington		248 0 7				248 0 7	
Whitby		28 6 6				28 6 6	
Totals		548,344 13 4	432,586 14 11			113,123 1 2	2,634 17 3

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	ARTICLES NOT ENUMEARATED,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg		688 15 10				688 15 10	
Bath		384 15 2				384 15 2	
Burwell		686 9 8				686 9 8	
Beauce		108 1 6				108 1 6	
Belleville		3,727 11 0	302 12 5			3,424 18 7	
Bondhead		5 2 11				5 2 11	
Brockville		5,040 14 9	820 2 9			4,220 12 0	
Bytown							
Bruce		271 12 10				271 12 10	
Chatham		2,807 12 0				2,807 12 0	
Chippewa		6,543 15 8				6,543 15 8	
Clarenceville		54 10 0				54 10 0	
Cobourg		1,838 10 9				1,838 10 9	
Cornwall							
Colborne		59 14 8				59 14 8	
Coteau du Lac		1 0 0				1 0 0	
Credit		43 10 9				43 10 9	
Dalhousie		1,193 10 10	51 2 2			1,142 8 8	
Darlington		686 15 11				686 15 11	
Dickenson's Landing		295 13 2				295 13 2	
Dover		2,654 18 5				2,654 18 5	
Dundee		749 3 10				749 3 10	
Dunnville		2,365 12 11				2,365 12 11	
Elgin		31 6 7				31 6 7	
Fort Erie		1,065 12 0				1,065 12 0	
Frelighsburg		502 4 3				502 4 3	
Gananoque		518 13 4				518 13 4	
Goderich		201 11 10				201 11 10	
Grafton		201 3 4				201 3 4	
Gaspé		4,883 19 11	4,737 3 10		146 16 1		
Hereford		34 14 6				34 14 6	
Hamilton		28,544 8 1	11,402 14 0			17,141 14 1	
Hemmingford		515 11 8				515 11 8	
Hope		1,518 2 7				1,518 2 7	
Huntingdon		67 15 11				67 15 11	
Kingston		9,138 4 3	229 4 5			8,908 19 10	
Lacolle		461 10 6				461 10 6	
Maitland							
Maria Town		761 19 4				761 19 4	
Milford		24 19 2				24 19 2	
Montreal		266,489 1 4	257,684 17 9		62 17 9	7,455 12 4	1,285 13 6
New Castle		493 14 2				493 14 2	
Niagara		2,197 4 1	816 15 10			1,380 8 3	
Oakville		917 13 5				917 13 5	
Owen's Sound		20 9 6				20 9 6	
Penetanguishene		2 1 3				2 1 3	
Philipsburg		2,020 19 6	347 12 8			1,673 6 10	
Picton		1,424 11 9				1,424 11 9	
Potter		390 17 1				390 17 1	
Prescott		1,529 13 5	66 15 6			1,462 17 11	
Quebec		79,251 11 10	76,917 10 1	43 17 9	250 9 6	1,530 19 10	508 14 8
Queenston		1,087 17 1	71 10 9			1,016 6 4	
Rivière aux Raisins		39 2 5				39 2 5	
Rondeau		82 14 9				82 14 9	
Rowan		278 6 2				278 6 2	
Russeltown		60 1 8				60 1 8	
Sandwich		983 4 9				983 4 9	
Sarnia		605 5 8				605 5 8	
Sault Ste. Marie							
Stanstead		1,664 16 5				1,664 16 5	
St. Johns		54,515 13 7	6,272 2 2			47,307 8 8	936 2 9
St. Régis		1,168 9 6				1,168 9 6	
Stanley		5,742 16 4	217 6 7			5,525 9 9	
Sutton		274 9 7				274 9 7	
Toronto		71,422 19 5	13,012 19 8			51,871 7 3	6,538 12 6
Wallaceburg		1,186 9 10				1,186 9 10	
Wellington		106 13 0				106 13 0	
Whitby		883 5 0				883 5 0	
Totals		573,519 12 0	372,950 10 7	43 17 9	460 3 4	190,795 17 3	9,269 3 5

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value. £ s. d.	BROOM CORN,—IMPORTED FROM				
			Great Britain. £ s. d.	British Colonies. £ s. d.		United States. £ s. d.	Other Foreign Countries. £ s. d.
				West Indies. £ s. d.	North America. £ s. d.		
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa	2	228 15 9				228 15 9	
Clarenceville		0 5 1				0 5 1	
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover		35 11 8				35 11 8	
Dundas							
Dunnville		461 2 0				461 2 0	
Elgin							
Fort Erie		102 1 3				102 1 3	
Freightsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton		751 18 0				751 18 0	
Hemmingford							
Hope							
Huntingdon							
Kingston		665 19 3				665 19 3	
Lacolle							
Maitland							
Maria Town							
Millford							
Montreal		770 10 1				770 10 1	
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Pictou		1 1 7				1 1 7	
Potter							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich							
Sarnia							
Sault St. Marie							
Stanstead							
St. Johns		736 8 5				736 8 5	
St. Régis		82 7 0				82 7 0	
Stanley							
Sutton							
Toronto		529 9 3				529 9 3	
Wallfaceburg							
Wellington							
Whitby							
Totals		4,355 9 4				4,365 9 4	

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BARK,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg	35	15 0 0				15 0 0	
Bath							
Burwell	22	10 19 0				10 19 0	
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa	2,987	1,598 16 11				1,598 16 11	
Clarenceville							
Cobourg							
Cornwall							
Colborne	113	54 12 6				54 12 6	
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon	18	8 15 5				8 15 5	
Kingston	83	40 4 4				40 4 4	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
Newcastle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Pictou	505	246 2 2				246 2 2	
Potter							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich							
Sarnia	5	2 10 0				2 10 0	
Sault Ste. Marie							
Stanstead	6	3 1 0				3 1 0	
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	3,774	1,980 1 4				1,980 1 4	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BRISTLES,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg		0 12 4				0 12 4	
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hersford							
Hamilton		23 5 5				23 5 5	
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal		54 12 1	54 12 1				
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potton							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead		0 12 8				0 12 8	
St. Johns		680 1 2				680 1 2	
St. Régis							
Stanley							
Sutton							
Toronto		4 8 2				4 8 2	
Wallaceburg							
Wellington							
Whitby							
Totals		763 11 10	54 12 1			708 19 9	

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BUR STONES—UNWROUGHT,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg.....							
Bath.....							
Burwell.....							
Beauce.....							
Belleville.....							
Bondhead.....							
Brockville.....							
Bytown.....							
Bruce.....							
Chatham.....							
Chippewa.....							
Clarenceville.....							
Cobourg.....							
Cornwall.....		44 0 0				44 0 0	
Colborne.....							
Coteau du Lac.....							
Credit.....							
Dalhousie.....							
Darlington.....							
Dickenson's Landing.....							
Dover.....							
Dundee.....							
Dunnville.....		101 17 6				101 17 6	
Elgin.....							
Fort Erie.....							
Frelighsburg.....							
Gananoque.....							
Goderich.....							
Grafton.....							
Gaspé.....							
Hereford.....							
Hamilton.....		549 15 5				549 15 5	
Hemmingford.....							
Hope.....							
Huntingdon.....							
Kingston.....		8 14 6				8 14 6	
Lacolle.....							
Maitland.....							
Maria Town.....							
Milford.....							
Montreal.....							
New Castle.....							
Niagara.....							
Oakville.....							
Owen's Sound.....							
Penetanguishene.....							
Philipsburg.....							
Picton.....							
Potter.....							
Prescott.....							
Quebec.....		386 17 6				386 17 6	
Queenston.....							
Rivière aux Raisins.....							
Rondeau.....							
Rowan.....							
Russeltown.....							
Sandwich.....							
Sarnia.....							
Sault Ste. Marie.....							
Stanstead.....							
St. Johns.....							
St. Régis.....							
Stanley.....		4 1 4				4 1 4	
Sutton.....							
Toronto.....		639 6 8				639 6 8	
Wallaceburg.....							
Wellington.....							
Whitby.....							
Totals.....		1,734 12 11				1,734 12 11	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	CHAIN CABLES,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa		22 0 6				22 0 6	
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé		78 14 3	78 14 3				
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal		486 14 5	486 14 5				
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Phillipsburg							
Picton							
Potter							
Prescott							
Quebec		7,236 6 2	7,236 6 2				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan		4 14 8				4 14 8	
Russelltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
<b>Totals</b>		<b>7,828 10 0</b>	<b>7,801 14 10</b>			<b>26 15 2</b>	



## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	COALS,—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.	
				West Indies.	North America.			
	Tons.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg.....	47	47 7 9					47 7 9	
Bath.....	80	145 16 10					145 16 10	
Burwell.....	22	20 13 1					20 13 1	
Beauce.....								
Belleville.....	116	199 0 5					199 0 5	
Bondhead.....	8	14 4 8					14 4 8	
Brockville.....	169	210 19 1					210 19 1	
Bytown.....								
Bruce.....	1,961	1,121 8 7					1,121 8 7	
Chatham.....	60	125 0 4					125 0 4	
Chippewa.....	278	346 12 5					346 12 5	
Clarenceville.....								
Cobourg.....	43	76 2 7					76 2 7	
Cornwall.....	4	10 15 0					10 15 0	
Colborne.....	17	22 6 10					22 6 10	
Coteau du Lac.....								
Credit.....								
Dalhousie.....	217	272 0 2					272 0 2	
Darlington.....	11	14 0 3					14 0 3	
Dickenson's Landing.....								
Dover.....	118	179 14 11					179 14 11	
Dundee.....	4	8 0 0					8 0 0	
Dunnville.....								
Elgin.....								
Fort Erie.....	12	16 8 9					16 8 9	
Frelighsburg.....	2	3 17 6					3 17 6	
Gananoque.....	1	1 0 0					1 0 0	
Goderich.....	10	16 15 0					16 15 0	
Grafton.....	2	2 2 0					2 2 0	
Gaspé.....	45	24 14 2	24 14 2					
Hereford.....								
Hamilton.....	593	741 15 1					741 15 1	
Hemmingford.....								
Hope.....	100	125 11 4					125 11 4	
Huntingdon.....								
Kingston.....	425	531 14 4					531 14 4	
Lacolle.....	3	4 14 0					4 14 0	
Maitland.....	6	12 9 1					12 9 1	
Maria Town.....	8	10 15 6					10 15 6	
Milford.....								
Montreal.....	365	455 19 11	288 7 9		34 8 0		133 4 2	
New Castle.....	6	13 5 8					13 5 8	
Niagara.....	87	106 4 10					106 4 10	
Oakville.....	18	44 17 3					44 17 3	
Owen's Sound.....								
Penetanguishene.....								
Phillipsburg.....	82	111 14 11					111 14 11	
Picton.....	21	26 11 2					26 11 2	
Potton.....								
Prescott.....	59	74 17 8					74 17 8	
Quebec.....	30,798	13,728 11 8	13,520 9 11		208 1 9			
Queenston.....	2	2 10 0					2 10 0	
Rivière aux Raisins.....								
Rondeau.....								
Rowan.....	13	17 0 7					17 0 7	
Russeltown.....								
Sandwich.....	25	30 9 10					30 9 10	
Sarnia.....	43	45 12 6					45 12 6	
Sault Ste. Marie.....								
Stanstead.....	13	16 0 5					16 0 5	
St. Johns.....	122	156 1 3					156 1 3	
St. Régis.....								
Stanley.....	362	396 0 1					396 0 1	
Sutton.....								
Toronto.....	2,484	3,105 14 0					3,105 14 0	
Wallaceburg.....	1	1 0 0					1 0 0	
Wellington.....	7	9 3 0					9 3 0	
Whitby.....	17	34 2 8					34 2 8	
Totals.....	38,887	22,682 2 1	13,833 1 10		242 9 9		8,006 10 6	

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	DYE STUFFS,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg.		10 3 6				10 3 6	
Bath.		43 17 8				43 17 8	
Burwell.							
Beauce							
Belleville		195 12 8				195 12 8	
Bondhead		3 11 2				3 11 2	
Brockville		315 17 1				315 17 1	
Bytown							
Bruce.							
Chatham.		60 2 6				60 2 6	
Chippewa.		101 1 5				101 1 5	
Clarenceville							
Cobourg.		127 18 7				127 18 7	
Cornwall.		23 8 11				23 8 11	
Colborne.							
Coteau du Lac.							
Credit							
Dalhousie		49 3 6				49 3 6	
Darlington		19 17 6				19 17 6	
Dickenson's Landing.							
Dover		72 9 3				72 9 3	
Dundee							
Dunnville.		115 9 0				115 9 0	
Elgin							
Fort Erie.		101 7 6				101 7 6	
Freighsburg.		16 16 6				16 16 6	
Gananoque		2 7 8				2 7 8	
Goderich.		3 1 9				3 1 9	
Grafton							
Gaspé.							
Hereford.							
Hamilton		1,368 9 6				1,368 9 6	
Hemmingford.							
Hope.		12 1 9				12 1 9	
Huntingdon							
Kingston		330 5 11				330 5 11	
Lacolle		6 3 5				6 3 5	
Maitland							
Maria Town		1 17 11				1 17 11	
Milford							
Montreal		1,762 1 5	1,591 13 11			170 7 6	
New Castle		2 18 9				2 18 9	
Niagara		20 14 3				20 14 3	
Oakville		159 5 5				159 5 5	
Owen's Sound		0 14 4				0 14 4	
Penetanguishene							
Phillipsburg		18 13 6				18 13 6	
Pioton		77 17 0				77 17 0	
Potton		0 5 6				0 5 6	
Prescott.		31 9 6				31 9 6	
Quebec		1,755 8 11	1,755 8 11				
Queenston.		8 15 0				8 15 0	
Rivière aux Raisins.							
Rondeau		3 17 9				3 17 9	
Rowan		4 1 7				4 1 7	
Russeltown.							
Sandwich		18 16 7				18 16 7	
Sarnia		9 4 11				9 4 11	
Sault Ste. Marie.							
Stanstead		168 14 8				168 14 8	
St. Johns.		3,488 6 8				3,488 6 8	
St. Régis							
Stanley.		550 0 10				550 0 10	
Sutton							
Toronto		2,289 5 0				2,289 5 0	
Wallaceburg							
Wellington.		6 11 5				6 11 5	
Whitby		11 13 0				11 13 0	
Totals		13,380 0 8	3,347 2 10			10,032 17 10	

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	FLAX, HEMP AND TOW,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham		29 16 8				29 16 8	
Chippewa		3 8 9				3 8 9	
Clarenceville							
Cobourg		70 7 4				70 7 4	
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville		26 15 0				26 15 0	
Elgin							
Fort Erie		218 17 9				218 17 9	
Freligshburg							
Gananogue							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton		544 19 6				544 19 6	
Hemmingford							
Hope							
Huntingdon							
Kingston		35 7 8				35 7 8	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal		6,846 15 1	5,372 18 10			1,473 16 3	
Newcastle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potton							
Prescott							
Quebec		3,057 17 6	2,832 18 8			224 18 9	
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russettown							
Sandwich		3 0 0				3 0 0	
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns		2,217 7 4				3,217 7 4	
St. Régis							
Stanley							
Sutton							
Toronto		1,043 3 7				1,043 3 7	
Wallaceburg							
Wellington							
Whitby							
Totals		14,097 16 2	8,205 17 7			5,891 18 7	

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	HIDES,—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.	
				West Indies.	North America.			
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg		148 4 0					148 4 0	
Bath		27 0 10					27 0 10	
Burwell		148 0 3					148 0 3	
Beauce								
Belleville								
Bondhead								
Brockville		6,597 3 7					6,597 3 7	
Bytown								
Bruce								
Chatham								
Chippewa		8,887 8 2					8,887 8 2	
Clarenceville								
Cobourg		136 11 7					136 11 7	
Cornwall								
Colborne								
Coteau du Lac								
Credit								
Dalhousie								
Darlington		217 1 2					217 1 2	
Dickenson's Landing		31 11 4					31 11 4	
Dover		497 4 8					497 4 8	
Dundee								
Dunnville		182 10 0					182 10 0	
Elgin								
Fort Erie		7 2 6					7 2 6	
Frelighsburg		232 10 0					232 10 0	
Gananoque		80 0 0					80 0 0	
Goderich								
Grafton								
Gaspé								
Hereford								
Hamilton		3,871 8 9					3,871 8 9	
Hemmingford								
Hope								
Huntingdon		729 17 7					729 17 7	
Kingston		713 5 10					713 5 10	
Lacolle		86 18 6					86 18 6	
Maitland								
Maria Town								
Milford								
Montreal		18 12 6					18 12 6	
New Castle								
Niagara								
Oakville		2,047 2 0					2,047 2 0	
Owen's Sound								
Penetanguishene								
Philipsburg		5,076 15 10					1,640 10 6	3,436 5 4
Picton		1,955 8 10					1,955 8 10	
Polton								
Prescott		337 5 4					337 5 4	
Quebec								
Queenston								
Rivière aux Raisins								
Rondeau								
Rowan								
Russeltown								
Sandwich								
Sarnia								
Sault Ste. Marie								
Stanstead		51 8 0					51 8 0	
St. Johns		16,628 7 5					16,628 7 5	
St. Régis								
Stanley		1,361 1 7					1,361 1 7	
Sutton								
Toronto		1,747 0 10					1,747 0 10	
Wallaceburg								
Wellington								
Whitby		731 6 10					731 6 10	
Totals		52,543 17 11					49,107 12 7	3,436 5 4

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	JUNK OR OAKUM,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Qtz. qrts. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg	10 0 0	12 10 0				12 10 0	
Bath							
Burwell	1 0 0	1 6 0				1 6 0	
Beauce							
Belleville							
Bondhead							
Brockville	1 1 0	1 10 6				1 10 6	
Bytown							
Bruce							
Chatham	7 2 0	9 7 8				9 7 8	
Chippewa	23 0 0	31 19 2				31 19 2	
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit	1 2 0	1 15 7				1 15 7	
Dalhousie							
Darlington							
Dickenson's Landing							
Dover	6 1 0	7 13 10				7 13 10	
Dundee							
Dunnville	0 1 6	0 7 6				0 7 6	
Elgin							
Fort Erie	16 2 0	20 12 6				20 12 6	
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé	2 0 0	2 12 0	2 12 0				
Hereford							
Hamilton							
Hemmingford							
Hope	26 3 0	33 4 2				33 4 2	
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal	276 2 0	345 9 2	248 10 3			96 18 11	
New Castle	0 3 16	1 0 4				1 0 4	
Niagara	0 3 0	0 17 10				0 17 10	
Oakville	10 1 0	12 16 9				12 16 9	
Owen's Sound	0 1 20	0 11 0				0 11 0	
Penetanguishene							
Philipsburg	2 0 0	2 10 10				2 10 10	
Pictou							
Potter							
Prescott							
Quebec	1,242 0 0	1,552 12 5	1,552 12 5				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan	4 3 0	5 17 0				5 17 0	
Russeltown							
Sandwich	4 3 15	5 19 6				5 19 6	
Sarnia	1 3 0	2 2 6				2 2 6	
Sault Ste. Marie							
Starstead							
St. Johns							
St. Régis							
Stanley	3 3 0	4 17 11				4 17 11	
Sutton							
Toronto	47 2 0	59 5 8				59 5 8	
Wallaceburg							
Wellington							
Whitby							
Totals	1,691 2 1	2,116 19 10	1,803 14 8			313 5 2	

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	LARD,—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.	
				West Indies.	North America.			
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg		4 7 0					4 7 0	
Bath								
Burwell								
Beauce								
Belleville								
Bondhead								
Brockville								
Bytown								
Bruce		3 10 2					3 10 2	
Chatham								
Chippewa		70 17 4					70 17 4	
Clarenceville								
Cobourg								
Cornwall								
Colborne								
Coteau du Lac								
Credit								
Dalhousie		58 7 7					58 7 7	
Darlington								
Dickenson's Landing								
Dover		0 12 5					0 12 5	
Dundee								
Dunnville		19 11 3					19 11 3	
Elgin								
Fort Erie		106 15 3					106 15 3	
Frelighsburg								
Gananoque								
Goderich								
Grafton								
Gaspé								
Hereford								
Hamilton		116 19 8					116 19 8	
Hemmingford								
Hope								
Huntingdon								
Kingston								
Lacolle								
Maitland								
Maria Town								
Milford								
Montreal		4,448 9 5					4,448 9 5	
New Castle								
Niagara		4 6 11					4 6 11	
Oakville								
Owen's Sound								
Penetanguishene								
Philipsburg		1 2 9					1 2 9	
Picton								
Potton								
Prescott								
Quebec		1,294 16 2					1,294 16 2	
Queenston								
Rivière aux Raisins								
Rondeau								
Rowan								
Russeltown								
Sandwich		118 17 3					118 17 3	
Sarnia		3 8 0					3 8 0	
Sault Ste. Marie								
Stanstead								
St. Johns								
St. Régis		0 17 10					0 17 10	
Stanley		0 10 2					0 10 2	
Sutton								
Toronto								
Wallaceburg								
Wellington								
Whitby								
Totals		6,243 9 2					6,243 9 2	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	GREASE AND SCRAPS,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg		175 6 0				175 6 0	
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie		46 17 8				46 17 8	
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville		252 14 2				252 14 2	
Elgin							
Fort Erie		9 13 9				9 13 9	
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton		42 13 1				42 13 1	
Hemmingford							
Hope							
Huntingdon							
Kingston		27 3 8				27 3 8	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal		242 0 0				242 0 0	
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potton							
Prescott							
Quebec							
Queenston		5 12 6				5 12 6	
Rivière aux Raisins		0 15 0				0 15 0	
Rondeau							
Rowan							
Russeltown		2 10 0				2 10 0	
Sandwich		5 15 0				5 15 0	
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals		811 0 10				811 0 10	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	LEAD,—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.	
				West Indies.	North America.			
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg		0 16 3					0 16 3	
Bath								
Burwell		0 8 10					0 8 10	
Beauce								
Belleville								
Bondhead								
Brockville								
Bytown								
Bruce								
Chatham		13 0 0					13 0 0	
Chippewa		30 10 5					30 10 5	
Clarenceville								
Cobourg								
Cornwall								
Colborne								
Coteau du Lac								
Credit								
Dalhousie								
Darlington								
Dickenson's Landing								
Dover		1 13 9					1 13 9	
Dundee								
Dunnville								
Elgin								
Fort Erie		20 17 3					20 17 3	
Frelighsburg								
Gananoque								
Goderich								
Grafton								
Gaspé		10 9 5				10 9 5		
Hereford								
Hamilton								
Hemmingford								
Hope		6 7 1					6 7 1	
Huntingdon								
Kingston								
Lacolle								
Maitland								
Maria Town								
Milford								
Montreal		587 14 0	587 14 0					
New Castle								
Niagara		3 3 7					3 3 7	
Oakville		0 9 2					0 9 2	
Owen's Sound								
Penetanguishene								
Philipsburg								
Picton								
Potter								
Prescott		2 7 4					2 7 4	
Quebec		383 14 2	383 14 2					
Queenston		0 10 0					0 10 0	
Rivière aux Raisins								
Rondeau								
Rowan		0 7 0					0 7 0	
Russelltown								
Sandwich								
Sarnia		8 13 8					8 13 8	
Sault Ste. Marie								
Stanstead		7 13 9					7 13 9	
St. Johns								
St. Régis								
Stanley								
Sutton								
Toronto		2 3 9					2 3 9	
Wallaceburg								
Wellington								
Whitby								
<b>Totals</b>		<b>1,080 19 5</b>	<b>971 8 2</b>	<b>10 9 5</b>		<b>99 1 10</b>		



No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	ORES AND METALS,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg .....							
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....							
Bondhead .....							
Brockville .....							
Bytown .....							
Bruce .....							
Chatham .....							
Chippewa .....							
Clarenceville .....							
Cobourg .....							
Cornwall .....							
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....							
Dickenson's Landing .....							
Dover .....							
Dundee .....							
Dunnville .....							
Elgin .....							
Fort Erie .....							
Frelighsburg .....							
Gananoque .....							
Goderich .....							
Grafton .....							
Gaspé .....							
Hereford .....							
Hamilton .....							
Hemmingford .....							
Hope .....							
Huntingdon .....							
Kingston .....							
Lacolle .....							
Maitland .....							
Maria Town .....							
Milford .....							
Montreal .....							
New Castle .....							
Niagara .....							
Oakville .....		52 2 1				52 2 1	
Owen's Sound .....							
Penetanguishene .....							
Philipsburg .....							
Picton .....							
Potton .....							
Prescott .....		3 14 4				3 14 4	
Quebec .....		8 6 8	8 6 8				
Queenston .....							
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....							
Russeltown .....							
Sandwich .....							
Sarnia .....							
Sault Ste. Marie .....							
Stanstead .....							
St. Johns .....							
St. Régis .....							
Stanley .....							
Sutton .....							
Toronto .....							
Wallaceburg .....							
Wellington .....							
Whitby .....							
Totals .....		64 3 1	8 6 8			55 16 5	

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	PITCH AND TAR,—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.	
				West Indies.	North America.			
	Barrels.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg.....	3	3 7 6					3 7 6	
Bath.....	6	6 14 3					6 14 3	
Burwell.....								
Beauce.....								
Belleville.....								
Bondhead.....								
Brockville.....	10	10 11 11					10 11 11	
Bytown.....								
Bruce.....								
Chatham.....	6	5 19 6					5 19 6	
Chippewa.....	5	4 12 6					4 12 6	
Clarenceville.....								
Cobourg.....								
Cornwall.....								
Colborne.....								
Coteau du Lac.....								
Credit.....								
Dalhousie.....	44	19 9 9					19 9 9	
Darlington.....	4	3 0 1					3 0 1	
Dickenson's Landing.....								
Dover.....	4	3 10 11					3 10 11	
Dundee.....								
Dunnville.....								
Elgin.....								
Fort Erie.....	15	10 0 0					10 0 0	
Frelighsburg.....								
Gananoque.....								
Goderich.....								
Grafton.....								
Gaspé.....	87	46 12 8				46 12 8		
Hereford.....								
Hamilton.....	37	28 5 3					28 5 3	
Hemmingford.....								
Hope.....	3	2 14 7					2 14 7	
Huntingdon.....								
Kingston.....	53	39 14 2					39 14 2	
Lacolle.....	2	1 13 0					1 13 0	
Maitland.....								
Maria Town.....								
Milford.....	2	2 0 0					2 0 0	
Montreal.....	125	94 13 0	14 18 1				79 14 11	
New Castle.....								
Niagara.....	13	10 1 7					10 1 7	
Oakville.....	7	4 19 2					4 19 2	
Owen's Sound.....	2	2 8 2					2 8 2	
Penetanguishene.....								
Phillipsburg.....								
Pictou.....	3	2 5 8					2 5 8	
Potter.....								
Prescott.....								
Quebec.....	1,090	818 4 2	462 2 4				356 1 10	
Queenston.....								
Rivière aux Raisins.....								
Rondeau.....	3	3 8 8					3 8 8	
Rowan.....	3	2 18 6					2 18 6	
Russelton.....								
Sandwich.....	11	8 8 11					8 8 11	
Sarnia.....	9	6 13 9					6 13 9	
Sault Ste. Marie.....								
Stanstead.....	2	1 3 9					1 3 9	
St. Johns.....	286	126 8 6					126 8 6	
St. Régis.....								
Stanley.....	10	8 16 10					8 16 10	
Sutton.....								
Toronto.....	148	111 14 8					111 14 8	
Wallaceburg.....	3	2 15 0					2 15 0	
Wellington.....								
Whitby.....	18	8 18 0					8 18 0	
<b>Totals.....</b>	<b>2,014</b>	<b>1,402 4 5</b>	<b>477 0 5</b>		<b>46 12 8</b>		<b>878 11 4</b>	

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	ROPE,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa		45 17 9				45 17 9	
Clarenceville							
Cobourg							
Cornwall							
Colborne		19 6 2				19 6 2	
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie		10 18 6				10 18 6	
Friehsburg							
Gananoque							
Goderich		12 18 9				12 18 9	
Grafton							
Gaspé		8 5 0	8 5 0				
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston		1 3 2				1 3 2	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara		2 17 4				2 17 4	
Oakville							
Owen's Sound							
Penetanguisheno							
Philipsburg							
Picton							
Potton							
Prescott							
Quebec		13,819 4 7	13,755 13 9			63 10 10	
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich							
Sarnia		7 8 3				7 8 3	
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals		139,27 19 6	13,763 18 0			164 0 9	

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	RESIN AND ROSIN,—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.	
				West Indies.	North America.			
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg.....		1 15 0					1 15 0	
Bath.....		0 19 3					0 19 3	
Burwell.....								
Beauce.....								
Belleville.....		5 6 3					5 6 3	
Bondhead.....								
Brockville.....		2 1 4					2 1 4	
Bytown.....								
Bruce.....								
Chatham.....		1 13 1					1 13 1	
Chippewa.....		16 17 0					16 17 0	
Clarenceville.....								
Cobourg.....		13 9 6					13 9 6	
Cornwall.....								
Colborne.....		0 3 0					0 3 0	
Coteau du Lac.....								
Credit.....								
Dalhousie.....		6 10 4					6 10 4	
Darlington.....		0 15 3					0 15 3	
Dickenson's Landing.....								
Dover.....		8 2 8					8 2 8	
Dundee.....								
Dunnville.....		128 10 0					128 10 0	
Elgin.....		0 5 0					0 5 0	
Fort Erie.....		1 5 0					1 5 0	
Frelighsburg.....								
Gananoque.....								
Goderich.....								
Grafton.....								
Gaspé.....		0 12 3				0 12 3		
Hereford.....								
Hamilton.....		125 11 11					125 11 11	
Hemmingford.....								
Hope.....								
Huntingdon.....								
Kingston.....								
Lacolle.....		0 12 9					0 12 9	
Maitland.....								
Maria Town.....								
Milford.....								
Montreal.....		72 1 10	10 15 8				61 6 2	
New Castle.....								
Niagara.....		8 10 4					8 10 4	
Oakville.....								
Owen's Sound.....								
Penetanguishene.....								
Philipsburg.....		0 12 9					0 12 9	
Pictou.....								
Potton.....								
Prescott.....								
Quebec.....		291 6 2					291 6 2	
Queenston.....		0 5 0					0 5 0	
Rivière aux Raisins.....								
Rondeau.....								
Rowan.....								
Russeltown.....								
Sandwich.....		2 0 0					2 0 0	
Sarnia.....		1 15 0					1 15 0	
Sault Ste. Marie.....								
Stanstead.....		0 13 6					0 13 6	
St. Johns.....		118 12 8					118 12 8	
St. Régis.....								
Stanley.....		62 15 11					62 15 11	
Sutton.....								
Toronto.....		117 11 5					117 11 5	
Wallaceburg.....								
Wellington.....								
Whitby.....		9 4 5					9 4 5	
Totals.....		989 18 7	10 15 8		0 12 3		978 10 8	

## No. 14.

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	STEEL,—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.	
				West Indies.	North America.			
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg.....		10 0 0					10 0 0	
Bath.....								
Burwell.....		3 14 9					3 14 9	
Beauce.....								
Belleville.....		60 15 4	15 2 10				45 12 6	
Bondhead.....								
Brockville.....		33 19 0	33 19 0					
Bytown.....								
Bruce.....								
Chatham.....		2 5 5					2 5 5	
Chippewa.....		50 7 11					50 7 11	
Clarenceville.....								
Cobourg.....								
Cornwall.....								
Colborne.....		1 15 5					1 15 5	
Coteau du Lac.....								
Credit.....								
Dalhousie.....		31 0 0					31 0 0	
Darlington.....								
Dickenson's Landing.....								
Dover.....		0 14 2					0 14 2	
Dundee.....								
Dunnville.....								
Elgin.....								
Fort Erie.....		24 2 3					24 2 3	
Frelighsburg.....								
Gananoque.....								
Goderich.....								
Grafton.....								
Gaspé.....		13 15 6	13 15 6					
Hereford.....								
Hamilton.....		299 12 2	240 18 9				58 13 11	
Hemmingford.....								
Hope.....		16 12 1					16 12 1	
Huntingdon.....								
Kingston.....		131 3 11					131 3 11	
Lacolle.....								
Maitland.....								
Maria Town.....								
Milford.....								
Montreal.....		10,251 13 5	10,211 12 11					40 0 6
Newcastle.....								
Niagara.....		29 16 0					29 16 0	
Oakville.....								
Owen's Sound.....								
Penetanguishene.....								
Phillipsburg.....		140 13 3	134 3 11				6 9 4	
Picton.....								
Potter.....								
Prescott.....		7 12 6	7 4 10				0 7 8	
Quebec.....		1,051 19 9	1,051 19 9					
Queenston.....								
Rivière aux Raisins.....								
Rondeau.....								
Rowan.....		1 8 1					1 8 1	
Russeltown.....								
Sandwich.....		7 16 1					7 16 1	
Sarnia.....								
Sault Ste. Marie.....								
Stanstead.....		4 6 9					4 6 9	
St. Johns.....		79 1 0					79 1 0	
St. Régis.....								
Stanley.....		7 7 3					7 7 3	
Sutton.....								
Toronto.....		2,507 19 8					2,507 19 8	
Wallaceburg.....								
Wellington.....								
Whitby.....								
Totals.....		14,769 11 8	11,708 17 0				3,020 14 2	40 0 6

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	TALLOW,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce		5 13 2				5 13 2	
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa		4,109 15 2				4,109 15 2	
Clarenceville							
Cobourg		587 1 3				587 1 3	
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover		87 17 10				87 17 10	
Dundee		34 1 11				34 1 11	
Dunnville		318 13 4				318 13 4	
Elgin							
Fort Erie		801 11 6				801 11 6	
Freligshburg		891 1 9				891 1 9	
Gananoque							
Goderich							
Grafton		66 11 8				66 11 8	
Gaspé							
Hereford							
Hamilton		1,185 1 0				1,185 1 0	
Hemmingford							
Hope							
Huntingdon		0 2 6				0 2 6	
Kingston		913 17 3				913 17 3	
Lacolle		153 18 11				153 18 11	
Maitland							
Maria Town							
Milford							
Montreal		11,014 9 6				11,014 9 6	
New Castle							
Niagara		4 11 5				4 11 5	
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg		912 11 2				912 11 2	
Pictou							
Poton							
Prescott		21 12 8				21 12 8	
Quebec		3,970 16 11	545 5 9			3,425 11 2	
Queenston		372 7 2				372 7 2	
Rivière aux Raisins							
Rondeau							
Rowan		18 7 6				18 7 6	
Russeltown		4 7 6				4 7 6	
Sandwich		381 6 10				381 6 10	
Sarnia							
Sault Ste. Marie							
Stanstead		2 12 8				2 12 8	
St. Johns		6,578 13 6				6,578 13 6	
St. Régis							
Stanley							
Sutton							
Toronto		3,072 8 1				3,072 8 1	
Wallaceburg		25 6 3				25 6 3	
Wellington							
Whitby							
Totals		35,534 18 5	545 5 9			34,988 12 8	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	ALL OTHER ARTICLES (Liable to Duty),—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell		212 11 0				212 11 0	
Beauce						77 18 2	
Belleville		202 8 3	124 10 1			31 5 6	
Bondhead		31 5 6					
Brockville		290 5 6	85 10 7			204 14 11	
Bytown							
Bruce		2 5 0				2 5 0	
Chatham		153 15 0				153 15 0	
Chippewa		456 1 11				456 1 11	
Clarenceville							
Cobourg		2,209 2 0				2,209 2 0	
Cornwall		615 17 5				615 17 5	
Colborne		3 15 0				3 15 0	
Coteau du Lac							
Credit							
Dalhousie		240 2 9				240 2 9	
Darlington		15 8 0				15 8 0	
Dickenson's Landing		2 17 2				2 17 2	
Dover		27 19 11				27 19 11	
Dundee		3 10 0				3 10 0	
Dunnville		139 2 6				139 2 6	
Elgin		43 19 9				43 19 9	
Fort Erie		2 17 0				2 17 0	
Frelighsburg		96 5 11				96 5 11	
Gananoque		0 2 3				0 2 3	
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton		240 12 3				240 12 3	
Hemmingford							
Hope							
Huntingdon		2 0 8				2 0 8	
Kingston		762 7 3				762 7 3	
Lacolle		15 4 0				15 4 0	
Maitland		130 16 4				130 16 4	
Maria Town		1 8 11				1 8 11	
Millford							
Montreal		110,584 10 6	108,073 7 6		27 14 10	2,583 8 2	
New Castle							
Niagara		485 0 0				485 0 0	
Oakville		210 12 4				210 12 4	
Owen's Sound							
Penetanguishene							
Phillipsburg		78 3 5				78 3 5	
Pictou		45 18 10				45 18 10	
Potton		30 3 9				30 3 9	
Prescott		88 9 8				88 9 8	
Quebec		63,151 18 2	63,151 18 2				
Queenston							
Rivière aux Raisins							
Rondeau		134 7 3				134 7 3	
Rowan							
Russeltown		2 10 0				2 10 0	
Sandwich		168 7 8				168 7 8	
Sarnia		68 10 7				68 10 7	
Sault Ste. Marie		6,796 19 5				6,796 19 5	
Stanstead		49 9 0				49 9 0	
St. Johns		1,871 1 11	51 6 2			1,819 15 9	
St. Régis		4 2 8				4 2 8	
Stanley		24 14 8				24 14 8	
Sutton		29 1 0				29 1 0	
Toronto		5,763 11 8				5,763 11 8	
Wallaceburg		6 10 0				6 10 0	
Wellington							
Whitby		33 0 10				33 0 10	
Totals		195,529 4 7	171,486 12 6		27 14 10	24,014 17 3	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	HORSES, (Free),—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Number.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg.....							
Bath.....							
Burwell.....	1	15 15 0				15 15 0	
Beauce.....							
Belleville.....							
Bondhead.....							
Brockville.....	7	74 13 4				74 13 4	
Bytown.....							
Bruce.....							
Chatham.....	10	111 10 0				111 10 0	
Chippewa.....	2	33 0 0				33 0 0	
Clarenceville.....							
Cobourg.....	3	82 10 0				82 10 0	
Cornwall.....	1	20 0 0				20 0 0	
Colborne.....							
Coteau du Lac.....							
Credit.....							
Dalhousie.....							
Darlington.....							
Dickenson's Landing.....							
Dover.....							
Dundas.....	3	50 0 0				50 0 0	
Dunnville.....							
Elgin.....							
Fort Erie.....	38	491 1 4				491 1 4	
Frelighsburg.....	5	235 0 0				235 0 0	
Gananoque.....							
Goderich.....							
Grafton.....							
Gaspé.....							
Hereford.....							
Hamilton.....							
Hemmingford.....	4	40 0 0				40 0 0	
Hope.....	2	40 0 0				40 0 0	
Huntingdon.....	3	57 19 2				57 19 2	
Kingston.....	11	215 1 8				215 1 8	
Lacolle.....	3	62 5 5				62 5 5	
Maitland.....	2	10 0 0				10 0 0	
Maria Town.....	4	181 5 0				181 5 0	
Milford.....							
Montreal.....							
New Castle.....							
Niagara.....							
Oakville.....							
Owen's Sound.....							
Penetanguishene.....							
Philipsburg.....	16	222 10 0				222 10 0	
Pictou.....							
Potter.....	7	61 5 0				61 5 0	
Prescott.....	3	330 8 4				330 8 4	
Quebec.....	1	20 0 0	20 0 0				
Queenston.....							
Rivière aux Raisins.....							
Rondeau.....							
Rowan.....							
Russeltown.....							
Sandwich.....	18	175 0 0				175 0 0	
Sarnia.....	19	269 0 0				269 0 0	
Sault Ste. Marie.....							
Starstead.....	15	130 15 5				130 15 5	
St. Johns.....	2	47 10 0				47 10 0	
St. Régis.....							
Stanley.....							
Sutton.....							
Toronto.....	1	27 13 4				27 13 4	
Wallaceburg.....							
Wellington.....							
Whitby.....							
Totals.....	181	3,004 3 0	20 0 0			2,984 3 0	



No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	COWS, (Free),—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Nombre.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Rockville	1	2 10 10				2 10 10	
Bytown							
Bruce							
Chatham							
Chippewa	3	8 10 0				8 10 0	
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing	1	5 0 0				5 0 0	
Dover							
Dundee	1	3 10 0				3 10 0	
Dunnville							
Elgin							
Fort Erie	13	61 15 0				61 15 0	
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford	6	18 0 0				18 0 0	
Hope							
Huntingdon							
Kingston	3	7 12 6				7 12 6	
Lacolle							
Maitland							
Maria Town	1	5 10 0				5 10 0	
Milford							
Montreal	1	5 0 0				5 0 0	
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg	34	91 15 0				91 15 0	
Picton							
Potton	7	17 10 0				17 10 0	
Prescott							
Quebec	3	45 0 0	45 0 0				
Queens ton							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	5	10 0 0				10 0 0	
Sarnia							
Sault Ste. Marie							
Stanstead	35	86 3 10				86 3 10	
St. Johns	6	38 10 0				38 10 0	
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	120	406 7 2	45 0 0			361 7 2	

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	OXEN AND BULLS, (Free),—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Number.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg.....							
Bath.....							
Burwell.....							
Beauce.....							
Belleville.....							
Bondhead.....							
Brockville.....	1	20 6 8				20 6 8	
Bytown.....							
Bruce.....							
Chatham.....	2	10 0 0				10 0 0	
Chippewa.....	2	20 0 0				20 0 0	
Clarenceville.....							
Cobourg.....							
Cornwall.....							
Colborne.....							
Coteau du Lac.....							
Credit.....							
Dalhousie.....							
Darlington.....							
Dickenson's Landing.....	2	15 0 0				15 0 0	
Dover.....							
Dundee.....							
Dunnville.....							
Elgin.....							
Fort Erie.....	2	10 0 0				10 0 0	
Fredericton.....	2	9 5 0				9 5 0	
Gananoque.....							
Goderich.....							
Grafton.....							
Gaspé.....							
Hereford.....							
Hamilton.....							
Heumungford.....	1	7 0 0				7 0 0	
Hope.....							
Huntingdon.....	1	0 5 1				0 5 1	
Kingston.....	2	19 1 3				19 1 3	
Lacolle.....							
Maitland.....							
Maria Town.....	2	10 10 0				10 10 0	
Milford.....							
Montreal.....	3	42 10 0				42 10 0	
New Castle.....							
Niagara.....							
Oakville.....							
Owen's Sound.....							
Penetanguishene.....							
Phillipsburg.....	22	151 5 0				151 5 0	
Picton.....							
Potton.....	3	14 5 0				14 5 0	
Prescott.....							
Quebec.....	1	20 0 0	20 0 0				
Queenston.....							
Rivière aux Raisins.....							
Rondeau.....							
Rowan.....							
Russeltown.....							
Sandwich.....	2	12 10 0				12 10 0	
Sarnia.....							
Sault Ste. Marie.....							
Stanstead.....	5	47 0 5				47 0 5	
St. Johns.....	1	30 0 0				30 0 0	
St. Régis.....							
Stanley.....							
Sutton.....							
Toronto.....							
Wallaceburg.....							
Wellington.....							
Whitby.....							
Totals.....	54	438 18 5	20 0 0			418 18 5	

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	SHEEP,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Number.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville	1	0 10 2				0 10 2	
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg	286	115 5 6				115 5 6	
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee	1	0 15 0				0 15 0	
Dunnville							
Elgin							
Fort Erie							
Frelighsburg	10	17 5 0				17 5 0	
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon	11	5 11 10				5 11 10	
Kingston	11	13 19 7				13 19 7	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara	2	7 12 6				7 12 6	
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg	8	12 14 2				12 4 2	
Picton							
Potton	16	5 15 0				5 15 0	
Prescott							
Quebec	6	7 10 0	7 10 0				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead	22	8 17 5				8 17 5	
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto	5	2 10 0				2 10 0	
Wallaceburg							
Wellington							
Whitby							
Totals	379	198 6 2	7 10 0			190 18 2	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	PIGS, (Free),—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Number.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brookville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington	2	2 10 0				2 10 0	
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie	2	4 0 0				4 0 0	
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg	3	2 15 0				2 15 0	
Picton							
Potton							
Prescott	1	0 12 9				0 12 9	
Quebec	2	1 0 0	1 0 0				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich	3	3 10 0				3 10 0	
Sarnia							
Sault Ste. Marie							
Stanstead	1	0 10 0				0 10 0	
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	14	14 17 9	1 0 0			13 17 9	

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	ANATOMICAL PREPARATIONS,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Pictou							
Potter		75 0 0				75 0 0	
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
* Totals		75 0 0				75 0 0	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value. £ s. d.	ASHES, POT,—IMPORTED FROM				
			Great Britain. £ s. d.	British Colonies.		United States. £ s. d.	Other Foreign Countries. £ s. d.
				West Indies. £ s. d.	North America. £ s. d.		
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg		13 12 5				13 12 5	
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie		12 9 3				12 9 3	
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Ningara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potton							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals		26 1 8				26 1 8	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	ASHES, PEARLS, (Free)—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne		2 17 6				2 17 6	
Coteau du Lac							
Credit							
Dalhousie		6 18 6				6 18 6	
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potter							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown		4 10 0				4 10 0	
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals		14 6 0				14 6 0	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BOOKS, (Free)—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath		23 19 2				23 19 2	
Burwell		5 3 7				5 3 7	
Beauce							
Belleville		246 11 10				246 11 10	
Bondhead		30 2 9				30 2 9	
Brockville		1,373 12 10	13 13 3			1,364 19 7	
Bytown							
Bruce							
Chatham		46 8 5				46 8 5	
Chippewa		1,186 9 7				1,186 9 7	
Clarenceville		10 2 8				10 2 8	
Cobourg		1,535 6 8				1,535 6 8	
Cornwall		57 1 3				57 1 3	
Colborne		44 6 10				44 6 10	
Coteau du Lac							
Credit							
Dalhousie		7 17 6				7 17 6	
Darlington							
Dickenson's Landing							
Dover		389 6 3				389 6 3	
Dundee		6 5 0				6 5 0	
Dunnville		285 14 0				285 14 0	
Elgin		1 10 0				1 10 0	
Fort Erie		467 9 10				467 9 10	
Frelighsburg		31 16 7				31 16 7	
Gananoque		0 11 3				0 11 3	
Goderich		1 5 0				1 5 0	
Grafton							
Gaspé							
Hereford							
Hamilton		5,405 3 4	1,049 13 2			4,355 10 2	
Hemmingford		58 0 0				58 0 0	
Hope		505 2 3				505 2 3	
Huntingdon		4 13 6				4 13 6	
Kingston		3,109 18 2				3,109 18 2	
Lacolle		32 13 11				32 13 11	
Maitland		9 10 7				9 10 7	
Maria Town		50 8 6				50 8 6	
Milford							
Montreal		11,951 7 11	11,674 5 9		40 7 0	236 15 2	
New Castle		11 7 0				11 7 0	
Niagara		432 7 5				432 7 5	
Oakville		20 14 11				20 14 11	
Owen's Sound							
Penetanguishene							
Philipsburg		1,457 19 9				1,457 19 9	
Pictou		228 16 10				228 16 10	
Potterton		1 16 3				1 16 3	
Prescott		1,076 0 5				1,076 0 5	
Quebec		1,275 14 2	1,275 14 2				
Queenston		980 15 11				980 15 11	
Rivière aux Raisins		3 0 0				3 0 0	
Rondeau							
Rowan		0 5 1				0 5 1	
Russeltown							
Sandwich		100 7 4				100 7 4	
Sarnia		71 8 1				71 8 1	
Sault Ste Marie							
Stanstead		472 18 3				472 18 3	
St. Johns		10,226 13 3	409 17 11			8,803 13 2	1,013 2 2
St. Régis		1 2 6				1 2 6	
Stanley		1,113 14 4				1,113 14 4	
Sutton							
Toronto		16,304 5 4	1,524 5 6			14,779 19 10	
Wallaceburg							
Wellington							
Whitby		232 14 11				232 14 11	
Totals		60,895 0 11	15,947 9 9		40 7 0	43,894 2 0	1,013 2 2



GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value. £ s. d.	BUSTS AND CASTS,—IMPORTED FROM				
			Great Britain. £ s. d.	British Colonies.		United States. £ s. d.	Other Foreign Countries. £ s. d.
				West Indies. £ s. d.	North America £ s. d.		
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Freligshburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton		3 3 7				3 3 7	
Hemmingford							
Hope							
Huntingdon		25 8 4				25 8 4	
Kingston		1 5 5				1 5 5	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal		43 13 1	39 18 1			3 15 0	
New Castle							
Niagara							
Oakville							
Owen's Sound		0 10 0				0 10 0	
Penetanguishene							
Philipsburg							
Picton							
Potton							
Prescott							
Quebec		2 13 0				2 13 0	
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich		2 18 9				2 18 9	
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns		251 11 1				219 16 5	31 14 8
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals		331 3 3	39 18 1			259 10 6	31 14 8

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value. £ s. d.	COTTON WOOL,—IMPORTED FROM				
			Great Britain. £ s. d.	British Colonies. £ s. d.		United States. £ s. d.	Other Foreign Countries. £ s. d.
				West Indies. £ s. d.	North America. £ s. d.		
Amherstburg							
Bath		114 13 10				114 13 10	
Burwell		2 3 3				2 3 3	
Beauce							
Belleville		23 17 10				23 17 10	
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville		2 5 0				2 5 0	
Cobourg		192 5 2				192 5 2	
Cornwall							
Colborne		2 3 9				2 3 9	
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie		14 17 6				14 17 6	
Freighsburg							
Gananoque							
Goderich		4 0 0				4 0 0	
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford		21 17 6				21 17 6	
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal		260 10 2				260 10 2	
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg		3 3 7				3 3 7	
Pictou		13 18 9				13 18 9	
Potter		6 0 0				6 0 0	
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau		3 11 10				3 11 10	
Rowan							
Russelltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead		840 9 10				840 9 10	
St. Johns		2,247 1 2				2,247 1 2	
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals		3,752 19 2				3,752 19 2	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	CABINETS, (Free)—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg .....							
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....							
Bondhead .....							
Brockville .....							
Bytown .....							
Bruce .....							
Chatham .....							
Chippewa .....							
Clarenceville .....							
Cobourg .....							
Cornwall .....							
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....							
Dickenson's Landing .....							
Dover .....							
Dundee .....							
Dunnville .....							
Elgin .....							
Fort Erie .....							
Freighsburg .....							
Gananoque .....							
Goderich .....							
Grafton .....							
Gaspé .....							
Hereford .....							
Hamilton .....							
Hemmingford .....							
Hope .....							
Huntingdon .....							
Kingston .....							
Lacolle .....							
Maitland .....							
Maria Town .....							
Milford .....							
Montreal .....							
New Castle .....							
Niagara .....							
Oakville .....							
Owen's Sound .....							
Penetanguishene .....							
Philipsburg .....							
Picton .....							
Potton .....							
Prescott .....							
Quebec .....							
Queenston .....							
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....							
Russeltown .....							
Sandwich .....							
Sarnia .....							
Sault Ste. Marie .....							
Stanstead .....		155 0 10				155 0 10	
St. Johns .....							
St. Régis .....		1 13 11				1 13 11	
Stanley .....							
Sutton .....							
Toronto .....							
Wallaceburg .....							
Wellington .....							
Whitby .....							
Totals .....		156 14 9				156 14 9	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	CARRIAGES,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Number.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead						171 12 1	
Brockville	16	171 12 1					
Bytown							
Bruce						28 10 0	
Chatham	2	28 10 0					
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington						136 5 0	
Dickenson's Landing	12	136 5 0					
Dover							
Dundee							
Dunnville							
Elgin						452 10 0	
Fort Erie	40	452 10 0					
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope	1	10 0 0				19 0 0	
Huntingdon	7	71 3 4				71 3 4	
Kingston	82	1,091 3 6				1,091 3 6	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara	41	469 10 0				469 10 0	
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potterton							
Prescott	69	788 2 6				788 2 6	
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia	14	228 0 0				228 0 0	
Sault Ste. Marie							
Stanstead							
St. Johns	3	10 15 0				10 15 0	
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby	1	5 0 0				5 0 0	
Totals	288	3,462 11 5				3,462 11 5	

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	CARRIAGES MENAGERIES, (Free)—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee		1,540 0 0				1,540 0 0	
Dunnville							
Elgin							
Fort Erie							
Freligshburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon		21 1 11				21 1 11	
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potter							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals		1,561 1 11				1,561 1 11	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	COIN AND BULLION,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton		12 10 0				12 10 0	
Hemmingford							
Hope							
Huntingdon							
Kingston		2,541 13 4				2,541 13 4	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg		2,833 15 7				2,833 15 7	
Picton							
Potter							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns		39,953 14 3				39,953 14 3	
St. Régis							
Stanley							
Sutton							
Toronto		10,250 0 0				10,250 0 0	
Wallaceburg							
Wellington							
Whitby							
Totals		55,591 13 2				55,591 13 2	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	DRAWINGS,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg		6 5 0				6 5 0	
Bath							
Burwell		2 3 4				2 3 4	
Beauce							
Belleville		5 16 11				5 16 11	
Bondhead							
Brockville		33 3 4				33 3 4	
Bytown							
Bruce							
Chatham							
Chippewa		1 17 0				1 17 0	
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover		22 8 3				22 8 3	
Dundee							
Dunnville							
Elgin							
Fort Erie		16 5 0				16 5 0	
Freighsburg		1 10 0				1 10 0	
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton		339 8 3				339 8 3	
Hemmingford							
Hope		0 17 7				0 17 7	
Huntingdon							
Kingston		29 3 1				29 3 1	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal		645 12 5	591 6 11		10 0 0	44 5 6	
New Castle							
Niagara		7 5 1				7 5 1	
Oakville							
Owen's Sound							
Penetanguishene							
Philpburg		36 15 4				36 15 4	
Pictou							
Potter							
Prescott		811 13 10				811 13 10	
Quebec		29 2 6	29 2 6				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich		4 15 0				4 15 0	
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns		1,519 19 0				1,509 0 7	10 18 5
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
<b>Total's</b>		<b>3,514 0 11</b>	<b>620 9 5</b>		<b>10 0 0</b>	<b>2,902 13 1</b>	<b>10 18 5</b>

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value. £ s. d.	DONATIONS,—IMPORTED FROM				
			Great Britain. £ s. d.	British Colonies.		United States. £ s. d.	Other Foreign Countries. £ s. d.
				West Indies. £ s. d.	North America. £ s. d.		
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatbam		95 5 0				95 5 0	
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle		173 4 3				173 4 3	
Maitland							
Maria Town							
Milford							
Montreal		150 8 8	150 8 8				
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potterton							
Prescott		7 10 0				7 10 0	
Quebec		447 7 2	447 7 2				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich		381 15 0				381 15 0	
Sarnia							
Sault Ste Marie							
Stanstead		3 15 0				3 15 0	
St. Johns		5 0 0				5 0 0	
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals		1,264 5 1	597 15 10			666 9 3	



GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	FARMING IMPLEMENTS,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell		7 12 6				7 12 6	
Beauce							
Belleville							
Bondhead							
Brockville							
Hytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Freligshburg							
Gananoque		3 0 0				3 0 0	
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope		19 7 0				19 7 0	
Huntingdon							
Kingston		8 17 11				8 17 11	
Lacolle							
Maitland							
Marra Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg		43 19 2				43 19 2	
Picton							
Potton							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia		11 5 0				11 5 0	
Sault Ste. Marie							
Stanstead		20 1 3				20 1 3	
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals		114 2 10				114 2 10	

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value. £ s. d.	HORSES OF TRAVELLERS,—IMPORTED FROM				
			Great Britain. £ s. d.	British Colonies.		United States. £ s. d.	Other Foreign Countries. £ s. d.
				West Indies. £ s. d.	North America. £ s. d.		
	Number.						
Amherstburg							
Bath							
Burwell							
Beauce	28	505 5 0				505 5 0	
Belleville							
Bondhead							
Brockville	21	333 14 2				333 14 2	
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing	16	238 15 0				238 15 0	
Dover	1	19 6 8				19 6 8	
Dundee							
Dunnville	1	10 0 0				10 0 0	
Elgin							
Fort Erie	38	621 5 0				621 5 0	
Friedrichsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope		0 10 0				0 10 0	
Huntingdon	8	111 6 6				111 6 6	
Kingston	107	1,870 3 5				1,870 3 5	
Lacolle							
Maitland							
Maria Town	1	18 0 0				18 0 0	
Milford							
Montreal							
New Castle							
Niagara	40	607 10 0				607 10 0	
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Pictou							
Polton							
Prescott	93	1,545 9 7				1,545 9 7	
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	103	1,781 5 0				1,781 5 0	
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley	1	5 0 0				5 0 0	
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	458	7,667 10 4				7,667 10 4	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	MAPS,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg .....							
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....							
Bondhead .....							
Brockville .....		5 8 6				5 8 6	
Bytown .....							
Bruce .....							
Chatham .....							
Chippewa .....		45 4 7				45 4 7	
Clarenceville .....		4 5 0				4 5 0	
Cobourg .....							
Cornwall .....							
Colborne .....		43 5 3				43 5 3	
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....							
Dickenson's Landing .....							
Dover .....		22 8 11				22 8 11	
Dundee .....		6 0 0				6 0 0	
Dunnville .....							
Elgin .....							
Foix Erie .....		30 8 0				30 8 0	
Frelighsburg .....		11 0 0				14 0 0	
Gananoque .....							
Goderich .....							
Grafton .....							
Gaspé .....							
Heretford .....							
Hamilton .....		32 13 2				32 13 2	
Henningford .....							
Hope .....							
Huntingdon .....							
Kingston .....		189 19 3				189 19 3	
Lacolle .....							
Maitland .....							
Maria Town .....							
Milford .....							
Montreal .....							
New Castle .....							
Niagara .....		14 19 9				14 19 9	
Oakville .....							
Owen's Sound .....							
Penetanguishene .....							
Philipsburg .....		91 16 1				91 16 1	
Pictou .....		3 7 8				3 7 8	
Potter .....							
Prescott .....		17 4 5				17 4 5	
Quebec .....							
Queenston .....							
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....							
Russelltown .....							
Sandwich .....		5 0 0				5 0 0	
Sarnia .....							
Sault Ste. Marie .....							
Stanstead .....							
St. Johns .....		85 11 8				85 11 8	
St. Régis .....							
Stanley .....							
Sutton .....							
Toronto .....							
Wallaceburg .....							
Wellington .....							
Whitby .....							
Totals .....		614 12 3				614 12 3	

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	MAIZE,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Bushels.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell		0 1 0				0 1 0	
Beauce							
Belleville	1,000	127 1 8				127 1 8	
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa	132	16 18 0				16 18 0	
Clarenceville	4	1 4 5				1 4 5	
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover	5,357	569 12 6			81 12 6	588 0 0	
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frolighsburg							
Gananoque							
Goderich							
Grafton	7,500	875 0 0				875 0 0	
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston		0 4 5				0 4 5	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal	62,283	7,536 16 0				7,536 16 0	
New Castle							
Niagara		0 2 6				0 2 6	
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potter							
Prescott	1,231	174 9 1				174 9 1	
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich	61	8 7 6				8 7 6	
Sarnia							
Sault Ste. Marie							
Stanstead	189	23 7 10				23 7 10	
St. Johns	1	0 5 0				0 5 0	
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	77,758	9,433 9 11			81 12 6	9,351 17 5	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	MODELS,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg .....							
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....		23 6 2				23 6 2	
Bondhead .....							
Blockville .....		38 13 1				38 13 1	
Bytown .....							
Bruce .....							
Chatham .....							
Chippewa .....							
Clarenceville .....							
Cobourg .....							
Cornwall .....							
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....							
Dickenson's Landing .....							
Dover .....							
Dundee .....		19 8 11				19 8 11	
Dunnville .....							
Elgin .....							
Fort Erie .....							
Freligshburg .....							
Gananoque .....							
Goderich .....							
Grafton .....							
Gaspé .....							
Hereford .....							
Hamilton .....		5 1 0				5 1 0	
Hemmingford .....							
Hope .....		48 13 6				48 13 6	
Huntingdon .....							
Kingston .....		58 17 1				58 17 1	
Lacolle .....							
Maitland .....							
Maria Town .....							
Milford .....							
Montreal .....		3 1 5				3 1 5	
New Castle .....							
Niagara .....							
Oakville .....							
Owen's Sound .....							
Penetanguishene .....							
Philipsburg .....		5 15 0				5 15 0	
Picton .....							
Potton .....							
Prescott .....		5 9 4				5 9 4	
Quebec .....							
Queenston .....							
Rivière aux Raisins .....		3 0 0				3 0 0	
Rondeau .....							
Rowan .....							
Russeltown .....							
Sandwich .....							
Sarnia .....							
Sault Ste. Marie .....							
Stanstead .....		0 10 0				0 10 0	
St. Johns .....		8 0 0				8 0 0	
St. Régis .....							
Stanley .....		159 15 8				159 15 8	
Sutton .....							
Toronto .....							
Wallaceburg .....							
Wellington .....		1 5 5				1 5 5	
Whitby .....							
Totals .....		380 16 7				380 16 7	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value. £ s. d.	MILITARY STORES,—IMPORTED FROM				
			Great Britain. £ s. d.	British Colonies.		United States. £ s. d.	Other Foreign Countries. £ s. d.
				West Indies. £ s. d.	North America. £ s. d.		
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickeuson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston		269 13 4				269 13 4	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal		28,888 13 2	28,888 13 2				
New Castle							
Ningara		18 5 0	18 5 0				
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potton							
Prescott							
Quebec		3,667 18 9	3,667 18 9				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelton							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals		32,844 10 3	32,574 16 11			269 13 4	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	MARINE STORES,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Foit Erie							
Freightsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potton							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals							

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value. £ s. d.	PHILOSOPHICAL INSTRUMENTS,—IMPORTED FROM				
			Great Britain. £ s. d.	British Colonies. £ s. d.		United States. £ s. d.	Other Foreign Countries. £ s. d.
				West Indies. £ s. d.	North America. £ s. d.		
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatbam							
Chippewa		352 0 0				352 0 0	
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin		12 10 0				12 10 0	
Fort Erie		3 10 0				3 10 0	
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope		20 16 8				20 16 8	
Huntingdon							
Kingston		8 17 11				8 17 11	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal		20 0 0				20 0 0	
New Castle							
Niagara		25 0 0				25 0 0	
Oakville							
Owen's Sound							
Penetanguishene							
Phillipsburg							
Pictou							
Potou							
Prescott							
Quebec		0 17 10				0 17 10	
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns		53 0 0				35 0 0	18 0 0
St. Régis							
Stanley		59 19 0				59 19 0	
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals		556 11 5				538 11 5	18 0 0



No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity	Total Value.	SODA,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa		1 13 2				1 13 2	
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie		1 12 2				1 12 2	
Darlington		1 7 0				1 7 0	
Dickenson's Landing							
Dover		2 16 2				2 16 2	
Dundee							
Dunnville		5 12 6				5 12 6	
Elgin							
Fort Erie							
Freligshburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton		8 10 0				8 10 0	
Hemmingford							
Hope							
Huntingdon							
Kingston		31 8 11				31 8 11	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal		6,445 14 7	6,445 14 7				
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton		9 4 7				9 4 7	
Potton							
Prescott							
Quebec		818 10 6	818 10 6				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia		3 8 7				3 8 7	
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley		9 8 11				9 8 11	
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals		7,339 16 1	7,264 14 1			75 2 0	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	SPECIMENS,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington		5 0 0				5 0 0	
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon		1 5 5				1 5 5	
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal		11 14 0	11 14 0				
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Pictou							
Potter							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns		4 10 0				4 10 0	
St. Régis							
Stanley		1 0 0				1 0 0	
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals		23 9 5	11 14 0			11 15 5	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	SEEDS,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelightsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal		975 14 10	975 14 10				
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potton							
Prescott		15 5 0				15 5 0	
Quebec		374 16 0	374 16 0				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns		161 7 4				161 7 4	
St. Régis							
Stanley		139 8 7	139 8 7				
Sutton							
Toronto		285 8 9	285 8 9				
Wallaceburg							
Wellington							
Whitby							
Totals		1,952 0 6	1,775 8 2			176 12 4	

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value. £ s. d.	SETTLERS' GOODS,—IMPORTED FROM				
			Great Britain. £ s. d.	British Colonies.		United States. £ s. d.	Other Foreign. Countries. £ s. d.
				West Indies. £ s. d.	North America. £ s. d.		
Amherstburg							
Bath		111 17 6				111 17 6	
Burwell		613 3 8				613 3 8	
Beauce							
Belleville		115 0 0				115 0 0	
Bondhead							
Brockville		286 9 10				286 9 10	
Bytown							
Bruce		1 5 0				1 5 0	
Chatham		700 14 5				700 14 5	
Chippewa		7 10 0				7 10 0	
Clarenceville		112 14 8				112 14 8	
Cobourg							
Cornwall		88 2 6				88 2 6	
Colborne							
Coteau du Lac							
Credit							
Dalhousie		34 0 0				34 0 0	
Darlington							
Dickenson's Landing							
Dover		752 7 1				752 7 1	
Dundee		207 5 0				207 5 0	
Dunnville		373 10 0				373 10 0	
Elgin							
Fort Erie		709 0 1				709 0 1	
Frelighsburg		1,051 11 8				1,051 11 8	
Gananoque		163 0 6				163 0 6	
Goderich		5 0 0				5 0 0	
Grafton		63 0 0				63 0 0	
Gaspé							
Hereford		14 0 0				14 0 0	
Hamilton		3,147 4 9	1,595 5 5			1,551 19 4	
Hemmingford		54 12 0				54 12 0	
Hope							
Huntingdon		63 5 7				63 5 7	
Kingston		3,249 0 8	486 13 4			2,762 7 4	
Lacolle		695 18 5				695 18 5	
Maitland		32 5 0				32 5 0	
Maria Town		58 2 6				58 2 6	
Milford							
Montreal		3,772 13 5	3,228 9 9		403 8 8	140 15 0	
New Castle		84 9 0				84 9 0	
Niagara		70 6 2				70 6 2	
Oakville		24 14 1				24 14 1	
Owen's Sound							
Penetanguishene							
Philipsburg		324 5 10				324 5 10	
Picton		130 0 0				130 0 0	
Potton		460 3 9				460 3 9	
Prescott		348 5 5				348 5 5	
Quebec		123 13 10	123 13 10				
Queenston		1,399 10 0				1,399 10 0	
Rivière aux Raisins							
Rondeau		435 4 6				435 4 6	
Rowan							
Russeltown		113 15 0				113 15 0	
Sandwich		1,906 2 0				1,906 2 0	
Sarnia		579 0 0				579 0 0	
Sault Ste. Marie							
Stanstead		1,073 16 4				1,073 16 4	
St. Johns		1,283 11 3				1,283 11 3	
St. Régis		63 15 10				63 15 10	
Stanley		1,502 12 8	700 0 0			802 12 8	
Sutton		1,012 11 4				1,012 11 4	
Toronto		3,874 9 2				3,874 9 2	
Wallaceburg							
Wellington							
Whitby		25 0 0				25 0 0	
Totals		31,318 0 5	6,134 2 4		403 8 8	24,780 9 5	

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	TREES AND SHRUBS,—IMPORTED FROM					
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.	
				West Indies.	North America			
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg		43 5 5					43 5 5	
Bath								
Burwell		4 3 11					4 3 11	
Beauce								
Belleville								
Bondhead								
Brockville		160 5 3					160 5 3	
Bytown								
Bruce								
Chatham		18 9 9					18 9 9	
Chippewa		5 0 0					5 0 0	
Clarenceville								
Cobourg		70 18 6					70 18 6	
Cornwall								
Colborne								
Coteau du Lac								
Credit		0 1 3					0 1 3	
Dalhousie								
Darlington		338 16 5					338 16 5	
Dickenson's Landing		1 17 6					1 17 6	
Dover		71 15 2					71 15 2	
Dundee								
Dunnville		212 0 0					212 0 0	
Elgin								
Fort Erie								
Freligshburg								
Gananoque								
Goderich		239 3 5					239 3 5	
Gratton								
Gaspé								
Hereford		457 3 1	8 4 10				448 18 3	
Hamilton								
Hemmingford								
Hope		51 8 3					51 8 3	
Huntingdon								
Kingston		1,797 15 5					1,797 15 5	
Lacolle								
Maitland								
María Town								
Milford								
Montreal		162 12 1	52 15 1				109 17 0	
New Castle								
Niagara		10 5 3					10 5 3	
Oakville		175 4 2					175 4 2	
Owen's Sound		0 10 0					0 10 0	
Penetanguishene								
Philipsburg		21 7 0					21 7 0	
Pictou								
Potton								
Prescott		29 6 7					29 6 7	
Quebec		30 12 2	30 12 2					
Queenston		163 6 3					163 6 3	
Rivière aux Raisins								
Rondeau								
Rowan		0 2 7					0 2 7	
Russeltown								
Sandwich		31 0 0					31 0 0	
Sarnia		34 0 0					34 0 0	
Sault Ste. Marie								
Stanstead								
St. Johns		470 19 7					470 19 7	
St. Régis								
Stanley		365 16 5					365 16 5	
Sutton								
Toronto		182 0 8					182 0 8	
Wallaceburg								
Wellington		10 0 0					10 0 0	
Whitby		62 5 0					62 5 0	
Totals		5,221 11 1	91 12 1				5,129 19 0	

No. 14.

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	WHEAT,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Bushels.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg .....							
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....							
Bondhead .....							
Brockville .....							
Bytown .....							
Bruce .....							
Chatham .....							
Chippewa .....							
Clarenceville .....						15 8 10	
Cobourg .....	60	15 8 10					
Cornwall .....	200	6 5 0				6 5 0	
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....						41 12 7	
Dickenson's Landing .....	246	41 12 7					
Dover .....	3	0 15 0				0 15 0	
Dundee .....							
Dunnville .....							
Elgin .....							
Fort Erie .....							
Frelighsburg .....						2 19 1	
Gananoque .....	10	2 19 1					
Goderich .....							
Grafton .....	9	2 14 0				2 14 0	
Gaspé .....							
Hereford .....	299	59 15 7				59 15 7	
Hamilton .....							
Heramingford .....	117	23 11 4				23 11 4	
Hope .....							
Huntingdon .....	145,477	26,203 1 8				26,203 1 8	
Kingston .....							
Lacolle .....							
Maitland .....	7	1 8 0				1 8 0	
Maria Town .....							
Milford .....	9,156	2,066 1 8	6 1 8			2,060 0 0	
Montreal .....							
New Castle .....							
Niagara .....							
Oakville .....							
Owen's Sound .....							
Penetanguishene .....							
Philipsburg .....							
Picton .....							
Potton .....	94	22 15 4				22 15 4	
Prescott .....	45	11 5 0				11 5 0	
Quebec .....	1½	0 7 6				0 7 6	
Queenston .....							
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....							
Russeltown .....	14	3 9 9				3 9 9	
Sandwich .....							
Sarnia .....							
Sault Ste. Marie .....	92	22 10 2				22 10 2	
Stanstead .....							
St. Johns .....							
St. Régis .....							
Stanley .....							
Sutton .....							
Toronto .....							
Wallaceburg .....							
Wellington .....							
Whitby .....							
<b>Totals.....</b>	<b>155,830</b>	<b>28,484 0 6</b>	<b>6 1 8</b>		<b>13 19 0</b>	<b>28,463 19 10</b>	

GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	PORK—MESS,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Cwts. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg	25 0 0	35 10 0				35 10 0	
Bath							
Burwell	266 0 8	371 18 1				371 18 1	
Beauce							
Belleville	160 0 0	237 3 1				237 3 1	
Bondhead							
Brockville							
Bytown							
Bruce							
Chatbam							
Chippewa	1,511 2 12	1,848 14 5				1,848 14 5	
Clarenceville							
Cobourg	5 1 12	9 10 7				9 10 7	
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie	40 0 20	47 12 6				47 12 6	
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston	350 0 0	403 0 5				403 0 5	
Lacolle	7 0 12	10 12 10				10 12 10	
Maitland							
Maria Town							
Milford							
Montreal	23,915 0 4	28,101 5 7				28,101 5 7	
New Castle	39 1 24	56 18 10				56 18 10	
Niagara	5 1 12	5 10 9				5 10 9	
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg	89 1 14	133 1 2				133 1 2	
Pictou							
Potton							
Prescott	123 0 26	185 14 9				185 14 9	
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan	247 3 10	356 15 5				356 15 5	
Russeltown							
Sandwich	495 2 20	700 11 6				700 11 6	
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	27,281 1 6	32,503 19 11				32,503 19 11	

## GENERAL STATEMENT OF IMPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	FREE GOODS, UNENUMERATED,—IMPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath		90 7 3				90 7 0	
Burwell							
Beauce							
Belleville		44 4 3				44 4 3	
Bondhead							
Brockville		54 2 6				54 2 6	
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville		6 12 2				6 12 2	
Cobourg		451 11 3				451 11 3	
Cornwall							
Colborne		100 5 0				100 5 0	
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee		1 16 0				1 16 0	
Dunnville							
Elgin							
Fort Erie		35 0 0				35 0 0	
Frelighsburg							
Gananoque		21 0 0				21 0 0	
Goderich							
Grafton		24 7 6				24 7 6	
Gaspé		439 14 8	439 14 8				
Hereford							
Hamilton							
Hemmingford							
Hope		439 10 4				439 10 4	
Huntingdon							
Kingston		266 7 8	174 2 1			92 5 7	
Lacolle		5 10 10				5 10 10	
Maitland		4 7 6				4 7 6	
Maria Town							
Milford		31 11 9				31 11 9	
Montreal		27,275 16 6	6,571 12 5		20,694 9 1		9 15 0
New Castle		57 1 11				57 1 11	
Niagara		213 14 9	164 14 9		49 0 0		
Oakville		108 13 2				108 13 2	
Owen's Sound							
Penetanguishene		154 14 1				154 14 1	
Philipsburg							
Pictou		56 6 3				56 6 3	
Potton		2 14 0				2 14 0	
Prescott		58 10 9				58 10 9	
Quebec							
Queenston							
Rivière aux Raisins		1 16 0				1 16 0	
Rondeau							
Rowan		18 3 6				18 3 6	
Russelltown							
Sandwich		1,302 0 0				1,302 0 0	
Sarnia							
Sault Ste. Marie							
Stanstead		41 15 0				41 15 0	
St. Johns		137 9 8				137 9 8	
St. Régis							
Stanley		122 0 8	122 0 8				
Sutton							
Toronto		1,661 0 2			1,345 2 0	315 13 2	
Wallaceburg							
Wellington							
Whitby		217 0 0				217 0 0	
Totals		33,445 4 10	7,742 4 7		22,088 11 1	3,874 14 2	9 15 0



No. 15.

SUMMARY STATEMENT of the QUANTITY and VALUE of, and Amount of DUTY COLLECTED on, the Principal Articles of British and Foreign Merchandise entered for Consumption during the Year ending 5th January, 1851, and indicating from what Country Imported.

ARTICLES.	TOTAL OF IMPORTS.		FROM WHAT COUNTRY IMPORTED.					Amount of Duty.	
	Quantity.	Value.	Great Britain.	British Colonies.		United States.	Other Foreign Countries.		
				West Indies	North America.				
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
<i>Goods paying Specific &amp; AdVal Duties</i>									
Coffee—Green . . . . . Cwt.	10,088 1 10	25,944 19 8	203 4 4	45 5 6	26 14 1	24,341 2 9	1,328 13 0	5,597 1 4	
Other kinds . . . . . do	98 0 16	332 5 2				322 5 2		108 19 8	
Sugar—Refined . . . . . do	12,230 0 18	24,148 15 6	16,134 5 10		202 10 5	7,811 19 3		11,579 14 2	
Other kinds . . . . . do	128,269 2 20	149,166 19 5	30,867 11 9	894 14 4	50,220 12 1	53,206 3 11	13,977 17 4	76,367 4 7	
Molasses . . . . . do	61,009 3 17	21,617 13 10	170 13 0		12,207 0 11	4,095 5 0	5,144 14 11	11,853 14 0	
Tea . . . . . lbs.	3,517,166	233,942 10 0	41,897 7 11		2,104 15 10	181,840 7 2	8,099 19 1	43,897 13 5	
Tobacco—Unmanufactd. do	636,500	9,327 16 8	53 16 3			9,274 0 5		2,492 0 5	
Manufd. . . . . do	2,547,162	89,304 17 4	92 0 9			78 8 4		21,776 5 5	
Cigars . . . . . do	23,074	5,966 9 1			38 0 0	5,767 6 3	161 2 10	2,476 8 5	
Snuff . . . . . do	26,895	1,274 2 3				1,274 2 3		607 10 4	
Spirits—Brandy . . . . . Galls	148,253	28,818 0 4	9,925 10 8			5,418 1 6	13,474 8 2	22,029 11 1	
Gin . . . . . do	75,671	6,561 9 10	6,333 17 5			200 1 8	27 10 9	9,207 9 5	
Rum . . . . . do	29,363	2,856 10 10	2,149 19 7	65 0 4	71 16 7	471 17 8	97 16 8	2,549 6 5	
Whiskey . . . . . do	56,263	5,964 0 2	2,774 18 0			2,808 6 4	380 15 10	1,448 15 9	
Cordials . . . . . do	626	232 12 11	125 0 9			19 15 0	87 17 2	152 1 3	
Wine . . . . . do	240,007	26,546 11 3	9,514 19 1		249 3 4	5,897 18 1	10,884 10 9	14,928 9 5	
Salt . . . . . Bush.	863,017	22,950 5 6	5,261 9 7	38 0 0	263 1 9	17,079 17 1	307 17 1	6,464 13 9	
<b>TOTAL Specific and AdVal.</b>		<b>654,945 19 9</b>	<b>125,504 14 11</b>	<b>1,043 0 2</b>	<b>65,462 3 4</b>	<b>408,962 17 9</b>	<b>53,973 3 7</b>	<b>233,536 19 1</b>	
<i>Goods paying 30 per cent. AdVal.</i>									
Fruit—Green . . . . . Bush.		5,452 7 1	57 6 9	13 2 3		5,055 2 4	326 15 9	1,635 14 1	
Dried . . . . . do		21,710 0 7	4,544 8 4		305 1 7	15,542 1 4	1,318 9 4	6,513 0 3	
Spices . . . . . do		12,013 16 11	4,772 8 7	12 19 1	12 18 1	7,215 11 2		3,604 3 0	
Confectionary & Preserves.		711 2 0	146 13 10			418 5 2	146 3 0	213 6 7	
Maccaroni . . . . .		244 18 9				63 4 7	181 14 2	64 9 7	
Vinegar . . . . . Galls	89,900	2,722 4 1	55 7 1			1,466 16 8	1,200 0 4	816 13 3	
<b>TOTAL 30 per cent.</b>		<b>42,854 9 5</b>	<b>9,576 4 7</b>	<b>26 1 4</b>	<b>317 19 8</b>	<b>29,761 1 3</b>	<b>3,173 2 7</b>	<b>12,847 6 9</b>	
<i>Goods paying 20 per cent. AdVal.</i>									
Animals—Cows . . . . . Num.	43	109 3 1				109 3 1		21 16 7	
Horses . . . . . do	342	2,480 3 3				2,480 3 3		496 0 8	
Oxen, &c. . . . . do	135	472 13 10				472 13 10		94 10 9	
Swine . . . . . do	39	16 13 9				16 13 9		3 6 9	
Sheep . . . . . do	563	192 11 0				192 11 0		38 10 2	
Grains—Barley and Rye. Qrs.	411	315 8 5				345 8 5		69 1 8	
Beans and Pease do	42	56 4 9	4 10 0			48 1 9	3 13 0	11 5 0	
Oats & Buckwheat do		11 5 5				11 5 5		2 5 1	
Meal . . . . . Brls.	1,188	1,039 2 7	940 1 10			99 0 9		207 16 6	
Flour . . . . . do	5 8	561 18 7	128 14 5			433 4 2		112 7 8	
Provisions—Butter . . . . . Cwt.	4 1/2	15 13 8	2 17 8			9 17 6	1 3 6	3 2 9	
Cheese . . . . . do	2,244	4,498 5 10	903 0 10		1 15 0	3,586 8 0	8 2 0	899 13 11	
Meat, Salt . . . . . do	8,927	11,805 15 11	242 19 2		0 15 0	11,516 13 3	46 3 6	2,361 3 2	
do. Fresh . . . . . do	457 1/2	254 18 4				254 18 4		50 19 8	
Hops . . . . . lbs.	37,653	1,401 10 8				1,401 10 8		280 6 2	
Bian and Shotts . . . . . Cwt.	551 1/2	58 4 9				58 4 9		11 12 11	
<b>TOTAL 20 per cent.</b>		<b>23,319 13 10</b>	<b>2,222 3 11</b>		<b>2 10 0</b>	<b>21,035 17 11</b>	<b>59 2 0</b>	<b>4,663 19 5</b>	
<i>Goods paying 12 1/2 per Cent. AdVal.</i>									
Ale and Beer . . . . . Galls.	65,757	5,308 11 8	4,755 7 3			553 4 5		603 11 5	
Cider . . . . . do	65,647	289 19 3	4 0 0			285 19 3		36 4 11	
Cocoa and Chocolate . . . . .		444 8 3	29 2 2		307 3 2	108 2 11		55 11 0	
Fish, Salted or Pickled . . . . .		4,938 10 4			3,549 8 1	1,341 16 7	47 5 8	617 6 3	
Do. Fresh . . . . .		4,125 10 6			98 18 0	4,026 12 6		515 13 10	
Fur . . . . .		15,413 9 0	9,051 18 1		77 14 1	6,283 16 10		1,926 13 8	
Glass . . . . .		20,863 3 11	10,578 11 8		0 16 0	6,813 12 6	3,470 3 9	2,607 17 11	
Leather, Tanned . . . . .		35,281 6 8	6,933 10 3			25,246 11 0	3,101 5 5	4,410 3 4	
Oil, except Palm or Cocoa Nut. Galls.	1,108,050	39,779 12 5	19,979 10 1		3,122 9 2	15,355 11 2	1,322 2 0	4,972 9 1	
Paper . . . . .		29,100 11 2	11,014 15 4			8,836 5 4	249 10 7	2,512 11 5	
Potatoes . . . . . Bush.	4,772	308 10 3				308 10 3		38 11 3	
Pork, Mess . . . . . Cwt.	27,281	32,503 19 11				32,503 19 11		4,062 19 11	
Seeds . . . . . do		2,394 10 3	159 12 11			2,215 8 0	19 9 4	299 6 3	
Rice . . . . . do	7,637	7,918 2 3	1,702 7 8			6,215 14 7		989 15 3	
Wood, Squared or Hewn, not Squared . . . . .		1,060 9 4				1,060 9 4		132 11 2	
Lumber or Plank . . . . .		1,116 14 4				23 5 2		2 18 2	
Manufactures—Candles . . . . .		7,935 13 1	5,793 1 2			2,142 11 11		991 19 9	
Cotton . . . . .		906,916 6 4	693,434 4 8		23 2 4	211,593 15 0	1,865 4 4	113,364 10 9	
Leather . . . . .		33,718 5 8	8,773 2 6			24,259 18 4	685 4 10	4,214 15 8	
India Rubber . . . . .		9,179 2 9	55 9 10			9,123 12 11		1,147 7 10	

No. 15.

SUMMARY STATEMENT OF IMPORTS—Continued.

ARTICLES.	TOTAL OF IMPORTS.		FROM WHAT COUNTRY IMPORTED.						Amount of Duty.
	Quantity.	Value.	Great Britain	British Colonies.		United States.	Other Foreign Countries.		
				West Indies.	North America.				
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
<i>12½ per Cent. Ad Val. (Continued.)</i>									
Iron and Hardware		330,261 4 8	227,919 8 6		9 17 1	98,363 3 6	3,968 15 7	41,282 13 1	
Machinery		19,036 1 3	335 8 3			18,700 13 0		2,379 10 2	
Linen		68,562 19 3	58,455 5 6			10,085 0 2	22 13 7	8,570 7 5	
Silk		138,950 4 9	98,526 6 9			37,657 7 11	2,776 10 1	17,368 15 7	
Wood		10,122 3 5	990 6 10		6 18 1	9,018 10 3	106 8 3	1,265 5 5	
Wool		548,341 13 4	432,586 14 11			113,123 1 2	2,634 17 3	68,543 1 8	
Articles not enumerated		573,519 12 4	372,950 10 7	43 17 9	460 3 4	190,795 17 3	9,269 3 5	71,689 19 1	
<b>TOTAL 12½ per cent.</b>		<b>2,838,417 1 7</b>	<b>1,964,028 14 11</b>	<b>43 17 9</b>	<b>7,656 9 4</b>	<b>837,149 5 6</b>	<b>20,538 14 1</b>	<b>354,802 2 5</b>	
<i>Goods paying 2½ per Cent. Ad Val.</i>									
Broom Corn		4,365 9 4				4,365 9 4		109 2 9	
Bark	Cords	3,771 1,980 1 4				1,980 1 4		49 10 0	
Bristles		763 11 10	54 12 1			708 19 9		19 1 9	
Bur-Stones, unwrought		1,734 12 11				1,734 12 11		43 7 4	
Chain Cables		7,828 10 0	7,801 14 10			26 15 2		195 14 3	
Coals	Tons.	38,887 22,682 2 1	13,833 1 10		242 9 9	8,606 10 6		587 1 1	
Dye Stuffs		13,380 0 8	3,347 2 10			10,032 17 10		334 10 0	
Flax, Hemp and Tow		14,097 16 2	8,201 17 7			5,891 18 7		352 8 8	
Hides		52,543 17 11				49,107 12 7	3,436 5 4	1,313 11 10	
Junk and Oakum	Cwt.	1,691½ 2,116 19 10	1,803 14 8			313 5 2		52 18 6	
Lard		6,243 9 2				6,243 9 2		156 1 9	
Grease and Setups		811 0 10				811 0 10		20 5 6	
Lead		1,080 19 5	971 8 2		10 9 5	99 1 0		27 0 6	
Ores of Metals		64 3 1	8 6 8			55 16 5		0 16 1	
Pitch and Tar	Brls.	2,014 1,402 4 5	477 0 5		46 12 8	878 11 4		35 1 2	
Rope		13,927 19 6	13,763 18 9			164 0 9		348 4 0	
Rosin and Resin		989 18 7	10 15 6		0 12 3	978 10 8		24 15 0	
Steel		14,769 11 8	11,708 17 0			3,020 14 2	40 0 6	369 4 9	
Tallow		35,534 18 5	545 5 9			34,989 12 8		888 7 5	
Other Articles		195,529 4 7	171,486 12 6		27 14 10	24,014 17 3		4,888 4 8	
<b>TOTAL 2½ per cent.</b>		<b>391,816 11 9</b>	<b>234,018 8 9</b>		<b>327 18 11</b>	<b>154,023 18 3</b>	<b>3,476 5 10</b>	<b>9,795 7 0</b>	
<i>Goods Admitted Free, — Specially Exempted.</i>									
Animals—Horses	Num.	181 3,004 3 0	20 0 0			2,984 3 0			
do Cows	do	120 406 7 2	45 0 0			361 7 2			
do Bulls	do	54 438 18 5	20 0 0			418 18 5			
do Sheep	do	379 198 6 2	7 10 0			190 16 2			
do Pigs	do	14 14 7 9	1 0 0			13 17 9			
Anatomical Preparations		75 0 0				75 0 0			
Ashes—Pot.		26 1 8				26 1 8			
do Pearl		14 6 0				14 6 0			
Books		60,895 0 11	15,947 9 9		40 7 0	43,894 2 0	1,013 2 2		
Busts and Casts		331 3 3	39 18 1			259 10 6	31 14 8		
Cotton Wool		3,752 19 2				3,752 19 2			
Cabinets		156 14 9				156 14 9			
Carriages	Num.	288 3,462 11 5				3,462 11 5			
do of Menageries		1,561 1 11				1,561 1 11			
Coin and Bullion		55,591 13 2				55,591 13 2			
Drawings		3,514 0 11	620 9 5		10 0 0	2,902 13 1	10 18 5		
Donations		1,264 5 1	597 15 10			666 9 3			
Farming Implements		114 2 10				114 2 10			
Horses of Travellers	Num.	458 7,667 10 4				7,667 10 4			
Maps		614 12 3				614 12 3			
Maize	Bush.	77,758 9,433 9 11			81 12 6	9,351 17 5			
Models		380 16 7				380 16 7			
Military Stores		32,844 10 3	32,574 16 11			269 13 4			
Philosophical Instruments		556 11 5				538 11 5	18 0 0		
Soda		7,339 16 1	7,264 14 1			75 2 0			
Specimens		23 9 5	11 14 0			11 15 5			
Seeds		1,952 0 6	1,775 8 2			176 12 4			
Settlers' Goods		31,318 0 5	6,134 2 4		403 8 8	24,780 9 5			
Trees, Shrubs, &c.		5,221 11 1	91 12 1			5,129 19 0			
Wheat	Bush.	155,830 28,184 0 6	6 1 8		13 19 0	28,463 19 10			
Unenumerated		33,415 4 10	7,472 4 7		22,088 11 1	3,874 14 2	9 15 0		
<b>TOTAL Free Goods.</b>		<b>294,133 7 2</b>	<b>72,629 16 11</b>		<b>22,637 18 8</b>	<b>197,782 1 9</b>	<b>1,083 10 3</b>		

## SUMMARY STATEMENT OF IMPORTS—Continued.

ARTICLES.	TOTAL OF IMPORTS.		FROM WHAT COUNTRY IMPORTED.					Amount of Duty.
	Value.	Great Britain.	British Colonies.		United States.	Other Foreign Countries.		
			West Indies.	North America.				
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
<b>RECAPITULATION.</b>								
GOODS PAYING SPECIFIC & AD VALOREM DUTIES .....	654,945 19 9	125,504 14 11	1,043 0 2	65,462 3 4	408,962 17 9	53,973 3 7	233,536 19 1	
GOODS PAYING 30 PER CENT. Ad Valorem..	42,854 9 5	9,576 4 7	26 1 4	317 19 8	29,761 1 3	3,173 2 7	12,847 6 9	
GOODS PAYING 20 PER CENT. Ad Valorem .	23,319 13 10	2,222 3 11	.....	2 10 0	21,035 17 11	59 2 0	4,663 19 5	
GOODS PAYING 12½ PER CENT. Ad Valorem.	2,838,417 1 7	1,964,028 14 11	43 17 9	7,656 9 4	837,149 5 6	29,538 14 1	354,902 2 5	
GOODS PAYING 2½ PER CENT. Ad Valorem..	391,846 11 9	234,018 8 9	.....	327 18 11	154,023 18 3	3,476 5 10	9,795 7 0	
Total Value of Goods Paying Duty .....	£3,951,383 16 4	2,335,350 7 1	1,112 19 3	73,767 1 3	1,450,933 0 8	90,220 8 1	.....	
Total Amount of Duty Collected .....	.....	.....	.....	.....	.....	.....	£ 615,645 14 8	
Total Value of Free Goods .....	294,133 7 2	72,629 16 11	.....	22,637 18 3	197,782 1 9	1,083 10 3	.....	
TOTAL VALUE OF DUTIABLE & FREE GOODS. £	4,245,517 3 6	2,407,980 4 0	1,112 19 3	96,404 19 6	1,648,715 2 5	91,303 18 4	.....	

Appendix  
(A)  
1851.

No. 16.

Appendix  
(A)  
1851.

GENERAL STATEMENT OF EXPORTS, being a Detailed Account of the Principal Articles of Canadian Produce and Manufacture, Shipped during the Year ending 5th January, 1851; shewing the Quantity and Value of each Article Shipped at each Port, and indicating to what Countries Exported.

PORTS.	Total Quantity.	Total Value.	ASHES—POTS,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Barrels.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg	112	508 0 0				508 0 0	
Bath	6	42 0 0				42 0 0	
Burwell							
Beauce							
Belleville	338	2,366 0 0				2,366 0 0	
Bondhead							
Brockville	97	543 2 3				543 2 3	
Bytown							
Bruce							
Chatham	133	798 0 0				798 0 0	
Chippewa							
Clarenceville							
Cobourg	28	140 0 0				140 0 0	
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie	140	875 0 0				875 0 0	
Darlington							
Dickenson's Landing							
Dover	6	13 0 0				13 0 0	
Dundee							
Dunnville	74	925 0 0				925 0 0	
Elgin							
Fort Erie							
Fielighsburg							
Gananoque							
Goderich	171	1,275 0 0	1,254 0 0			21 0 0	
Grafton							
Gaspé							
Hereford							
Hamilton	163	941 0 0				941 0 0	
Hemmingford							
Hope	16	100 0 0				100 0 0	
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal	14,840	120,003 3 0	120,003 3 0				
New Castle							
Niagara	10	100 0 0				100 0 0	
Oakville	44	330 0 0				330 0 0	
Owen's Sound							
Penetanguishene							
Philipsburg	1,267	9,555 11 1	9,555 11 1				
Picton							
Potter							
Prescott							
Quebec	2,435	15,430 0 0	15,430 0 0				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	41	266 5 0				266 5 0	
Sarnia	50	400 0 0				400 0 0	
Sault Ste. Marie							
Stanstead	10	70 18 5				70 18 5	
St. Johns	11,199	80,919 13 9				80,919 13 9	
St. Régis							
Stanley							
Sutton							
Toronto	59	160 10 0				160 10 0	
Wallaceburg							
Wellington							
Whitby	150	675 0 0				675 0 0	
Totals	31,389	236,437 3 6	146,242 14 1			90,194 9 5	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	ASHES—PEARLS,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Barrels.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford	10	50 0 0				50 0 0	
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston	36	250 0 0				250 0 0	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal	7,250	53,804 13 0	53,804 13 0				
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg	102	757 10 0				757 10 0	
Pictou							
Potton							
Prescott	345	1,618 0 0				1,618 0 0	
Quebec	1,092	7,727 0 0	7,727 0 0				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead	10	74 8 11				74 8 11	
St. Johns	2,060	12,553 15 8				12,553 15 8	
St. Régis							
Stanley		3,800 0 0				3,800 0 0	
Sutton							
Toronto	37	260 0 0				260 0 0	
Wallaceburg							
Wellington							
Whitby	236	1,062 0 0				1,062 0 0	
<b>Totals</b>	<b>11,178</b>	<b>81,957 7 7</b>	<b>61,581 13 0</b>			<b>20,425 14 7</b>	

No. 16.

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	ASH,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Tons.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Pentanguishene							
Philipsburg							
Picton							
Polton							
Prescott							
Quebec	1,713	1,713 0 0	1,713 0 0				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	1,713	1,713 0 0	1,713 0 0				

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BIRCH,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Tons.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Pictou							
Potton							
Prescott							
Quebec	4,613	7,131 0 0	7,131 0 0				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelton							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	4,613	7,131 0 0	7,131 0 0				

No. 16.

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	ELM,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America		
	Tons.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Freligshburg							
Gananoque							
Goderich							
Grafton							
Gaspé	46	75 10 0	75 10 0				
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potton							
Prescott							
Quebec	38,166	55,244 0 0	55,244 0 0				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	38,212	55,319 10 0	55,319 10 0				



GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	MAPLE,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Tons.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé	8	16 15 0	16 15 0				
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg	23	1 3 0			1 3 0		
Picton							
Potton							
Prescott							
Quebec	109	141 0 0	141 0 0				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	140	153 18 0	157 15 0			1 3 0	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	OAK,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
Tons.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Rockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville	600	320 0 0				320 0 0	
Elgin							
Fort Erie	1,930	968 2 0				968 2 0	
Frelighsburg							
Gannoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford	16	9 15 0				9 15 0	
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Pictou							
Potter							
Prescott							
Quebec	27,600	62,751 0 0	62,751 0 0				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns	300	301 10 6				301 10 6	
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	30,446	64,350 7 6	62,751 0 0			1,599 7 6	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	WHITE PINE,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Tons.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa	4,306	2,986 10 0				2,986 10 0	
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie	75	45 0 0				45 0 0	
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque	150	110 5 0				110 5 0	
Goderich							
Grafton							
Gaspé	11	14 0 0				14 0 0	
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle	151	63 7 1				63 7 1	
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potton							
Prescott							
Quebec	325,920	263,774 0 0	263,774 0 0				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan	30	18 15 0				18 15 0	
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns	42,099	29,203 10 0				29,203 10 0	
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	372,742	296,215 7 1	263,774 0 0			32,441 7 1	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	RED PINE,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America		
	Tons.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Freligshbug							
Gananoque							
Goderich							
Grafton							
Gaspé	50	55 5 0	55 5 0				
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal	192	190 2 1	190 2 1				
New Castle							
Ningara							
Oakville							
Owen's Sound							
Penetanguishene							
Phillipsburg							
Pictou							
Potton							
Prescott							
Quebec	89,761	117,244 0 0	117,244 0 0				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	29,996	117,489 7 1	117,489 7 1				

No. 16.

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	TAMARAC,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Tons.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville	15	22 5 0				22 5 0	
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelightsburg							
Gananoque							
Goderich							
Grafton							
Gaspé	12	19 0 0	19 0 0				
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon	55	47 0 9				47 0 9	
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Phillipsburg							
Picton							
Potton							
Prescott							
Quebec	915	1,169 0 0	1,169 0 0				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
<b>Totals</b>	<b>1,007</b>	<b>1,257 5 9</b>	<b>1,188 0 0</b>			<b>69 5 9</b>	

No. 16.

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	WALNUT,—EXPORTED TO					
		Total Value.	Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	M. feet.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham	162	528 2 6				528 2 6	
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Matia Town							
Milford							
Montreal	178	1,557 6 8				1,557 6 8	
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Phillipsburg							
Pictou							
Potton							
Prescott							
Quebec	63	201 0 0				201 0 0	
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	703	2,286 9 2				2,286 9 2	

No. 16.

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BASSWOOD, BUTTERNUT AND HICKORY,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	M. feet.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham	240½	390 16 3				390 16 3	
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg	1½	7 3 0				7 3 0	
Picton							
Potter							
Prescott							
Quebec	6	30 0 0	30 0 0				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	248	427 19 3	30 0 0			397 19 3	

No. 16.

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	WALNUT,—EXPORTED TO					
		Total Value.	Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	M. feet.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham	162	528 2 6				528 2 6	
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Gratton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Mania Town							
Milford							
Montreal	178	1,557 6 8				1,557 6 8	
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Pictou							
Potton							
Prescott							
Quebec	63	201 0 0				201 0 0	
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelton							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	703	2,286 9 2				2,286 9 2	



GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BASSWOOD, BUTTERNUT AND HICKORY,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	M. toet.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham	240½	390 16 3				390 16 3	
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingslon							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg	1½	7 3 0				7 3 0	
Pictou							
Potter							
Prescott							
Quebec	6	30 0 0	30 0 0				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Ruseeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	248	427 19 3	30 0 0			397 19 3	

No. 16.

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	STAVES, STANDARD,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America		
	Mille.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover	2	7 10 0				7 10 0	
Dundee							
Dunnville	16	20 0 0				20 0 0	
Elgin							
Fort Erie	18	22 1 0				22 1 0	
Freligshburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton	11	238 0 0				238 0 0	
Hemmingford							
Hope							
Huntington							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal	206	2,726 2 6	2,523 11 0		50 9 10		152 1 8
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potterton							
Prescott							
Quebec	452	14,585 0 0	11,585 0 0				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	19	200 0 0				200 0 0	
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	724	17,708 13 6	17,108 11 0		50 9 10	487 11 0	152 1 8

No. 16.

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	STAVES, OTHER,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Mille.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg .....							
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....							
Bondhead .....							
Brockville .....							
Bytown .....							
Bruce .....							
Chatham .....							
Chippewa .....							
Clarenceville .....							
Cobourg .....	3	3 0 0				3 0 0	
Cornwall .....							
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....							
Dickenson's Landing .....							
Dover .....							
Dundee .....							
Dunnville .....							
Elgin .....							
Fort Erie .....	56	62 10 0				62 10 0	
Frelighsburg .....							
Gananoque .....							
Goderich .....							
Grafton .....							
Gaspé .....	5	95 12 2	80 5 6				15 6 8
Hereford .....							
Hamilton .....	112	214 5 0				214 5 0	
Hemmingford .....							
Hope .....							
Huntingdon .....							
Kingston .....							
Lacolle .....							
Maitland .....							
Maria Town .....							
Milford .....							
Montreal .....	313	2,607 6 10	2,182 8 5		424 18 5		
New Castle .....							
Niagara .....							
Oakville .....							
Owen's Sound .....							
Penetanguishene .....							
Philipsburg .....							
Picton .....							
Potter .....							
Prescott .....							
Quebec .....	3,622	65,775 0 0	63,241 0 0	495 0 0	1,819 0 0		220 0 0
Queenston .....							
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....	1	4 0 0				4 0 0	
Russeltown .....							
Sandwich .....							
Sarnia .....							
Sault Ste. Marie .....							
Stunstead .....							
St. Johns .....	58	53 6 3				53 6 3	
St. Régis .....							
Stanley .....							
Sutton .....							
Toronto .....							
Wallaceburg .....							
Wellington .....							
Whitby .....							
Totals .....	4,170	68,815 0 3	65,503 13 11	495 0 0	2,243 18 5	337 1 3	235 6 8

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BATTENS, KNEES, SLEEPERS, SCANTLING and TREENAILS,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Pieces.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne	50	8 15 0				8 15 0	
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie	1,200	26 12 0				26 12 0	
Freighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston	900	1,000 0 0				1,000 0 0	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal	514	15 10 3	15 10 3				
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg	357,199	4,464 19 9				4,464 19 9	
Pictou							
Potter							
Prescott							
Quebec	63,210	2,624 0 0	1,588 0 0		9 0 0	1,027 0 0	
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan	171	43 10 0				43 10 0	
Russelltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns	48,937	674 8 0				674 8 0	
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	472,184	8,857 15 0	1,603 10 3		9 0 0	7,245 4 9	

## GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	PLANK AND BOARD,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	M. feet.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath	2,616	5,322 0 0				5,322 0 0	
Burwell	14,375	20,843 9 8				20,843 9 8	
Beauce							
Belleville	10,648	21,296 0 0				21,296 0 0	
Bondhead	221	331 10 0				331 10 0	
Brockville	1	1 5 0				1 5 0	
Bytown							
Bruce							
Chatham							
Chippewa	822	2,055 0 0				2,055 0 0	
Clarenceville							
Cobourg	1,312	2,410 4 9				2,410 4 9	
Cornwall							
Colborne							
Coteau du Lac							
Credit	2,430	3,646 0 0				3,646 0 0	
Dalhousie	1,007	2,268 19 11				2,268 19 11	
Darlington	936	1,597 10 0				1,597 10 0	
Dickenson's Landing	132	152 0 0				152 0 0	
Dover	7,286	12,751 3 3				12,751 3 3	
Dundee	610	762 10 0				762 10 0	
Dunnville	245	429 0 0				429 0 0	
Elgin							
Fort Erie							
Frelighsburg	25	34 16 0				34 16 0	
Gananoque	425	483 16 10				483 16 10	
Goderich							
Grafton	878	1,098 2 6				1,098 2 6	
Gaspé	40	102 10 0				100 0 0	2 10 0
Hereford							
Hamilton	4,794	8,324 4 9				8,324 4 9	
Hemmingford	800	1,600 0 0				1,600 0 0	
Hope	6,027	9,602 19 7				9,602 19 7	
Huntingdon	108	189 12 3				189 12 3	
Kingston	6,149	10,125 6 11				10,125 6 11	
Lacolle							
Maitland	8	14 14 0				14 14 0	
Maria Town							
Milford	34	49 17 6				49 17 6	
Montreal	3,264	4,643 9 11	177 12 8		7 7 3	4,458 10 0	
New Castle	5,769	7,586 18 3				7,586 18 3	
Niagara							
Oakville	4,518	6,777 0 0				6,777 0 0	
Owen's Sound	63	80 6 3				80 6 3	
Penetanguishene	60	121 4 0				121 4 0	
Philipsburg	3,559	8,606 18 6				8,606 18 6	
Pictou	347	627 15 0				627 15 0	
Potter							
Prescott	113	263 11 2				263 11 2	
Quebec	2,409	3,914 0 0	52 0 0	2 0 0	169 0 0	3,569 0 0	122 0 0
Queenston							
Rivière aux Raisins							
Rondeau	50	102 0 0				102 0 0	
Rowan	4,982	5,944 3 5				5,944 3 5	
Russeltown							
Sandwich							
Sarnia	466	699 0 0				699 0 0	
Sault Ste. Marie							
Stanstead	3	6 19 9				6 19 9	
St. Johns	31,896	48,582 2 7				48,582 2 7	
St. Régis							
Stanley							
Sutton							
Toronto	276	773 9 3				773 9 3	
Wallaceburg							
Wellington							
Whitby	2,537	5,074 0 0				5,074 0 0	
<b>Totals</b>	<b>122,241</b>	<b>199,295 11 0</b>	<b>229 12 8</b>	<b>2 0 0</b>	<b>176 7 3</b>	<b>198,763 1 1</b>	<b>124 10 0</b>

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	SPARS, MASTS AND HANDSPIKES,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Pieces.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell	12	19 5 0				19 5 0	
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Freligshburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Mariland							
Maria Town							
Milford	150	1 0 0				1 0 0	
Montreal	11,186	655 2 6	655 2 6				
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potton							
Prescott							
Quebec	16,264	12,974 0 0	12,598 0 0		27 0 0	349 0 0	
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan	1,291	1,617 10 0				1,617 10 0	
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	32,206	15,266 17 6	13,253 2 6		27 0 0	1,986 15 0	

## GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	LATH AND FIREWOOD,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Cords.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville	175	43 15 0				43 15 0	
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville	971	268 10 0				268 10 0	
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington	30	7 10 0				7 10 0	
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque	18	4 10 0				4 10 0	
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston	266	100 0 0				100 0 0	
Lacolle							
Maitland							
Maria Town							
Milford	25	6 5 0				6 5 0	
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg	96	24 0 0				24 0 0	
Picton							
Potton							
Prescott							
Quebec	4,423	6,563 0 0	6,563 0 0				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelton							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns	54	27 2 6				27 2 6	
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington	6	1 17 6				1 17 6	
Whitby							
Totals	6,067	7,046 10 0	6,563 0 0			488 10 0	

No. 16.

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	SHINGLES,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Mille.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath	35	10 19 8				10 19 8	
Burwell	3,332	981 7 1				981 7 1	
Beauce							
Belleville	92	23 0 0				23 0 0	
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa	1,124	281 0 0				281 0 0	
Clarenceville							
Cobourg	59	19 18 9				19 18 9	
Cornwall	30	8 0 0				8 0 0	
Colborne							
Coteau du Lac							
Credit							
Dalhousie	4	1 17 6				1 17 6	
Darlington	59	17 0 0				17 0 0	
Dickenson's Landing	10	10 0 0				10 0 0	
Dover	1,110	353 3 6				353 3 6	
Dundee	35	8 12 6				8 12 6	
Dunnville	512	128 0 0				128 0 0	
Elgin							
Fort Erie	3	1 10 0				1 10 0	
Frelighsburg							
Garnanoque	210	105 0 0				105 0 0	
Goderich							
Grafton	38	14 5 0				14 5 0	
Gaspé							
Herstford							
Hamilton	395	105 4 0				105 4 0	
Hemmingford							
Hope	356	92 7 6				92 7 6	
Huntingdon	101	32 10 0				32 10 0	
Kingston							
Lacolle							
Maitland							
Maria Town	8	2 10 0				2 10 0	
Milford	8	3 0 0				3 0 0	
Montreal							
New Castle	2,112	595 13 9				595 13 9	
Niagara	200	50 0 0				50 0 0	
Oakville							
Owen's Sound							
Penetanguishene							
Phillipsburg	43	10 15 0				10 15 0	
Picton	60	15 0 0				15 0 0	
Potter							
Prescott							
Quebec	152	87 0 0			73 0 0		14 0 0
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan	42	15 18 9				15 18 9	
Russeltown							
Sandwich							
Sarnia	61	35 0 0				35 0 0	
Sault Ste. Marie							
Stanstead							
St. Johns	1,588	453 1 3				453 1 3	
St. Régis							
Stanley		33 17 6				33 17 6	
Sutton							
Toronto	261	282 14 6				282 14 6	
Wallaceburg							
Wellington							
Whitby	277	103 15 0				103 15 0	
Totals	12,350	3,882 1 3			73 0 0	3,795 1 3	14 0 0



GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	SAW LOGS,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Number.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville	469	117 5 0				117 5 0	
Elgin	21	3 0 0				3 3 0	
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford	8,000	875 0 0				875 0 0	
Hope							
Huntingdon	42	5 10 3				5 10 3	
Kingston							
Lacolle							
Mailland							
Maria Town							
Milford	418	48 13 6				48 13 6	
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguisheno							
Philipsburg	7,413	783 5 0				783 5 0	
Pictou							
Potton							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan	10,729	1,341 0 0				1,341 0 0	
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	27,095	3,173 13 9				3,173 13 9	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	DEALS,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Pieces.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell						19 5 0	
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé	2,213	139 10 0	136 10 0				3 0 0
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potton							
Prescott							
Quebec	2,996,396	116,196 0 0	145,880 0 0			316 0 0	
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
<b>Totals</b>	<b>2,998,608</b>	<b>146,335 10 0</b>	<b>146,016 10 0</b>			<b>316 0 0</b>	<b>3 0 0</b>

No. 16.

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value. £ s. d.	OTHER WOODS,—EXPORTED TO				
			Great Britain. £ s. d.	British Colonies.		United States. £ s. d.	Other Foreign Countries. £ s. d.
				West Indies. £ s. d.	North America. £ s. d.		
Amherstburg							
Bath		86 0 0				86 0 0	
Burwell		1,110 4 10				1,110 4 10	
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa		83 15 0				83 15 0	
Clarenceville		876 0 0				876 0 0	
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover		10 17 0				10 17 0	
Dundee							
Dunnville							
Elgin							
Fort Erie		1 3 0				1 3 0	
Frelighsburg							
Gananoque							
Goderich		70 0 0				70 0 0	
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston		291 0 0				294 0 0	
Lacolle							
Maitland							
Maria Town							
Milford		37 16 3				37 16 3	
Montreal		394 19 9	388 1 0		6 18 9		
New Castle		97 12 6				97 12 6	
Niagara							
Oakville							
Owen's Sound							
Penotanguishene							
Philipsburg		2,394 7 4				2,394 7 4	
Picton		440 0 0				440 0 0	
Polton							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan		58 8 6				58 8 6	
Russeltown							
Sandwich		4 6 3				4 6 3	
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns		144 0 0				144 0 0	
St. Régis							
Stanley		20 0 0				20 0 0	
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals		6,123 10 5	388 1 0		6 18 9	5,728 10 8	

No. 16.

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	FURS AND SKINS,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg .....							
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....							
Bondhead .....							
Brockville .....		822 2 5				822 2 5	
Bytown .....							
Bruce .....							
Chatham .....		1,125 10 0				1,125 10 0	
Chippewa .....		47 10 0				47 10 0	
Clarenceville .....							
Cobourg .....		23 11 0				23 11 0	
Cornwall .....							
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....							
Dickenson's Landing .....		6 13 4				6 13 4	
Dover .....		203 7 3				203 7 3	
Dundee .....							
Dunnville .....							
Eggs .....							
Fort Erie .....		1,523 13 0				1,523 13 0	
Frelighsburg .....							
Gananoque .....							
Goderich .....							
Grafton .....							
Gaspé .....							
Horsford .....		25 0 0				25 0 0	
Hamilton .....		100 0 0				100 0 0	
Hemmingford .....							
Hope .....							
Huntingdon .....		4 8 0				4 8 0	
Kingston .....		344 0 0				344 0 0	
Lacolle .....							
Maitland .....							
Maria Town .....							
Milford .....							
Montreal .....		483 18 7	480 11 8		3 6 11		
New Castle .....							
Niagara .....							
Oakville .....							
Owen's Sound .....		8 11 0				8 11 0	
Penetanguishene .....							
Phillipsburg .....							
Pictou .....							
Potter .....							
Prescott .....		449 15 0				449 15 0	
Quebec .....		2,917 0 0	2,901 0 0		46 0 0		
Queenston .....							
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....		120 12 6				120 12 6	
Russelltown .....							
Sandwich .....		437 3 6				437 3 6	
Sarnia .....							
Sault Ste. Marie .....							
Stanstead .....		61 4 8				61 4 8	
St. Johns .....		1,896 8 6				1,896 8 6	
St. Régis .....							
Stanley .....		4,710 0 0				4,710 0 0	
Sutton .....							
Toronto .....		4,055 0 0				4,055 0 0	
Wallaceburg .....							
Wellington .....							
Whitby .....							
Totals .....		19,395 8 9	3,381 11 8		49 6 11	15,964 10 2	

No. 16.

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	FISH, DRIED,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Cwts. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Fredericton							
Gananoque							
Goderich							
Grafton							
Gaspé	48,948 0 0	28,156 14 0	1,160 10 0		868 16 0		26,127 8 0
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potton							
Prescott	3 0 0	1 17 6				1 17 6	
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns	1 0 0	0 15 0				0 15 0	
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	48,852 0 0	28,159 6 6	1,160 10 0		868 16 0	2 12 6	26,127 8 0

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	FISH, PICKLED,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Btls.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce	1,000	1,000 0 0				1,000 0 0	
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee	83	76 5 0				76 5 0	
Dunnville							
Elgin							
Fort Erie							
Frelgshburg	26	53 0 0				53 0 0	
Gananoque							
Goderich	2	2 0 0				2 0 0	
Grafton							
Gaspé	152	152 8 0	136 0 0		16 8 0		
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston	53	1,175 0 0				1,175 0 0	
Lacolle							
Maitland							
Maria Town	1	1 2 6				1 2 6	
Milford	1	1 0 0				1 0 0	
Montreal	37	95 0 0				95 0 0	
New Castle	83	105 0 0				105 0 0	
Niagara							
Oakville							
Owen's Sound	353	294 12 6				294 12 6	
Penetanguishene							
Philipsburg	13	85 15 0				85 15 0	
Pictou	83	83 0 0				83 0 0	
Potton							
Prescott	5	5 0 0				5 0 0	
Quebec	146	318 0 0	12 0 0	231 0 0	75 0 0		
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	106	127 13 9				127 13 9	
Sarnia	400	400 0 0				400 0 0	
Sault Ste. Marie	1,200	1,500 0 0				1,100 0 0	
Stanstead	1	1 3 9				1 3 9	
St. Johns	787	1,478 2 6				1,478 2 6	
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
<b>Totals</b>	<b>5,492</b>	<b>6,954 3 0</b>	<b>148 0 0</b>	<b>231 0 0</b>	<b>91 8 0</b>	<b>6,483 15 0</b>	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	FISH, FRESH,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath		10 0 0				10 0 0	
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg		1,126 0 0				1,126 0 0	
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potton							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich		51 5 4				51 5 4	
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns		28 15 0				28 15 0	
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington		15 0 0				15 0 0	
Whitby							
Totals		1,231 0 4				1,231 0 4	

No. 16.

[GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	OIL,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Galls.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville	100	11 10 9				11 10 9	
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover						7 0 0	
Dundee	69	7 0 0					
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé	875	142 5 0	131 5 0				11 0 0
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Pictou							
Potter							
Prescott							
Quebec	14	7 10 0	7 10 0				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	1,058	168 5 9	138 15 0			18 10 9	11 0 0



GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity. <sup>1</sup>	Total Value.	BACON AND HAMS,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Cwts. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg . . . . .							
Bath . . . . .							
Burwell . . . . .							
Beauce . . . . .							
Belleville . . . . .							
Bondhead . . . . .							
Brockville . . . . .							
Bytown . . . . .							
Bruce . . . . .							
Chatham . . . . .							
Chippewa . . . . .							
Clarenceville . . . . .							
Cobourg . . . . .							
Cornwall . . . . .							
Colborne . . . . .							
Coteau du Lac . . . . .							
Credit . . . . .							
Dalhousie . . . . .							
Darlington . . . . .							
Dickenson's Landing . . . . .							
Dover . . . . .							
Dundee . . . . .							
Dunnville . . . . .							
Elgin . . . . .							
Fort Erie . . . . .							
Frelighsburg . . . . .							
Gananoque . . . . .							
Goderich . . . . .							
Grafton . . . . .							
Gaspé . . . . .							
Hereford . . . . .							
Hamilton . . . . .							
Hemmingford . . . . .							
Hope . . . . .							
Huntingdon . . . . .							
Kingston . . . . .							
Lacolle . . . . .							
Maitland . . . . .							
Maria Town . . . . .							
Milford . . . . .							
Montreal . . . . .	525 0 0	1,264 12 7	251 15 1		1,012 17 6		
New Castle . . . . .							
Niagara . . . . .							
Oakville . . . . .							
Owen's Sound . . . . .							
Penetanguishene . . . . .							
Phillipsburg . . . . .							
Picton . . . . .							
Potton . . . . .							
Prescott . . . . .							
Quebec . . . . .	70 0 0	193 0 0			193 0 0		
Queenston . . . . .							
Rivière aux Raisins . . . . .							
Rondeau . . . . .							
Rowan . . . . .							
Russeltown . . . . .							
Sandwich . . . . .	1 0 0	2 0 0				2 0 0	
Sarnia . . . . .							
Sault Ste. Marie . . . . .							
Stanstead . . . . .							
St. Johns . . . . .							
St. Régis . . . . .							
Stanley . . . . .	324 0 0	760 10 0				760 10 0	
Sutton . . . . .							
Toronto . . . . .							
Wallaceburg . . . . .							
Wellington . . . . .							
Whitby . . . . .							
<b>Totals . . . . .</b>	<b>920 0 0</b>	<b>2,220 2 7</b>	<b>251 15 1</b>		<b>1,205 17 6</b>	<b>762 10 0</b>	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BEEF,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Cwts. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie	14 0 0	14 0 0			14 0 0		
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Freligshburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal	3,577 2 20	4,331 0 0	3,681 15 0		593 5 0	56 0 0	
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Pictou							
Potton							
Prescott	3 0 0	3 5 0				3 5 0	
Quebec	1,567 0 0	2,352 0 0	1,201 0 0		1,151 0 0		
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	1 0 0	1 4 0				1 4 0	
Sarnia							
Sault Ste. Marie							
Stanstead	13 1 7	7 9 1				7 9 1	
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	6,742 3 27	6,708 18 1	4,882 15 0		1,758 5 0	67 18 1	

## No. 16.

## GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BUTTER,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Cwts. qrs. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville	50 0 0	122 0 0				122 0 0	
Bondhead							
Brockville	942 1 16	2,810 19 0				2,810 19 0	
Bytown							
Bruce							
Chatham							
Chippewa	9 1 2	26 0 0				26 0 0	
Clarenceville							
Cobourg	0 2 9	1 10 0				1 10 0	
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee	50 0 0	137 16 9				137 16 9	
Dunnville							
Elgin	50 0 0	140 0 0				140 0 0	
Fort Erie	49 2 11	40 5 0				40 5 0	
Frelighsburg	304 1 8	73 5 0				73 5 0	
Gananoque							
Goderich	73 1 4	189 9 0	189 9 0				
Grafton							
Gaspé							
Hereford	80 0 0	200 0 0				200 0 0	
Hamilton	112 2 0	375 0 0				375 0 0	
Hemmingford	135 0 0	371 5 0				371 5 0	
Hope	150 0 0	450 0 0				450 0 0	
Huntingdon	31 0 0	78 5 0				78 5 0	
Kingston	567 0 0	1,394 0 0				1,394 0 0	
Lacolle							
Maitland							
Maria Town	32 0 15	89 19 0				89 19 0	
Milford	34 1 21	96 7 6				96 7 6	
Montreal	5,320 0 0	13,246 5 11	10,489 12 3		2,756 13 8		
New Castle							
Niagara							
Oakville	88 2 0	264 0 0				264 0 0	
Owen's Sound	4 2 0	7 10 6				7 10 6	
Penetanguishene							
Philipsburg	256 1 17	595 10 10				595 10 10	
Pictou	6 1 0	17 10 0				17 10 0	
Potter							
Prescott	39 3 5	106 12 0				106 12 0	
Quebec	1,623 0 0	5,657 0 0	498 0 0	531 0 0	4,568 0 0		60 0 0
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	36 3 11	134 19 7				134 19 7	
Sarnia							
Sault Ste. Marie							
Stanstead	262 2 2	583 7 10				583 7 10	
St. Johns	935 3 11	2,306 3 8				2,306 3 8	
St. Régis							
Stanley	416 0 0	1,041 5 0				1,041 5 0	
Sutton							
Toronto	124 0 0	261 0 0				261 0 0	
Wallaceburg							
Wellington							
Whitby							
Totals	11,785 0 20	30,817 6 7	11,177 1 3	531 0 0	7,324 13 8	11,724 11 8	60 0 0

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	CHEESE,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Cwts.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Rockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal	85	252 1 4	249 8 4		2 13 0		
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potter							
Prescott							
Quebec	84	242 0 0	96 0 0		146 0 0		
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Ruseeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead	2	2 8 1			2 8 1		
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	171	496 9 5	345 8 4		148 13 0	2 8 1	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	LARD,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Freighsburg							
Gananoque							
Goderich		10 0 0	10 0 0				
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon		1 18 3				1 18 3	
Kingston							
Lacolle							
Maitland							
Maria Town		2 0 0				2 0 0	
Milford							
Montreal		322 9 7	97 7 11		225 1 8		
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Pictou							
Potton							
Prescott		1 0 0				1 0 0	
Quebec		98 0 0			98 0 0		
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns		512 10 0				512 10 0	
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals		947 17 10	107 7 11		323 1 8	517 8 3	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	PORK,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Barrels.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville		0 4 0				0 4 0	
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg	1	2 0 0				2 0 0	
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie	9	18 0 0				18 0 0	
Freligshburg							
Gananoque							
Goderich		26 0 0				26 0 0	
Grafton							
Gaspé							
Hereford	10	25 0 0				25 0 0	
Hamilton							
Hemmingford							
Hope							
Huntingdon		1 9 5				1 9 5	
Kingston	108	247 0 0				247 0 0	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal	794	1,143 19 5	609 4 11		534 14 6		
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Phillipsburg							
Pictou							
Potton							
Prescott	131	164 15 0				164 15 0	
Quebec	2,278	5,697 0 0	482 0 0		4,829 0 0	326 0 0	60 0 0
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	20	40 14 0				40 14 0	
Sarnia							
Sault Ste. Marie							
Stanstead	4	8 0 0				8 0 0	
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	3,355	7,374 1 10	1,091 4 11		5,363 14 6	859 2 5	60 0 0

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	TALLOW,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Barrels.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston	598	2,401 18 7				2,401 18 7	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Pictou							
Potton							
Prescott							
Quebec	2	7 0 0				7 0 0	
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	1	4 10 0				4 10 0	
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
<b>Totals</b>	<b>600</b>	<b>2,413 8 7</b>			<b>7 0 0</b>	<b>2,406 8 7</b>	

No. 16.

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	TONGUES,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Kegs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal	27	25 1 3	23 10 10		1 10 5		
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potton							
Prescott							
Quebec	16	19 0 0	10 0 0		9 0 0		
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	43	44 1 3	39 10 10		10 10 5		



GENERAL STATEMENT OF EXPORTS—Continued.

PORTS:	Total Quantity.	Total Value.	COWS,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Number.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville	1	4 0 0				4 0 0	
Bondhead							
Brockville	2,176	6,159 13 10				6,159 13 10	
Bytown							
Bruce							
Chatham							
Chippewa	530	1,327 2 6				1,327 2 6	
Clarenceville							
Cobourg	41	173 10 0				173 10 0	
Cornwall	18	59 0 0				59 0 0	
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing	109	272 10 0				272 10 0	
Dover	5	10 0 0				10 0 0	
Dundee	207	390 7 6				390 7 6	
Dunnville							
Elgin	40	120 0 0				120 0 0	
Fort Erie		644 10 0				644 10 0	
Frelighsburg	208	451 5 0				451 5 0	
Gananoque							
Goderich							
Grafton	2	10 0 0				10 0 0	
Gaspé							
Hereford	2,100	6,375 0 0				6,375 0 0	
Hamilton							
Hemmingford							
Hope	61	275 0 0				275 0 0	
Huntingdon	55	175 7 6				175 7 6	
Kingston	61	426 0 0				426 0 0	
Lacolle							
Maitland							
Maria Town	213	594 0 0				594 0 0	
Milford	23	80 10 0				80 10 0	
Montreal							
New Castle	7	24 0 0				24 0 0	
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg	101	215 0 0				215 0 0	
Pictou							
Potton							
Prescott	196	518 5 0				518 5 0	
Quebec							
Queenston	349	769 15 0				769 15 0	
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	154	524 5 0				524 5 0	
Sarnia							
Sault Ste. Marie							
Stanstead	1,592	3,864 5 0				3,864 5 0	
St. Johns	5	20 0 0				20 0 0	
St. Régis	6	10 12 6				10 12 6	
Stanley	20	60 0 0				60 0 0	
Sutton							
Toronto	1	2 10 0				2 10 0	
Wallaceburg							
Wellington							
Whitby	20	80 0 0				80 0 0	
Totals	8,301	23,636 8 10				23,636 8 10	

## No. 16.

## GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	HORSES,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
Number.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg							
Bath							
Burwell							
Beauce	117	1,782 15 0				1,782 15 0	
Belleville							
Bondhead							
Brockville	377	5,613 1 8				5,613 1 8	
Bytown							
Bruce							
Chatham							
Chippewa	22	232 15 0				232 15 0	
Clarenceville							
Cobourg	29	610 0 0				610 0 0	
Cornwall	30	400 0 0				400 0 0	
Colborne							
Coteau du Lac	86	1,275 8 9				1,275 8 9	
Credit							
Dalhousie							
Darlington							
Dickenson's Landing	21	497 10 0				487 10 0	
Dover	5	62 10 0				62 10 0	
Dundee	177	780 5 0				780 5 0	
Dunnville							
Elgin	30	300 0 0				300 0 0	
Fort Erie	24	250 5 0				250 5 0	
Freligshburg	247	1,677 5 0				1,677 5 0	
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford	125	1,662 10 0				1,662 10 0	
Hamilton							
Hemmingford	16	189 10 0				189 10 0	
Hope	28	406 5 0				406 5 0	
Huntingdon	41	267 5 0				267 5 0	
Kingston	211	4,220 0 0				4,220 0 0	
Lacolle							
Maitland							
Maria Town	107	1,285 0 0				1,285 0 0	
Milford	2	30 0 0				30 0 0	
Montreal							
New Castle	1	10 0 0				10 0 0	
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg	552	7,065 12 6				7,065 12 6	
Picton							
Potton							
Prescott	91	1,226 3 9				1,226 3 9	
Quebec	1	25 0 0			25 0 0		
Queenston	104	821 5 0				821 5 0	
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	273	3,544 17 6				3,544 17 6	
Sarnia							
Sault Ste. Marie							
Stanstead	398	3,086 5 0				3,086 5 0	
St. Johns	1,154	17,634 15 0				17,634 15 0	
St. Régis	154	757 12 6				757 12 6	
Stanley	5	75 0 0				75 0 0	
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby	6	100 0 0				100 0 0	
Totals	4,434	55,878 6 8			25 0 0	55,853 6 8	

## GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	HOGS,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Number.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville	113	45 10 0				45 10 0	
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg	440	170 15 0				170 15 0	
Gananoque	2	2 10 0				2 10 0	
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston	351	265 10 0				265 10 0	
Lacolle							
Maitland							
Maria Town	23	10 0 0				10 0 0	
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penatanguishene							
Philipsburg							
Picton							
Potter							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich	10	4 0 0				4 0 0	
Sarnia							
Sault Ste. Marie							
Stanstead	63	39 5 0				39 5 0	
St. Johns							
St. Régis	2	0 15 0				0 15 0	
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	1,184	538 5 0				538 5 0	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	SHEEP,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Number.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville	3,866	1,289 8 4				1,289 8 4	
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie	115	20 5 0				20 5 0	
Frelighsburg	203	133 0 0				133 0 0	
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford	4,000	1,500 0 0				1,500 0 0	
Hamilton							
Hemmingford							
Hope	30	25 0 0				25 0 0	
Huntingdon	7	1 15 0				1 15 0	
Kingston	664	247 10 0				247 10 0	
Lacolle							
Maitland							
Maria Town	230	86 5 0				86 5 0	
Milford	43	11 1 3				11 1 3	
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Phillipsburg	2	0 5 0				0 5 0	
Pictou							
Potton							
Prescott	138	53 5 6				53 5 6	
Quebec	6	6 0 0			6 0 0		
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	35	12 10 0				12 10 0	
Sarnia							
Sault Ste. Marie							
Stanstead	4,407	1,158 10 0				1,158 10 0	
St. Johns	1	1 10 0				1 10 0	
St. Régis							
Stanley	10	7 10 0				7 10 0	
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	13,757	4,553 15 1			6 0 0	4,547 15 1	

No. 16.

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS:	Total Quantity.	Total Value.	BONES,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Tons.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg .....							
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....							
Bondhead .....							
Brockville .....							
Bytown .....							
Bruce .....							
Chatham .....							
Chippewa .....							
Clarenceville .....							
Cobourg .....							
Cornwall .....							
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....							
Dickenson's Landing .....							
Dover .....							
Dundee .....							
Dunnville .....							
Elgin .....							
Fort Erie .....							
Frelighsburg .....							
Gananoque .....							
Goderich .....							
Grafton .....							
Gaspé .....							
Hereford .....							
Hamilton .....							
Hemmingford .....							
Hope .....							
Huntingdon .....							
Kingston .....							
Lacolle .....							
Maitland .....							
Maria Town .....							
Milford .....							
Montreal .....	23	42 11 8	42 11 8				
New Castle .....							
Niagara .....							
Oakville .....							
Owen's Sound .....							
Penetanguishene .....							
Philipsburg .....							
Picton .....							
Potton .....							
Prescott .....							
Quebec .....							
Queenston .....							
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....							
Russeltown .....							
Sandwich .....							
Sarnia .....							
Sault Ste. Marie .....							
Stanstead .....							
St. Johns .....							
St. Régis .....							
Stanley .....							
Sutton .....							
Toronto .....							
Wallaceburg .....							
Wellington .....							
Whitby .....							
Totals .....	23	42 11 8	42 11 8				

No. 16.

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value. £ s. d.	HIDES,—EXPORTED TO				
			Great Britain. £ s. d.	British Colonies.		United States. £ s. d.	Other Foreign Countries. £ s. d.
				West Indies. £ s. d.	North America. £ s. d.		
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
By'own							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg	687	285 9 2				285 9 2	
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Freligshburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton	409	170 17 6				170 17 6	
Hemmingford							
Hope	1,080	448 0 0				448 0 0	
Huntingdon	12	6 6 7				6 6 7	
Kingston							
Lacolle							
Maitland							
Maria Town	3	1 5 0				1 5 0	
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg	246	36 18 0				36 18 0	
Picton							
Potton							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	185	30 10 0				30 10 0	
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
<b>Totals</b>	<b>2,622</b>	<b>979 6 3</b>				<b>979 6 3</b>	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	HOOFES,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Tons.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg .....							
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....							
Bondhead .....							
Brockville .....							
Bytown .....							
Bruce .....							
Chatham .....							
Chippewa .....							
Clarenceville .....							
Cobourg .....							
Cornwall .....							
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....	6	16 5 0				16 5 0	
Darlington .....							
Dickenson's Landing .....							
Dover .....							
Dundee .....							
Dunnville .....							
Elgin .....							
Fort Erie .....							
Frelighsburg .....							
Gananoque .....							
Goderich .....							
Grafton .....							
Gaspé .....							
Hereford .....							
Hamilton .....							
Hemmingford .....							
Hope .....							
Huntingdon .....							
Kingston .....							
Lacolle .....							
Maitland .....							
Maria Town .....							
Milford .....							
Montreal .....	4	20 1 8	20 1 8				
New Castle .....							
Niagara .....							
Oakville .....							
Owen's Sound .....							
Penetanguishene .....							
Philipsburg .....							
Picton .....							
Potton .....							
Prescott .....							
Quebec .....	10	96 0 0	96 0 0				
Queenston .....							
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....							
Russeltown .....							
Sandwich .....							
Sarnia .....							
Sault Ste. Marie .....							
Stanstead .....							
St. Johns .....							
St. Régis .....							
Stanley .....							
Sutton .....							
Toronto .....							
Wallaceburg .....							
Wellington .....							
Whitby .....							
Totals .....	20	132 6 8	116 1 8			16 5 0	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value. £ s. d.	HORNES,—EXPORTED TO				
			Great Britain. £ s. d.	British Colonies.		United States. £ s. d.	Other Foreign Countries. £ s. d.
				West Indies. £ s. d.	North America. £ s. d.		
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton		27 0 0				27 0 0	
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal		8 0 0	4 5 0			3 15 0	
New Castle		6 5 0				6 5 0	
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potterton							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead		7 9 0				7 9 0	
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals		48 14 0	4 5 0			44 9 0	



GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	WOOL,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville	9,912	481 19 6				481 19 6	
Bondhead							
Brockville	958	58 13 2				58 13 2	
Bytown							
Bruce							
Chatham	1,200	60 0 0				60 0 0	
Chippewa	1,700	45 0 0				45 0 0	
Clarenceville							
Cobourg	68,768	2,478 18 0				2,478 18 0	
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover	6,160	385 0 0				385 0 0	
Dundee							
Dunnville							
Elgin							
Fort Erie	9,330	462 5 0				462 5 0	
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton	13,000	676 0 0				676 0 0	
Hemmingford							
Hope	3,654	135 0 0				135 0 0	
Huntingdon	67	2 17 0				2 17 0	
Kingston	30,000	1,900 0 0				1,900 0 0	
Lacolle							
Maitland							
Maria Town							
Milford	636	36 0 0				36 0 0	
Montreal							
New Castle	90	4 10 0				4 10 0	
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg	2,300	125 0 0				125 0 0	
Picton							
Potton							
Prescott	224	16 16 0				16 16 0	
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russettown							
Sandwich	1,251	60 9 9				60 9 9	
Sarnia	2,000	100 0 0				100 0 0	
Sault Ste. Marie							
Stanstead	1,200	69 6 0				69 6 0	
St. Johns	24,146	888 11 3				888 11 3	
St. Régis							
Stanley	38,095	1,775 0 0				1,775 0 0	
Sutton							
Toronto	72,000	4,453 10 0				4,453 10 0	
Wallaceburg							
Wellington							
Whitby							
Totals	276,691	14,214 15 8				14,214 15 8	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	IRON,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville		5 12 6				5 12 6	
Bytown							
Bruce							
Chatham		12 10 0				12 10 0	
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing		0 18 4				0 18 4	
Dover							
Dundee		120 5 0				120 5 0	
Dunnville							
Elgin							
Fort Erie							
Freligshburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon		0 16 0				0 16 0	
Kingston		690 10 9				690 10 0	
Lacolle							
Maitland							
Maria Town		32 0 0				32 0 0	
Milford							
Montreal		71 12 8	17 12 10		41 9 10	12 10 0	
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg		36 12 10				36 12 10	
Picton							
Potter							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead		19 19 9				19 19 9	
St. Johns		1,661 0 0				1,661 0 0	
St. Régis		115 3 2				115 3 2	
Stanley							
Sutton							
Toronto		23 10 0				23 10 0	
Wallaceburg							
Wellington							
Whitby							
Totals		2,790 10 3	17 12 10		41 9 10	2,731 7 7	

No. 16.

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value. £ s. d.	COTTON,—EXPORTED TO				
			Great Britain. £ s. d.	British Colonies.		United States. £ s. d.	Other Foreign Countries. £ s. d.
				West Indies. £ s. d.	North America. £ s. d.		
Amherstburg .....							
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....							
Bondhead .....							
Brockville .....							
Bytown .....							
Bruce .....							
Chatham .....							
Chippewa .....							
Clarenceville .....							
Cobourg .....							
Cornwall .....							
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....							
Dickenson's Landing .....							
Dover .....							
Dundee .....							
Dunnville .....							
Elgin .....							
Fort Erie .....							
Freightsburg .....							
Gananoque .....							
Goderich .....							
Grafton .....							
Gaspé .....							
Hereford .....							
Hamilton .....							
Hemmingford .....							
Hope .....							
Huntingdon .....		0 9 4				0 9 4	
Kingston .....							
Lacolle .....							
Maitland .....							
Maria Town .....							
Milford .....							
Montreal .....							
New Castle .....							
Niagara .....							
Oakville .....							
Owen's Sound .....							
Penetanguishene .....		390 14 0				390 14 0	
Philipsburg .....							
Picton .....							
Potton .....							
Prescott .....							
Quebec .....							
Queenston .....							
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....							
Russelltown .....		25 0 0				25 0 0	
Sandwich .....							
Sarnia .....							
Sault Ste. Marie .....		11 1 3				11 1 3	
Stanstead .....							
St. Johns .....							
St. Régis .....							
Stanley .....							
Sutton .....							
Toronto .....							
Wallaceburg .....							
Wellington .....							
Whitby .....							
<b>Totals</b> .....		<b>427 4 7</b>				<b>427 4 7</b>	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	WOOLLEN,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown		8 0 0				8 0 0	
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope		1 10 0				1 10 0	
Huntingdon							
Kingston							
Lacolle							
Maitland		2 0 0				2 0 0	
Maria Town							
Milford		85 15 6	85 15 6				
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Phillipsburg							
Pictou							
Potter		23 15 6				23 15 6	
Prescott		10 0 0				10 0 0	
Quebec		2 6 9				2 6 9	
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown		2 10 0				2 10 0	
Sandwich							
Sarnia							
Sault Ste. Marie		44 4 2				44 4 2	
Stanstead							
St. Johns		21 5 3				21 5 3	
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals		201 7 2	85 15 6			115 11 8	

## GENERAL STATEMENT OF EXPORTS—Continued.

PORTS:	Total Quantity.	Total Value.  £ s. d.	MANUFACTURES OF LEATHER,—EXPORTED TO				
			Great Britain.  £ s. d.	British Colonies.		United States.  £ s. d.	Other Foreign Countries.  £ s. d.
				West Indies.  £ s. d.	North America.  £ s. d.		
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg		4 0 0				4 0 0	
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon		12 10 3				12 10 3	
Kingston		120 15 0				120 15 0	
Lacolle							
Maitland							
Maria Town		0 15 0				0 15 0	
Milford							
Montreal		42 11 8	18 5 0		24 6 8		
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potter							
Préscott		2 10 0				2 10 0	
Quebec		262 0 0			262 0 0		
Queenston		13 5 0				13 5 0	
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead		8 6 6				8 6 6	
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington		27 7 6				27 7 6	
Whitby							
Totals		494 0 11	18 5 0		286 6 8	189 9 3	

## GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.  £ s. d.	MANUFACTURES OF WOOD,—EXPORTED TO				
			Great Britain.  £ s. d.	British Colonies.		United States.  £ s. d.	Other Foreign Countries.  £ s. d.
				West Indies.  £ s. d.	North America.  £ s. d.		
Amherstburg .....							
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....							
Bondhead .....							
Brockville .....		7 5 7				7 5 7	
Bytown .....							
Bruce .....							
Chatham .....							
Chippewa .....							
Clarenceville .....							
Cobourg .....		22 0 0				22 0 0	
Cornwall .....							
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....							
Dickenson's Landing .....							
Dover .....							
Dundee .....							
Dunnville .....							
Elgin .....							
Fort Erie .....							
Freligshburg .....							
Gananoque .....		127 9 0				127 9 0	
Goderich .....							
Grafton .....							
Gaspé .....							
Hereford .....							
Hamilton .....							
Hemmingford .....							
Hope .....							
Huntingdon .....		3 15 0				3 15 0	
Kingston .....							
Lacolle .....							
Maitland .....							
Maria Town .....							
Milford .....							
Montreal .....		506 18 6	190 2 1		316 16 5		
New Castle .....							
Niagara .....							
Oakville .....							
Owen's Sound .....							
Penetanguishene .....							
Philipsburg .....							
Pictou .....							
Potter .....							
Prescott .....							
Quebec .....							
Queenston .....		625 0 0				625 0 0	
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....							
Russelton .....							
Sandwich .....		5 2 9				5 2 9	
Sarnia .....							
Sault Ste. Marie .....							
Stanstead .....		1 5 0				1 5 0	
St. Johns .....							
St. Régis .....							
Stanley .....							
Sutton .....							
Toronto .....							
Wallaceburg .....							
Wellington .....							
Whitby .....							
Totals .....		1,289 15 10	190 2 1		316 16 5	791 17 4	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	GLASS,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg .....							
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....							
Bondhead .....							
Brockville .....							
Bytown .....							
Bruce .....							
Chatham .....							
Chippewa .....							
Clarenceville .....							
Cobourg .....							
Cornwall .....							
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....							
Dickenson's Landing .....							
Dover .....		10 0 0				10 0 0	
Dundee .....							
Dunnville .....							
Elgin .....							
Fort Erie .....							
Frelighsburg .....							
Gananoque .....							
Goderich .....							
Grafton .....							
Gaspé .....							
Hereford .....							
Hamilton .....							
Hemmingford .....							
Hope .....							
Huntingdon .....							
Kingston .....							
Lacolle .....							
Maitland .....							
Maria Town .....							
Milford .....							
Montreal .....							
New Castle .....							
Niagara .....							
Oakville .....							
Owen's Sound .....							
Penetanguishene .....							
Philipsburg .....							
Picton .....							
Potton .....							
Prescott .....							
Quebec .....		11 0 0				11 0 0	
Queenston .....							
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....							
Russelltown .....							
Sandwich .....							
Sarnia .....							
Sault Ste. Marie .....							
Stanstead .....							
St. Johns .....							
St. Régis .....							
Stanley .....							
Sutton .....							
Toronto .....							
Wallaceburg .....							
Wellington .....							
Whitby .....							
Totals .....		21 0 0				11 0 0	10 0 0

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	HARDWARE,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg .....							
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....							
Bondhead .....							
Brockville .....		52 16 0				52 16 0	
Bytown .....							
Bruce .....							
Chatham .....							
Chippewa .....							
Clarenceville .....							
Cobourg .....		39 15 0				39 15 0	
Cornwall .....							
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....							
Dickenson's Landing .....							
Dover .....							
Dundee .....		79 15 0				79 15 0	
Dunnville .....							
Elgin .....							
Fort Erie .....							
Frelighsburg .....							
Gananoque .....							
Goderich .....							
Grafton .....							
Gaspé .....							
Hereford .....							
Hamilton .....							
Hemmingford .....							
Hope .....		1 5 0				1 5 0	
Huntingdon .....							
Kingston .....							
Lacolle .....							
Maitland .....		1 0 0				1 0 0	
Maria Town .....							
Milford .....							
Montreal .....							
New Castle .....							
Niagara .....							
Oakville .....							
Owen's Sound .....							
Penetanguishene .....							
Phillipsburg .....							
Pictou .....							
Potter .....		0 15 0				0 15 0	
Prescott .....							
Quebec .....							
Queenston .....							
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....							
Russeltown .....		2 0 0				2 0 0	
Sandwich .....							
Sarnia .....							
Sault Ste. Marie .....		13 11 6				13 11 6	
Stanstead .....							
St. Johns .....							
St. Régis .....							
Stanley .....							
Sutton .....							
Toronto .....							
Wallaceburg .....							
Wellington .....							
Whitby .....							
Totals .....		191 17 6				191 17 6	



GENERAL STATEMENT OF EXPORTS—Continued.

PORTS:	Total Quantity.	Total Value.	BEER, ALE, PORTER AND CIDER,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Barrels.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa	12	12 10 0				12 10 0	
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee	3	2 10 0				2 10 0	
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town	1	1 2 6				1 2 6	
Milford							
Montreal	3	3 4 0			3 4 0		
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potterton							
Prescott							
Quebec	366	711 0 0	30 0 0	100 0 0	575 0 0		6 0 0
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Ruswiltown							
Sandwich	81	42 0 0				42 0 0	
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns	90	8 17 6				8 17 6	
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	556	781 4 0	30 0 0	100 0 0	578 4 0	67 0 0	6 0 0

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	WHISKEY,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Galls.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing	200	30 0 0				30 0 0	
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Freligshburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal	382	57 8 7	34 18 5		22 10 2		
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potton							
Prescott							
Quebec	80	20 0 0			20 0 0		
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	662	107 8 7	34 18 5		42 10 2	30 0 0	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	OTHER SPIRITS FROM GRAIN,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Galls.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce	80	23 15 0				23 15 0	
Belleville							
Bondhead							
Brockville	129	21 19 8				21 19 8	
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie	76	44 10 0				44 10 0	
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Mailand							
María Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Phillipsburg							
Pictou							
Potter							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russettown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns	9	2 5 0				2 5 0	
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	294	92 9 8				92 9 8	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	VINEGAR,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Galls.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clareville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Pictou							
Potter							
Prescott							
Quebec	840	44 0 0			44 0 0		
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	40	2 0 0				2 0 0	
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	880	46 0 0			44 0 0	2 0 0	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	WHEAT,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Bushels.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg	30,900	5,793 15 0				5,793 15 0	
Bath	4,571	856 0 0				856 0 0	
Burwell	6	6 15 0				6 15 0	
Beauce	30,686	6,137 4 0				6,137 4 0	
Belleville	50,144	9,402 0 0				9,402 0 0	
Bondhead	135	252 16 3				252 16 3	
Brockville							
Bytown							
Bruce							
Chatham	42,280	8,016 13 4				8,016 13 4	
Chippewa	2,649	496 13 9				496 13 9	
Clarenceville							
Cobourg	310	69 15 0				69 15 0	
Cornwall	1,410	352 10 0				352 10 0	
Colborne	2,719	543 16 0				543 16 0	
Coteau du Lac	3,074	761 14 8				761 14 8	
Credit	158,063	25,887 0 0				25,887 0 0	
Dalhousie	14,985	3,277 19 4				3,277 19 4	
Darlington	18,042	3,338 17 3				3,338 17 3	
Dickenson's Landing							
Dover	5,479	1,013 5 0				1,013 5 0	
Dundee	978	155 11 5				155 11 5	
Dunnville	108	25 0 0				25 0 0	
Elgin							
Fort Erie	11,580	2,677 14 0				2,677 14 0	
Frelighsburg	601	101 0 0				101 0 0	
Gananoque	308	308 0 0				308 0 0	
Goderich		1,330 0 0				1,330 0 0	
Grafton							
Gaspé	500	125 0 0				125 0 0	
Hereford	97,410	20,079 2 8				20,079 2 8	
Hamilton							
Hemmingford							
Hope	47,424	11,724 11 2				11,724 11 2	
Huntingdon	491	58 4 0				58 4 0	
Kingston	216,540	31,226 0 0				31,226 0 0	
Lacolle							
Maitland	1,421	1,519 2 9				1,519 2 9	
Maria Town	1,213	233 0 0				233 0 0	
Milford	1,477	295 8 0				295 8 0	
Montreal	88,916	21,309 0 10	16,539 14 8		3,261 6 2	1,508 0 0	
New Castle	1,700	310 0 0				340 0 0	
Niagara	7,466	1,399 0 0				1,399 0 0	
Oakville	14,839	33,184 16 0				33,184 16 0	
Owen's Sound	1,135	115 12 6				115 12 6	
Penetanguishene							
Philipsburg	552	123 8 4				123 8 4	
Pictou	5,907	1,183 0 0				1,183 0 0	
Potton							
Prescott	23	4 10 9				4 10 9	
Quebec	512	128 0 0			128 0 0		
Queenston	35,649	6,312 15 0				6,312 15 0	
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	2	0 3 9				0 3 9	
Sarnia							
Sault Ste Marie							
Stanstead	759	135 17 10				135 17 10	
St. Johns	38,818	6,777 15 9				6,777 15 9	
St. Régis	148	26 13 6				26 13 6	
Stanley		10,064 5 0				10,064 5 0	
Sutton							
Toronto	122,321	28,826 13 6				28,826 13 6	
Wallaceburg							
Wellington	30,678	9,146 11 6				9,146 11 6	
Whitby	69,000	12,933 3 9				12,933 3 9	
Totals	1,295,029	268,033 16 7	16,539 14 8		3,387 6 2	248,106 15 9	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	FLOUR,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Barrels.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath	1,444	1,291 5 0				1,291 5 0	
Burwell							
Beauce	15	18 15 0				18 15 0	
Belleville	18,756	18,756 0 0				18,756 0 0	
Bondhead							
Brockville	237	252 16 3				252 16 3	
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg	5,716	5,836 12 6				5,836 12 6	
Cornwall							
Colborne							
Coteau du Lac							
Credit	30,000	30,000 0 0				30,000 0 0	
Dalhousie	72,975	72,975 0 0			3,405 0 0	69,570 0 0	
Darlington	12,141	11,426 12 6				11,426 12 6	
Dickenson's Landing							
Dover	17,105	11,812 2 0				11,812 2 0	
Dundee	240	182 10 0				182 10 0	
Dunnville	2,878	1,926 0 0				1,926 0 0	
Elgin							
Fort Erie	1,360	1,384 10 0				1,384 10 0	
Freligshburg	17	17 0 0				17 0 0	
Gananoque							
Goderich	253	253 0 0	253 0 0				
Grafton							
Gaspé	200	200 0 0					200 0 0
Hereford	50	75 0 0				75 0 0	
Hamilton	52,890	52,604 2 7				52,604 2 7	
Hemmingford							
Hope	7,685	7,685 0 0				7,685 0 0	
Huntingdon							
Kingston	22,925	23,258 1 6				23,258 1 6	
Lacolle							
Maitland							
Maria Town	1	1 5 0				1 5 0	
Milford	8	7 13 0				7 13 0	
Montreal	143,399	172,608 18 10	63,651 7 6		94,298 19 4	14,658 12 0	
New Castle	484	454 0 0				484 0 0	
Niagara	1,270	1,233 0 0				1,233 0 0	
Oakville	3,679	3,679 0 0			500 0 0	3,179 0 0	
Owen's Sound	39	40 10 6				40 10 6	
Penetanguishene							
Philipsburg	16	18 3 0				18 3 0	
Pictou	564	613 17 6				613 17 6	
Potter							
Prescott	392	447 17 3				447 17 3	
Quebec	150,878	160,757 0 0	93,660 0 0	150 0 0	66,762 0 0	135 0 0	50 0 0
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelton							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead	1	1 3 6				1 3 6	
St. Johns	42,310	45,298 5 0				45,298 5 0	
St. Régis	20	20 0 0				20 0 0	
Stanley	10,000	10,154 7 6				10,154 7 6	
Sutton							
Toronto	34,348	34,348 5 0				34,348 5 0	
Wallaceburg							
Wellington	2,643	2,628 11 0				2,628 11 0	
Whitby	13,500	13,500 0 0				13,500 0 0	
Totals	650,439	685,796 4 5	159,564 7 6	150 0 0	164,965 19 4	362,865 17 7	250 0 0

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	INDIAN CORN,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Bushels.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg	7,000	656 5 0				656 5 0	
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee	130	10 0 0				10 0 0	
Dunnville							
Elgin							
Fort Erie							
Frelightsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford	100	18 10 0				18 10 0	
Hamilton							
Hemmingford							
Hope							
Huntingdon	101	11 17 3				11 17 3	
Kingston	3,600	450 0 0				450 0 0	
Lacolle							
Maitland							
Maria Town	21	2 10 0				2 10 0	
Milford							
Montreal	38,325	5,898 11 9	4,381 10 5		1,517 1 4		
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Pictou							
Potton							
Prescott							
Quebec	400	55 0 0			55 0 0		
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead	47	5 18 9				5 18 9	
St. Johns	10,589	1,506 0 0				1,506 0 0	
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	60,313	8,614 12 9	4,381 10 5		1,572 1 4	2,661 1 0	

## GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BARLEY AND RYE,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Bushels.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath	10,223	1,042 15 0				1,042 15 0	
Burwell							
Beauce							
Belleville	3,604	360 8 0				360 8 0	
Boudhead	309	30 18 9				30 18 9	
Rockville							
Bytown							
Bruce							
Chatham	1,909	238 12 6				238 12 6	
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac	300	60 0 0				60 0 0	
Credit							
Dalhousie							
Darlington	742	71 10 8				71 10 8	
Dickenson's Landing							
Dover							
Dundas	41	3 9 0				3 9 0	
Dunnville							
Elgin							
Fort Erie	5,122	674 12 0				674 12 0	
Frelighsburg							
Gananoque							
Goderich							
Grafton	600	56 0 0				56 0 0	
Gaspé							
Hereford							
Hamilton	12,003	867 19 0				867 19 0	
Hemmingford							
Hope							
Huntingdon							
Kingston	3,778	1,266 0 0				1,266 0 0	
Lacolle							
Maitland							
Maria Town	33	3 6 0				3 6 0	
Milford	970	97 0 0				97 0 0	
Montreal	453	68 12 10			58 12 10	10 0 0	
New Castle							
Niagara							
Oakville	1,333	199 19 0				199 19 0	
Owen's Sound							
Penetanguishene							
Phillipsburg	14	1 8 0				1 8 0	
Pictou	3,000	425 0 0				425 0 0	
Potter							
Prescott							
Quebec	3,470	280 0 0			280 0 0		
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	745	91 17 6				91 17 6	
Sarnia							
Sault Ste. Marie							
Stanstead	33	3 8 10				3 8 10	
St. Johns	4,767	530 0 0				530 0 0	
St. Régis							
Stanley							
Sutton							
Toronto	4,501	536 13 9				536 13 9	
Wallaceburg							
Wellington	8,564	857 2 0				857 2 0	
Whitby							
Totals	66,514	7,766 12 10			338 12 10	7,428 0 0	



GENERAL STATEMENT OF EXPORTS—Continued.

PORTS:	Total Quantity.	Total Value.	MEAL,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Barrils.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie	50	50 0 0				50 0 0	
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Freighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon	1	1 0 0				1 0 0	
Kingston	70	70 3 0				70 3 0	
Lacolle							
Matland							
Maria Town							
Milford							
Montreal	2,004	1,549 18 11	20 19 9		1,528 19 2		
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Pictou							
Potton							
Prescott	1	1 5 6				1 5 6	
Quebec	2,395	2,172 0 0			2,172 0 0		
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich	4	2 8 1				2 8 1	
Sarnia							
Sault Ste Marie							
Stanstead							
St. Johns	28	22 15 0				22 15 0	
St. Régis							
Stanley							
Sutton							
Toronto	54	54 0 0				54 0 0	
Wallaceburg							
Wellington							
Whitby	100	87 10 0				87 10 0	
Totals	4,707	4,011 0 6	20 19 9		3,700 19 2	289 1 7	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BISCUIT,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Cwts.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Freligshburg							
Gananoque							
Goderich							
Grafton							
Gaspé	51	37 16 0				37 16 0	
Hereford							
Hamilton	86	60 0 0				60 0 0	
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal	417	292 0 5	20 12 4		270 8 1	1 0 0	
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potterton							
Prescott							
Quebec	1,035	736 0 0			736 0 0		
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns	2	1 4 0				1 4 0	
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	1,594	1,127 6 5	20 12 4		1,006 8 1	100 0 0	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BEANS AND PEASE,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Bushels.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath	2,879	287 18 0				287 18 0	
Burwell							
Beauce	150	18 15 0				18 15 0	
Belleville	3,728	466 0 0				466 0 0	
Bondhead	160	16 0 0				16 0 0	
Brockville	116	14 16 0				14 16 0	
Bytown							
Bruce							
Chatham	327	40 17 6				40 17 6	
Chippewa							
Clarenceville							
Cobourg	448	50 8 0				50 8 0	
Cornwall	869	86 18 0				86 18 0	
Colborne							
Coteau du Lac	922	116 15 6				116 15 6	
Credit							
Dalhousie							
Darlington	243	24 6 0				24 6 0	
Dickenson's Landing							
Dover							
Dundee	30	2 16 3				2 16 3	
Dunnville							
Elgin							
Fort Erie							
Frelighsburg	60	9 5 0				9 5 0	
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford	1,000	62 10 0				62 10 0	
Hamilton	1,242	146 16 7				146 16 7	
Hemmingford							
Hope	514	64 17 6				64 17 6	
Huntingdon	63	7 17 6				7 17 6	
Kingston	6,108	934 0 0				934 0 0	
Lacolle							
Maitland							
Maria Town	74	7 0 0				7 0 0	
Milford	188	23 4 0				23 4 0	
Montreal	195,549	22,136 13 8	21,860 17 8		275 16 0		
New Castle							
Niagara							
Oakville	51	7 13 0				7 13 0	
Owen's Sound							
Penetanguishene							
Philipsburg	306	79 17 9				79 17 9	
Picton	543	67 17 6				67 17 6	
Potterton							
Prescott							
Quebec	6,653	937 0 0	422 0 0		515 0 0		
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	74	11 11 3				11 11 3	
Sarnia							
Sault Ste. Marie							
Stanstead	150	19 8 0				19 8 0	
St. Johns	25,947	3,478 5 9				3,478 5 9	
St. Régis	109	10 18 0				10 18 0	
Stanley	1,297	93 10 6				93 10 6	
Sutton							
Toronto	2,785	335 12 3				335 12 3	
Wallaceburg							
Wellington	5,816	792 18 0				792 18 0	
Whitby	500	62 10 0				62 10 0	
Totals	258,901	30,414 16 6	22,232 17 8		790 16 0	7,341 2 10	

## GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	OATS,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Bushe's.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg	2,000	100 0 0				100 0 0	
Bath	2,124	106 4 0				106 4 0	
Burwell							
Beauce							
Belleville							
Bondhead	1,675	83 15 0				83 15 0	
Brockville	436	23 7 0				23 7 0	
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall	3,224	161 4 0				161 4 0	
Colborne							
Coteau du Lac	12,320	856 0 9				856 0 9	
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover	80	5 0 0				5 0 0	
Dundee	15,223	570 17 3				570 17 3	
Dunnville	100	6 5 0				6 5 0	
Elgin							
Fort Erie	2,022	134 10 0				134 10 0	
Frelighsburg	131	6 11 0				6 11 0	
Gananoque							
Goderich							
Grafton							
Gaspé							
Heresford							
Hamilton	30,603	1,736 6 3				1,736 6 3	
Hemmingford							
Hope	141	8 15 0				8 15 0	
Huntingdon	4,567	178 7 0				178 7 0	
Kingston	148	10 0 0				10 0 0	
Lacolle							
Maitland	45	4 10 0				4 10 0	
Maria Town	2,219	110 0 0				110 0 0	
Milford	26	1 12 6				1 12 6	
Montreal	1,072	136 11 9			136 11 9		
New Castle							
Niagara							
Oakville	4,110	274 0 0				274 0 0	
Owen's Sound							
Penetanguishene							
Philipsburg	1,451	97 9 1				97 9 1	
Pictou							
Potter							
Prescott	367	28 4 3				28 4 3	
Quebec	11,541	690 0 0			690 0 0		
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	2,053	96 17 0				96 17 0	
Sarnia							
Sault Ste. Marie							
Stanstead	701	35 1 6				35 1 6	
St. Johns	391,052	25,785 3 7				25,785 3 7	
St. Régis	2,270	97 5 0				97 5 0	
Stanley							
Sutton		26 4 0				26 4 0	
Toronto	165,951	1,790 7 0				1,790 7 0	
Wallaceburg							
Wellington							
Whitby	10,000	500 0 0				500 0 0	
Totals	667,652	33,660 7 11			826 11 9	32,833 16 2	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS:	Total Quantity.	Total Value.	HOPS,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg .....							
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....							
Bondhead .....							
Brockville .....							
Bytown .....							
Bruce .....							
Chatham .....							
Chippewa .....							
Clarenceville .....							
Cobourg .....							
Cornwall .....							
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....							
Dickenson's Landing .....							
Dover .....							
Dundee .....	3,310	41 7 6				41 7 6	
Dunnville .....							
Elgin .....							
Fort Erie .....							
Frelighsburg .....							
Gananoque .....							
Goderich .....							
Grafton .....							
Gaspé .....							
Hereford .....							
Hamilton .....							
Hemmingford .....							
Hope .....							
Huntingdon .....							
Kingston .....	2,160	81 10 0				81 10 0	
Lacolle .....							
Maitland .....							
Maria Town .....							
Milford .....							
Montreal .....							
New Castle .....							
Niagara .....							
Oakville .....							
Owen's Sound .....							
Penetanguishene .....							
Philipsburg .....							
Pictou .....							
Potton .....							
Prescott .....							
Quebec .....							
Queenston .....							
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....							
Russeltown .....							
Sandwich .....							
Sarnia .....							
Sault Ste. Marie .....							
Stanstead .....	23,520	414 10 2				414 10 2	
St. Johns .....	192	2 10 0				2 10 0	
St. Régis .....							
Stanley .....							
Sutton .....							
Toronto .....							
Wallaceburg .....							
Wellington .....							
Whitby .....							
Totals .....	29,182	539 17 8				539 17 8	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BRAN,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Cwts.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington	760	57 0 0				57 0 0	
Dickenson's Landing							
Dover	6	0 19 2				0 19 2	
Dundee							
Dunnville							
Elgin							
Fort Erie							
Freligshburg							
Gananoque	100	12 10 0				12 10 0	
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton	224	22 0 0				22 0 0	
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland	3	0 11 0				0 11 0	
Maria Town							
Milford							
Montreal	304	30 8 4			30 8 4		
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potter							
Prescott							
Quebec							
Queenston	125	9 17 0				9 17 0	
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	1,522	133 5 6			30 8 4	102 17 2	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	FLAX SEED,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Bushels.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town	4	1 0 0				1 0 0	
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg	24	4 0 0				4 0 0	
Picton							
Potterton							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead	463	87 16 7				87 16 7	
St. Johns	19,642	5,181 14 9				5,181 14 9	
St. Régis							
Stanley							
Sutton							
Toronto	1,026	194 10 0				194 10 0	
Wallaceburg							
Wellington							
Whitby							
Totals	21,159	5,469 1 4				5,469 1 4	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	OTHER SEED,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Bushels.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath	190	60 0 0				60 0 0	
Burwell							
Beauce							
Belleville	316	118 10 0				118 10 0	
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville	207	103 7 0				103 7 0	
Cobourg	210	104 18 9				104 18 9	
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing	7	3 5 0				3 5 0	
Dover	24	9 0 0				9 0 0	
Dundee							
Dunnville							
Elgin							
Fort Erie	967	483 14 0				483 14 0	
Freleighsburg	155	106 0 0				106 0 0	
Gananoque	14	14 0 0				14 0 0	
Goderich	729	308 0 0	28 0 0			280 0 0	
Grafton							
Gaspé							
Heretford	1,500	750 0 0				750 0 0	
Hamilton	1,584	657 5 0				657 5 0	
Hemmingford							
Hope	140	211 10 0				211 10 0	
Huntingdon							
Kingston	306	121 1 8				121 1 8	
Lacolle							
Maitland							
Maria Town	152	76 0 0				76 0 0	
Milford							
Montreal	124	62 1 0	62 1 0				
New Castle							
Niagara							
Oakville	37	18 10 0				18 10 0	
Owen's Sound	6	3 15 0				3 15 0	
Penetanguishene							
Philipsburg	971	723 17 6				723 17 6	
Picton							
Potter							
Prescott	130	56 0 9				56 0 9	
Quebec	244	124 0 0	50 0 0		74 0 0		
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead	1,592	878 8 4				878 8 4	
St. Johns	2,371	1,207 19 6				1,207 19 6	
St. Régis							
Stanley	1,870	1,026 0 0				1,026 0 0	
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby	600	225 0 0				225 0 0	
Totals	14,446	7,452 3 6	140 1 0		74 0 0	7,238 2 6	



GENERAL STATEMENT OF EXPORTS—Continued.

PORTS:	Total Quantity.	Total Value.	ONIONS AND OTHER VEGETABLES,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Bushe's.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon	2	0 5 0				0 5 0	
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford	2	0 15 0				0 15 0	
Montreal	800	195 15 4				195 15 4	
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Phillipsburg							
Pictou							
Potton							
Prescott							
Quebec	400	100 0 0	25 0 0		75 0 0		
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelton							
Sandwich	150	41 16 7				41 16 7	
Sarnia							
Sault Ste Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	1,354	338 11 11	25 0 0		75 0 0	238 11 11	

## GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	POTATOES,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Bushels.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce						62 10 0	
Belleville	1,000	62 10 0				107 5 0	
Bondhead	2,345	107 5 0				80 0 0	
Brockville	608	80 0 0					
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg	757	38 14 2				38 14 2	
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie	40	4 0 0				4 0 0	
Darlington	400	20 0 0				20 0 0	
Dickenson's Landing							
Dover	52	3 13 2				3 13 2	
Dundee							
Dunnville							
Elgin							
Fort Erie	211	20 0 0				20 0 0	
Freligshburg							
Gananoque							
Goderich							
Grafton	474	29 12 6				29 12 6	
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope	2,765	149 12 6				149 12 6	
Huntingdon							
Kingston	1,272	69 3 8				69 3 8	
Lacolle							
Maitland							
Maria Town							
Milford	265	17 13 9				17 13 9	
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound	200	15 0 0				15 0 0	
Penetanguishene							
Philipsburg							
Picton	416	28 1 6				28 1 6	
Potton							
Prescott	100	10 5 0				10 5 0	
Quebec	336	23 0 0			23 0 0		
Queenston	700	70 0 0				70 0 0	
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich	726	79 0 0				79 0 0	
Sarnia							
Sault Ste. Marie							
Stanstead	5	0 3 0				0 3 0	
St. Johns	5,201	302 0 0				302 0 0	
St. Régis							
Stanley	135	8 8 9				8 8 9	
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	18,011	1,138 3 0			23 0 0	1,115 3 0	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	MALT,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Bushels.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham	270	50 12 6				50 12 6	
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Freligsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton	6,761	676 3 0				676 3 0	
Hemmingford							
Hope							
Huntingdon							
Kingston	32,724	1,117 10 0				1,117 10 0	
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Pictou							
Potter							
Prescott							
Quebec	1,250	160 0 0				160 0 0	
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto	6,587	911 2 6				911 2 6	
Wallaceburg							
Wellington							
Whitby							
<b>Totals</b>	<b>47,592</b>	<b>2,915 8 0</b>				<b>160 0 0</b>	<b>2,755 8 0</b>

## GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	APPLES,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Barrels.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg .....							
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....							
Bondhead .....							
Brockville .....	1	0 7 6				0 7 6	
Bytown .....							
Bruce .....							
Chatham .....							
Chippewa .....							
Clarenceville .....							
Cobourg .....							
Cornwall .....							
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....							
Dickenson's Landing .....							
Dover .....							
Dundee .....							
Dunnville .....							
Elgin .....	13	2 15 0				2 15 0	
Fort Erie .....							
Frelighsburg .....							
Gannouque .....							
Goderich .....							
Grafton .....							
Gaspé .....							
Hereford .....							
Hamilton .....							
Hemmingford .....							
Hope .....							
Huntingdon .....							
Kingston .....							
Lacolle .....							
Maitland .....							
Maria Town .....							
Milford .....	909	584 5 9	494 17 3		89 8 6		
Montreal .....							
New Castle .....							
Niagara .....							
Oakville .....							
Owen's Sound .....							
Penetanguishene .....							
Philipsburg .....	4½	1 2 6				1 2 6	
Pictou .....							
Polton .....							
Prescott .....	588	411 0 0	260 0 0		181 0 0		
Quebec .....							
Queenston .....							
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....							
Russeltown .....	1,870	467 12 9				467 12 9	
Sandwich .....							
Sarnia .....							
Sault Ste. Marie .....							
Stanstead .....	90	16 7 4				16 7 4	
St. Johns .....	69	12 15 0				12 15 0	
St. Régis .....	3	0 10 0				0 10 0	
Stanley .....	49	17 12 6				17 12 6	
Sutton .....							
Toronto .....							
Wallaceburg .....							
Wellington .....							
Whitby .....							
Totals .....	3,536½	1,514 8 4	754 17 3		270 8 6	519 2 7	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value. £ s. d.	BALSAM,—EXPORTED TO				
			Great Britain. £ s. d.	British Colonies.		United States. £ s. d.	Other Foreign Countries. £ s. d.
				West Indies. £ s. d.	North America. £ s. d.		
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelightsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal		73 0 0	73 0 0				
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Phillipsburg							
Picton							
Potton							
Prescott							
Quebec		163 0 0	163 0 0				
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns		282 10 0			282 10 0		
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals		518 10 0	236 0 0			282 10 0	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	MAPLE SUGAR,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Freligshburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford	1,500	25 0 0				25 0 0	
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal	140	3 10 8	3 10 8				
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Phillipsburg							
Picton							
Potter							
Prescott	8	0 4 0				0 4 0	
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russeltown							
Sandwich							
Sarnia							
Sault Ste. Marie	25,000	165 2 6				169 2 6	
Stanstead	1,171	12 3 5				12 3 5	
St. Johns	1,200	15 0 0				15 0 0	
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	29,019	225 0 7	3 10 8			221 9 11	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	BEES WAX,—EXPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg .....							
Bath .....							
Burwell .....							
Beauce .....							
Belleville .....							
Bondhead .....							
Brockville .....							
Bytown .....							
Bruce .....							
Chatham .....							
Chippewa .....							
Clarenceville .....							
Cobourg .....							
Cornwall .....							
Colborne .....							
Coteau du Lac .....							
Credit .....							
Dalhousie .....							
Darlington .....							
Dickenson's Landing .....							
Dover .....							
Dundee .....							
Dunnville .....							
Elgin .....							
Fort Erie .....							
Frelighsburg .....							
Gananoque .....							
Goderich .....							
Grafton .....							
Gaspé .....							
Hereford .....							
Hamilton .....	133	5 0 0				5 0 0	
Hemmingford .....							
Hope .....							
Huntingdon .....							
Kingston .....							
Lacolle .....							
Maitland .....							
Maria Town .....							
Milford .....							
Montreal .....	1,094	41 1 3	41 1 3				
New Castle .....							
Niagara .....							
Oakville .....							
Owen's Sound .....							
Penetanguishene .....							
Philipsburg .....							
Pictou .....							
Potter .....							
Prescott .....							
Quebec .....							
Queenston .....							
Rivière aux Raisins .....							
Rondeau .....							
Rowan .....							
Russelltown .....							
Sandwich .....	213	8 0 0				8 0 0	
Sarnia .....							
Sault Ste. Marie .....							
Stanstead .....	15	0 13 9				0 13 9	
St. Johns .....							
St. Régis .....							
Stanley .....	600	30 0 0				30 0 0	
Sutton .....							
Toronto .....							
Wallaceburg .....							
Wellington .....							
Whitby .....							
Totals .....	1,455	84 15 0	41 1 3			43 13 9	

No. 16.

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	OTHER ARTICLES NOT-ENUMERATED,—EXPORTED FROM				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath		3 5 0				3 5 0	
Burwell							
Beauce		86 18 0				86 18 0	
Belleville		247 10 0				247 10 0	
Bondhead							
Brockville		233 1 6				233 1 6	
Bytown							
Bruce							
Chatham		187 10 0				187 10 0	
Chippewa		12 10 0				12 10 0	
Clarenceville							
Cobourg		210 3 4				210 3 4	
Cornwall							
Colborne							
Coteau du Lac		5 0 0				5 0 0	
Credit							
Dalhousie							
Darlington		23 7 0				23 7 0	
Dickonson's Landing		4 5 0				4 5 0	
Dover		509 7 6				509 7 6	
Dundee		323 12 6				323 12 6	
Dunnville		4 4 0				4 4 0	
Elgin							
Fort Erie		3 18 0				3 18 0	
Frehghsburg		87 5 0				87 5 0	
Gananoque		61 10 0				61 10 0	
Goderich		4 5 0				4 5 0	
Grafton							
Gaspé							
Heretford							
Hamilton							
Hemmingford							
Hope		875 0 0				875 0 0	
Huntingdon		19 10 6				19 10 6	
Kingston		13,560 13 4				13,560 13 4	
Lacolle							
Maitland		22 1 8				22 1 8	
Maria Town		24 4 0				24 4 0	
Milford		251 16 3				251 16 3	
Montreal		2,580 11 10	1,399 10 1		1,151 1 9	30 0 0	
New Castle		4 0 0				4 0 0	
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philpsburg		68 5 6				68 5 6	
Picton							
Potter							
Prescott		846 17 7				846 17 7	
Quebec		6,016 0 0	2,526 0 0	585 0 0	2,749 0 0	129 0 0	27 0 0
Queenston		1 15 0				1 15 0	
Rivière aux Raisins							
Rondeau							
Rowan		25 0 0				25 0 0	
Russeltown							
Sandwich		2,477 17 7				2,477 17 7	
Sarnia		200 0 0				200 0 0	
Sault Ste. Marie		300 0 0				300 0 0	
Stanstead		892 0 6				892 0 6	
St. Johns		7,974 2 10				7,974 2 10	
St. Régis		23 3 3				23 3 3	
Stanley		140 8 0				140 8 0	
Sutton							
Toronto		1,560 0 11				1,560 0 11	
Wallaceburg							
Wellington							
Whitby							
Totals		30,574 0 7	3,025 10 1	585 0 0	3,900 1 9	31,436 8 9	27 0 0



GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.  £ s. d.	COIN AND BULLION,—EXPORTED FROM				
			Great Britain.  £ s. d.	British Colonies.		United States.  £ s. d.	Other Foreign Countries.  £ s. d.
				West Indies.  £ s. d.	North America.  £ s. d.		
Amhorstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce							
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg		20,000 0 0				20,000 0 0	
Picton							
Polton							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich							
Sarnia							
Sault St. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals	55 13	20,000 0 0				20,000 0 0	

No. 16.

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	COPPER,—EXPORTED FROM				
			Great Britam.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America		
	Tons, Cwts.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce	55 13	5,500 12 0				5,500 12 0	
Chatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundas							
Dunnville							
Elgin							
Fort Erie							
Freligshburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingsion							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
New Castle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Picton							
Potter							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelltown							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
Totals		5,500 0 0				5,500 0 0	

GENERAL STATEMENT OF EXPORTS—Continued.

PORTS.	Total Quantity.	Total Value.	COPPER ORE,—EXPORTED TO				
			Great Britain.	British Colonies.		United States.	Other Foreign Countries.
				West Indies.	North America.		
	Tons.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Amherstburg							
Bath							
Burwell							
Beauce							
Belleville							
Bondhead							
Brockville							
Bytown							
Bruce	213	3,645 0 0	3,645 0 0				
Clatham							
Chippewa							
Clarenceville							
Cobourg							
Cornwall							
Colborne							
Coteau du Lac							
Credit							
Dalhousie							
Darlington							
Dickenson's Landing							
Dover							
Dundee							
Dunnville							
Elgin							
Fort Erie							
Frelighsburg							
Gananoque							
Goderich							
Grafton							
Gaspé							
Hereford							
Hamilton							
Hemmingford							
Hope							
Huntingdon							
Kingston							
Lacolle							
Maitland							
Maria Town							
Milford							
Montreal							
Newcastle							
Niagara							
Oakville							
Owen's Sound							
Penetanguishene							
Philipsburg							
Pictou							
Potton							
Prescott							
Quebec							
Queenston							
Rivière aux Raisins							
Rondeau							
Rowan							
Russelton							
Sandwich							
Sarnia							
Sault Ste. Marie							
Stanstead							
St. Johns							
St. Régis							
Stanley							
Sutton							
Toronto							
Wallaceburg							
Wellington							
Whitby							
<b>Totals</b>	<b>213</b>	<b>3,645 0 0</b>	<b>3,645 0 0</b>				

No. 17.

SUMMARY STATEMENT of the QUANTITY and VALUE of the Principal Articles of Canadian Produce and Manufacture EXPORTED during the year ending the 5th January, 1851, and indicating to what Country Exported.

ARTICLES.	TOTAL OF EXPORTS.		TO WHAT COUNTRY EXPORTED.					
	Quantity.	Value.	Great Britain.	British Colonies.		United States.	Other Foreign Countries.	
		£ s. d.	£ s. d.	North America.	West Indies.	£ s. d.	£ s. d.	
<b>THE MINE:</b>								
Copper Ore..... Tons.	213	3,615 0 0	3,645 0 0					
Copper..... do	551	5,500 12 0				5,500 12 0		
<i>Total product of the Mine ..</i>		9,145 12 0	3,645 0 0			5,500 12 0		
<b>THE SEAS:</b>								
Fish—Dried..... Cwt.	48,852	28,159 6 6	1,160 10 0	868 16 0		2 12 6	26,127 8 0	
Pickled..... Brls.	5,192	6,951 3 0	118 0 0	91 8 0	231 0 0	6,483 15 0		
Fresh..... do		1,231 0 4				1,231 0 4		
Oil..... Galls.	1,058	168 5 9	138 15 0			18 10 9	11 0 0	
<i>Total product of the Seas ..</i>		36,512 15 7	1,447 5 0	960 4 0	231 0 0	7,735 18 7	26,138 8 0	
<b>THE FOREST:</b>								
Ashes—Pots..... Brls.	31,389	236,437 3 6	146,242 14 1			90,194 9 5		
Pearls..... do	11,178	81,957 7 7	61,531 13 0			20,425 14 7		
Timber—Ash..... Tons.	1,713	1,713 0 0	1,713 0 0					
Birch..... do	4,613	7,131 0 0	7,131 0 0					
Elm..... do	38,212	55,319 10 0	55,319 10 0					
Maple..... do	110	158 18 0	157 15 0			1 3 0		
Oak..... do	30,416	61,350 7 6	62,751 0 0			1,599 7 6		
Pine, White..... do	372,742	296,215 7 1	263,774 0 0			32,441 7 1		
Red..... do	89,996	117,489 7 1	117,489 7 1					
Tamarack..... do	1,007	1,257 5 9	1,188 0 0			69 5 9		
Walnut..... M feet.	703	2,286 9 2				2,286 9 2		
Basswood, Butternut & Hickory do	213	427 19 3	30 0 0			397 19 3		
Staves, Standard..... Mille.	724	17,798 13 6	17,108 11 0	50 9 10		487 11 0	152 1 8	
other..... do	4,170	68,815 0 3	65,503 13 11	2,243 18 5	495 0 0	337 1 3	235 6 8	
Battens, Knees, Scantling, Treennails, &c..... pieces.	472,184	8,857 15 0	1,603 10 3	9 0 0		7,245 4 9		
Plank and Boards..... M feet	122,240	199,295 11 0	229 12 8	176 7 3	2 0 0	198,763 1 1	124 10 0	
Deals..... pieces.	2,908,608	146,335 10 0	146,016 10 0			316 0 0	3 0 0	
Spars, Masts & Handspikes..... do	32,206	15,266 17 6	13,253 2 6	27 0 0		1,980 15 0		
Lath and Firewood..... Cords	6,067	7,046 10 0	6,563 0 0			483 10 0		
Shingles..... Mille.	12,350	3,882 1 3		73 0 0		3,795 1 3	14 0 0	
Saw Logs..... Num.	27,095	3,173 18 9				3,173 13 9		
Other Woods..... do		6,123 10 5	388 1 0	6 18 9		5,728 10 8		
Furs and Skins..... do		19,395 8 9	3,381 11 8	49 6 11		15,964 10 2		
<i>Total product of the Forest ..</i>		1,360,734 6 4	971,875 12 2	2,636 1 2	497 0 0	385,696 14 8	528 18 4	
<b>AGRICULTURE:</b>								
Animals—Horses..... Num.	4,434	55,878 6 8		25 0 0		55,853 6 8		
Cows..... do	8,301	23,636 8 10				23,626 8 10		
Hogs..... do	1,184	538 5 0				538 5 0		
Sheep..... do	13,757	4,553 15 1	6 0 0			4,547 15 1		
<i>Product of Animals—Beef ..</i>								
Bacon and Hams..... Cwt.	6,742	6,708 18 1	4,882 15 0	1,758 5 0		67 18 1		
Butter..... do	920	2,220 2 7	251 15 1	1,205 17 6		762 10 0		
Lard..... do	11,785	30,817 6 7	11,177 1 3	7,324 13 8	531 0 0	11,724 11 8	60 0 0	
Cheese..... do		947 17 10	107 7 11	323 1 8		517 8 3		
Pork..... Brls.	3,335	7,374 1 10	345 8 4	148 13 0		2 8 1		
Tallow..... do	600	2,413 8 7		7 0 0		2,406 8 7		
Tongues..... Kegs.	43	44 1 3	33 10 10	10 10 5				
Bones..... Tons.	23	42 11 8	42 11 8					
Hides..... do		979 6 3				979 6 3		
Hoofs..... Tons.	20	132 6 8	116 1 8			16 5 0		
Horns..... do		48 14 0	4 5 0			44 9 0		
Wool..... lbs.	276,691	14,214 15 9				14,214 15 8		
Eggs..... Doz.	387,343	6,448 15 0				6,448 15 0		
Beeswax..... lbs.	1,455	84 15 0	41 1 3			43 13 9		
<i>Total Animals and their products ..</i>		157,580 6 0	18,099 2 11	16,166 15 9	531 0 0	122,663 7 4	120 0 0	
<b>Vegetable Food—Wheat..... Bush</b>	1,295,029	268,033 16 7	16,539 14 8	3,387 6 2		248,106 15 9		
Flour..... Brls.	650,439	685,796 4 5	157,564 7 6	164,965 19 4	150 0 0	362,865 17 7	250 0 0	
Indian Corn..... Bush.	60,313	8,614 12 9	4,381 10 5	1,572 1 4		2,661 1 0		
Barley and Rye..... do	66,514	7,766 12 10		338 12 10		7,428 0 0		
Meal..... Brls.	4,707	4,011 0 6	20 19 9	3,700 19 2		287 1 7		
Biscuit..... Cwt.	1,594	1,127 0 5	20 12 4	1,006 8 1		100 0 0		
Beans and Pease..... Bush.	258,901	20,414 16 6	22,282 17 8	790 16 0		7,341 2 10		
Oats..... do	667,652	33,660 7 11		826 11 9		32,833 16 2		
Hops..... lbs.	29,182	539 17 8				539 17 8		
Bran..... Cwt.	1,522	133 5 6		30 8 4		102 17 2		
Onions & other Vegetables..... Bush.	1,354	338 11 11	25 0 0	75 0 0		238 11 11		

## No. 17.

## SUMMARY STATEMENT OF THE QUANTITY AND VALUE, &amp;c.—Continued.

ARTICLES.	TOTAL OF EXPORTS.		TO WHAT COUNTRY EXPORTED					
	Quantity.	Value.	Great Britain.	British Colonies.		United States.	Other Foreign Countries.	
				North America.	West Indies.			
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
<b>AGRICULTURE—Continued.</b>								
<i>Vegetable Food—Potatoes</i> . . . . . Bush.	18,011	1,138 3 0		23 0 0		1,115 3 0		
<i>Malt</i> . . . . . do	47,592	2,915 8 0		160 0 0		2,755 8 0		
<i>Apples</i> . . . . . Bils.	3,536	1,544 8 4	754 17 3	270 8 6		519 2 7		
<i>Total Vegetable Food</i> . . . . .		1,046,034 6 4	201,589 19 7	177,147 11 6	150 0 0	666,896 15 3		250 0 0
<i>Other Agricultural products—</i>								
<i>Flax Seed</i> . . . . . Bush.	21,159	5,469 1 4				5,469 1 4		
<i>Other Seeds</i> . . . . .	12,650	7,452 3 6	140 1 0	74 0 0		7,238 2 6		
<i>Balsam</i> . . . . .		518 10 0	236 0 0			282 10 0		
<i>Total other Agricultural products,</i>		13,439 14 10	376 1 0	74 0 0		12,989 13 10		
<b>MANUFACTURES:</b>								
<i>Iron</i> . . . . .		2,790 10 3	17 12 10	41 9 10		2,731 7 7		
<i>Cotton</i> . . . . .		427 4 7				427 4 7		
<i>Woollen</i> . . . . .		201 7 2	85 15 6			115 11 8		
<i>Wooden</i> . . . . .		1,298 15 10	190 2 1	316 16 5		791 17 4		
<i>Leather</i> . . . . .		494 0 11	18 5 0	286 6 8		189 9 3		
<i>Glass</i> . . . . .		21 0 0	11 0 0			10 0 0		
<i>Hardware</i> . . . . .		191 17 6				191 17 6		
<i>Whiskey</i> . . . . . Galls.	662	107 8 7	34 18 5	42 10 2		30 0 0		
<i>Beer, Ale and Cider</i> . . . . . Brls.	566	781 4 0	30 0 0	578 4 0	100 0 0	67 0 0	6 0 0	
<i>Other Spirits from Grain</i> . . . . . Galls.	294	92 9 8				92 9 8		
<i>Vinegar</i> . . . . . do	880	46 0 0		44 0 0		2 0 0		
<i>Maple Sugar</i> . . . . . lbs.	29,019	225 0 7	3 10 8			221 9 11		
<i>Total Manufactures</i> . . . . .		6,676 19 1	391 4 6	1,309 7 1	100 0 0	4,870 7 6		6 0 0
<b>OTHER ARTICLES —</b> . . . . .		39,874 0 7	3,925 10 1	3,900 1 9	585 0 0	31,436 8 9		27 0 0
<b>GRAND TOTAL</b> . . . . .		2,669,998 0 9	1,200,849 15 3	202,194 1 3	2,094 0 0	1,237,789 17 11		27,070 6 4

## RECAPITULATION.

TOTAL VALUE OF EXPORTS	to Great Britain . . . . .	£1,200,849 15 3
"	to North American Colonies . . . . .	202,194 1 3
"	to British West Indies . . . . .	2,094 0 0
"	to United States of America . . . . .	1,237,789 17 11
"	to Other Countries . . . . .	27,070 6 4

£2,669,998 0 9

To the Exports may be added the value of Ships built at Quebec during the year, as they are principally built for sale in Great Britain—say 32,043 tons, at £10 per ton . . . . .

320,430 0 0

Total Value of Exports, as reported . . . . . £2,990,428 0 9

Value of Exports from Montreal . . . . .	£ 436,193 7 1
" " from Quebec . . . . .	1,297,423 10 0
" " from Gaspé . . . . .	29,207 5 2

Total Value of Exports from Sea Ports . . . . . 1,762,824 2 3

" " from Inland Ports (1) . . . . . 1,227,603 18 6

£2,990,428 0 9

(1) To the Value of the Exports from Inland Ports 20 per cent may be added—say . . . . .

245,520 15 0

£3,235,948 15 9

A RETURN of the Value of the Exports of Domestic Produce and Manufactures, and of the Value of Goods Imported, and Amount of Duties Collected at each Port in Canada, during the Year 1850.

P O R T S.	Exports.		Imports.		Gross Amt. of Duties Collected		P O R T S.	Exports.		Imports.		Gross Amt. of Duties Collected	
	£	s. d.	£	s. d.	£	s. d.		£	s. d.	£	s. d.	£	s. d.
Amherstburg	7,057	0 0	5,893	2 8	845	8 3	Kingston	87,562	7 1	124,760	10 10	15,324	17 8
Bath	9,028	5 9	4,314	18 10	698	5 8	Lacolle			3,394	12 6	353	16 7
Burwell	22,951	6 6	4,976	6 3	684	2 9	Maitland	1,590	19 5	551	19 1	62	7 4
Beauce	1,918	18 0	1,032	10 11	89	15 6	Maria Town	4,112	3 1	3,201	0 6	410	12 1
Belleville	50,481	16 6	23,910	4 4	3,655	2 0	Milford	1,106	15 6	246	13 7	34	18 5
Bondhead	9,971	8 9	837	0 11	100	3 4	Montreal	436,193	7 1	1,726,350	4 1	258,474	3 10
Brockville	18,009	3 11	57,984	15 7	7,696	9 4	New Castle	9,351	6 7	2,009	15 7	282	10 6
Bytown			1,366	15 0	234	7 9	Niagara	2,782	0 0	15,749	2 1	2,454	6 5
Bruce	10,153	12 0	1,921	2 6	230	5 3	Oakville	44,651	8 0	10,391	7 10	1,472	17 9
Chatham	10,479	4 7	9,057	4 7	1,199	14 2	Owen's Sound	565	18 3	278	6 1	53	4 7
Chippewa	7,613	16 3	39,974	12 1	3,637	13 1	Penetanguishene	121	4 0	83	5 6	17	4 1
Clarenceville	1,247	17 0	1,518	9 3	233	10 0	Philipsburg	56,273	10 0	22,319	19 7	1,686	0 7
Cobourg	13,646	8 5	21,811	1 1	2,691	0 7	Picton	3,502	4 0	7,915	6 4	1,013	0 1
Cornwall	1,067	12 0	4,069	6 7	561	18 9	Potton			3,910	19 6	567	17 10
Colborne	552	11 0	1,011	2 4	123	0 10	Prescott	5,850	11 6	14,423	18 7	1,363	0 10
Coteau du Lac	3,074	19 8	83	3 7	11	13 4	Quebec	1,297,523	10 0	494,139	4 8	83,809	5 7
Credit	59,533	0 0	641	16 0	126	6 6	Queenston	8,625	18 9	7,201	8 4	914	3 4
Dalhousie	79,528	1 9	14,394	10 8	2,745	11 9	Rivière aux Raisins			196	3 5	24	13 0
Darlington	16,583	13 5	4,070	2 7	545	18 7	Rondeau	102	0 0	871	19 9	136	16 6
Dickenson's Landing	967	1 8	2,857	1 2	212	7 8	Rowan	9,213	18 2	4,516	18 8	653	3 3
Dover	27,159	17 10	15,512	8 4	2,167	7 9	Russelltown			617	11 11	79	12 11
Dundee	3,655	2 5	5,138	15 9	487	17 7	Sandwich	8,984	8 9	13,933	13 11	1,170	11 0
Dunnville	3,900	14 0	14,773	9 1	2,305	13 2	Sarnia	2,081	0 0	5,324	19 4	608	11 8
Elgin	560	0 0	126	12 4	13	11 3	Sault Ste. Marie	1,969	2 6	7,150	19 8	687	15 0
Fort Erie	9,498	4 0	13,569	5 5	1,279	4 1	Starstead	11,642	17 4	14,386	4 4	1,580	15 10
Frelighsburg	2,924	7 0	4,987	11 1	388	8 9	St. Johns	303,959	8 1	369,446	9 3	43,469	9 3
Gananoque	1,232	10 10	1,839	14 2	211	1 8	St. Régis	1,083	18 11	3,388	3 0	426	3 4
Goderich	3,467	14 0	1,777	7 4	251	17 6	Stanley	33,849	8 9	52,113	12 11	8,480	0 3
Grafton	1,208	0 0	1,291	8 0	39	13 2	Sutton			1,744	18 5	104	19 5
Gaspé	29,207	5 2	12,478	0 8	1,918	4 7	Toronto	67,557	4 11	634,722	17 2	90,367	0 11
Hereford	10,893	10 0	175	6 11	200	19 1	Wallaceburg			3,453	5 0	600	13 1
Hamilton	88,222	16 4	395,782	14 10	59,398	16 2	Wellington	13,469	7 6	1,363	2 5	221	11 1
Hemmingford	3,035	15 0	2,511	15 9	387	14 10	Whitby	34,402	18 9	7,245	11 10	1,114	18 6
Hope	32,256	18 3	14,573	18 3	2,146	7 5							
Huntingdon	1,111	11 10	1,819	3 0	133	19 1							
							Totals	2,990,428	0 9	4,245,517	3 6	615,694	13 8

Note (1)—The Duties for the Ports of Eaton and Compton are included in those of Hereford, the two former having been abolished.

Appendix  
(A)

1851.

## No. 19.

Appendix  
(A)

1851.

A COMPARATIVE STATEMENT shewing in contrast the Values of the principal articles of British and Foreign Merchandize entered for Consumption in Canada during the Years 1849 and 1850.

ARTICLES.	1849.		1850.	
	£	s. d.	£	s. d.
Sugars.....	125,176	19 2	173,315	14 11
Molasses.....	19,535	6 8	21,617	13 10
Tea.....	190,531	9 0	233,942	10 0
Coffees.....	17,189	11 8	26,267	4 10
Tobacco.....	60,407	13 7	105,873	5 4
Wine.....	38,388	17 10	26,546	11 3
Liquors.....	44,490	6 10	44,432	14 1
Salt.....	28,685	15 6	22,950	5 6
<i>Total liable to Specific and Ad Valorem Duties</i> .....	524,406	0 3	654,945	19 9
Fruits and Spices.....	28,221	6 2	30,132	5 4
Grains and Flour.....	6,056	14 6	2,013	19 9
Animals.....	3,974	11 6	3,271	4 11
Butter.....	109	1 2	15	13 8
Cheese.....	3,111	9 0	4,498	5 10
Fish.....	13,468	0 0	9,064	0 10
Meat, Salt and Fresh.....	31,980	6 9	12,060	14 3
Candles.....	4,564	18 8	7,935	13 1
Leather, and Manufactures of Leather.....	28,307	2 9	68,999	12 4
Oils.....	22,730	12 9	39,779	12 5
Paper.....	7,622	17 1	20,100	11 2
Glassware.....	8,192	8 0	20,863	3 11
Furs.....	7,811	14 4	15,413	9 0
Cotton Manufactures.....	( <sup>1</sup> )360,765	19 7	906,916	6 4
Woollen do.....	( <sup>1</sup> )190,294	10 3	548,334	13 4
Linen do.....	( <sup>1</sup> )20,120	16 1	68,562	19 3
Silks do.....	( <sup>1</sup> )28,794	18 4	138,950	4 9
Iron and Hardware.....	296,413	17 4	330,261	4 8
Unenumerated.....	874,983	6 6	1,367,417	10 0
Unenumerated paying 2½ per cent.....	271,760	19 6	391,846	11 9
<i>Total paying Ad Valorem Duties</i> .....	2,209,285	10 3	3,296,437	16 7
<i>Grand Total liable to Duty</i> .....	2,733,691	10 6	3,951,483	16 4
FREE GOODS:				
Animals.....	248	8 7	4,062	12 6
Books.....	14,556	4 7	60,895	0 11
Drawings.....	1,216	8 4	3,544	0 11
Military Stores.....	36,651	9 1	32,844	10 3
Seeds.....	5,963	14 8	1,952	0 6
Unenumerated.....	210,564	2 6	190,835	2 1
<i>Total Free Goods</i> .....	269,200	7 9	294,133	7 2
<b>GRAND TOTAL liable to Duty and Free</b> .....	3,002,891	18 3	4,245,517	3 6

NOTE (1)—In 1849 large amounts of these Manufactures were included under the head "unenumerated."

No. 20—A RETURN of the Value of Goods entered for Consumption (liable to Duty and Free) at the several Ports in Canada during the Years 1848, '49 and '50, and Amount of Duties Collected.

PORTS.	VALUE OF DUTIABLE AND FREE GOODS.			AMOUNT OF DUTY COLLECTED.		
	1848.	1849.	1850.	1848.	1849.	1850.
Amerstburgh.....	£ 4,645 1 2	£ 4,913 5 11	£ 5,893 2 8	£ 603 6 3	£ 774 1 0	£ 845 8 3
Bath.....	4,059 19 3	3,949 10 5	4,314 18 10	655 0 7	684 7 2	698 5 8
Burwell.....	3,009 6 7	2,574 6 5	4,976 6 3	319 10 2	375 4 5	684 2 9
Beauce.....	472 5 8	260 2 6	1,032 10 11	57 11 2	35 0 9	89 15 6
Belleville.....	11,182 8 8	21,296 5 8	23,910 4 4	1,483 10 1	3,466 14 6	3,655 2 0
Bondhead.....	817 2 0	760 6 8	837 0 11	60 6 2	116 17 2	100 3 4
Brockville.....	26,556 17 6	40,125 18 5	57,984 15 7	3,130 18 10	5,649 2 0	7,696 9 4
Bytown.....		1,008 6 8	1,366 15 0		248 18 8	234 7 9
Bruce.....			1,921 2 6			230 5 3
Chatham.....	8,781 6 5	6,394 5 8	9,057 4 7	925 4 4	917 6 3	1,199 14 2
Chippewa.....	32,788 8 8	29,904 10 8	39,974 12 1	1,952 18 8	2,931 2 0	3,637 13 1
Clarenceville.....	2,128 4 9	1,811 5 1	1,518 9 3	250 12 5	233 5 9	253 10 0
Cobourg.....	13,067 10 8	17,105 19 7	21,811 1 1	1,362 6 7	2,169 2 5	2,691 0 7
Cornwall.....	1,963 16 7	3,054 15 0	4,069 6 7	270 13 3	438 13 10	561 18 9

A RETURN OF THE VALUE OF GOODS, &c.—Continued.

PORTS.	VALUE OF DUTIABLE AND FREE GOODS.			AMOUNT OF DUTY COLLECTED.		
	1848.	1849.	1850.	1848.	1849.	1850.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Colborne	453 9 11	172 11 4	1,011 2 4	85 9 5	25 15 10	123 0 10
Coteau du Lac	751 6 11	106 0 11	83 3 7	75 19 6	18 11 9	11 13 4
Credit	753 5 9	944 10 8	641 16 0	103 9 1	165 16 7	126 6 6
Dalhousie	6,253 2 7	6,684 2 1	14,391 10 8	1,104 16 0	1,296 16 9	2,745 11 9
Darlington	3,219 5 11	3,041 5 6	4,070 2 7	430 7 5	483 2 0	545 18 7
Dickenson's Landing	3,524 0 5	1,903 14 10	2,857 1 2	474 17 4	135 14 4	212 7 8
Dover	14,624 4 8	14,308 8 0	15,512 8 4	1,700 8 0	2,014 18 9	2,167 7 9
Dundee	4,038 15 1	2,767 1 3	5,138 15 9	517 10 2	359 14 0	487 17 7
Dunnville	5,641 11 7	5,580 15 7	14,773 9 1	767 13 0	863 14 0	2,305 13 2
Elgin	207 12 6	195 7 7	126 12 4	17 15 10	17 5 6	13 11 3
Fort Erie	10,220 6 8	11,561 3 0	13,569 5 5	972 5 3	1,097 8 10	1,279 4 1
Freighsburg	5,185 7 1	4,612 2 9	4,987 11 1	436 2 0	419 8 1	388 8 9
Gananoque	2,368 3 2	1,929 13 11	1,839 14 2	284 5 10	243 8 2	211 1 8
Goderich	2,176 15 4	2,602 8 1	1,777 7 4	302 18 8	408 3 3	251 17 6
Grafton	262 8 5	678 9 7	1,291 8 0	34 1 9	94 10 0	39 13 2
Hereford	1,186 13 10	1,391 14 5	175 6 11	131 2 9	124 19 1	200 19 1
Hamilton	235,344 18 5	280,756 5 4	305,782 14 10	30,326 3 11	45,005 10 5	59,398 16 2
Hemmingford	2,303 1 10	2,459 14 11	2,511 15 9	358 16 3	432 2 2	387 14 10
Hope	8,883 17 2	10,839 3 11	14,573 18 3	1,311 5 6	1,879 5 9	2,146 7 5
Huntingdon	2,084 13 9	1,744 1 8	1,819 3 0	154 1 0	198 0 6	133 19 1
Kingston	75,947 8 9	96,011 12 7	121,760 10 10	10,937 7 4	12,833 6 10	15,324 17 8
Lacolle	6,540 10 0	3,396 5 8	3,391 12 6	535 13 2	434 16 7	353 16 7
Maitland	413 1 9	854 9 3	551 19 1	47 14 9	61 9 10	62 7 4
Maria Town	2,312 5 8	1,420 7 9	3,201 0 6	264 7 7	170 1 7	410 12 1
Milford	330 6 8	502 11 7	246 13 7	48 5 10	74 9 0	34 18 5
Montreal	1,613,027 17 9	1,236,533 6 3	1,726,350 4 1	140,499 9 5	191,888 18 0	258,474 3 10
Newcastle	3,169 19 11	2,574 18 9	2,009 15 7	336 3 10	367 14 11	282 10 6
Niagara	8,546 2 10	9,933 11 1	15,749 2 1	1,658 9 3	2,392 11 4	2,454 6 5
Oakville	6,914 15 9	7,768 18 1	10,391 7 10	1,023 16 4	1,298 1 5	1,472 17 9
Owen's Sound	274 16 5	357 8 0	278 6 1	34 0 0	68 16 11	53 4 7
Penetanguishene	279 17 7	103 8 5	83 5 6	14 4 4	18 8 4	17 4 1
Philipsburg	19,925 17 0	12,032 13 2	22,319 19 7	1,226 11 3	757 19 4	1,686 0 7
Pictou	3,029 17 1	7,509 3 11	7,915 6 4	474 1 4	1,043 4 10	1,013 0 1
Potton	1,974 12 4	3,836 10 1	3,910 19 6	227 11 10	550 10 8	567 17 10
Prescott	12,944 10 5	11,879 10 6	14,423 18 7	1,427 7 2	1,238 9 10	1,363 0 10
Quebec and Out-Bays	453,270 8 8	394,025 3 11	506,617 5 4	63,325 16 1	64,901 7 8	85,727 10 2
Queenston	7,805 13 5	6,173 16 1	7,201 8 4	1,078 17 6	561 1 9	914 3 4
Rivière aux Raisins	64 17 5	53 15 11	196 3 5	9 1 10	8 2 0	24 13 0
Rondeau	281 12 3	943 0 9	871 19 9	49 12 6	159 9 3	136 16 6
Rowan	3,069 17 3	4,980 10 5	4,516 18 8	353 6 8	689 1 11	653 3 3
Russelltown	1,267 12 6	890 4 2	617 11 11	122 11 11	112 17 3	79 12 11
Sandwich	7,513 7 2	7,095 1 8	13,933 13 11	1,010 4 3	1,013 5 7	1,170 11 0
Sarnia	4,329 15 10	5,437 8 3	5,324 19 4	457 1 4	567 11 8	608 11 8
Sault Ste. Marie	4,709 11 5	4,288 2 3	7,150 19 8	507 10 10	526 14 10	687 15 0
Stanstead	14,151 14 9	16,456 2 5	14,386 4 4	1,412 0 11	1,616 18 10	1,580 15 10
St. Johns	276,673 3 9	303,409 17 9	369,446 9 3	22,341 3 1	27,189 11 3	43,469 9 3
St. Régis	3,145 19 3	2,285 5 0	3,388 3 0	297 3 4	239 6 0	426 3 4
Stanley	37,902 13 1	39,055 7 2	52,113 12 11	5,132 10 3	6,767 15 10	8,480 0 3
Sutton	795 2 8	773 4 5	1,744 18 5	94 10 3	108 0 1	104 19 5
Toronto	197,225 5 3	326,863 17 9	634,722 17 2	27,752 13 7	52,336 11 1	90,367 0 11
Wallaceburg	1,329 0 0	1,276 11 1	3,453 5 0	168 15 11	180 1 9	600 13 1
Wellington	302 9 10	676 17 8	1,363 2 5	30 10 8	87 9 1	221 11 1
Whitby	2,902 12 6	5,755 2 6	7,245 11 10	469 7 3	958 18 2	1,114 18 6
Totals	3,191,328 5 10	3,002,891 18 3	4,245,517 3 6	334,029 8 9	444,547 5 1	615,694 13 8



STATEMENT of Goods in Warehouse under Bond in the Province of Canada on the 1st January, 1851, shewing the Amount of Duty to which they are subject.

ARTICLES.	Quantity.	Value.		Duty.	
		£	s. d.	£	s. d.
Sugar, Refined .....	Cwts. 2,249 3 1	4,342	5 0	2,117	12 4
“ Other .....	do 28,218 3 20	35,595	10 5	17,147	19 2
Coffee, Green .....	do 941 1 23	3,098	14 6	607	1 1
“ Other .....	do 11 0 17	38	7 6	12	12 1
Tea .....	lbs. 354,684	29,510	5 10	5,166	12 8
Molasses .....	Cwts. 16,296 1 16	5,399	3 1	3,119	7 1
Tobacco, Unmanufactured .....	lbs. 157,688	2,225	18 11	606	15 2
“ Manufactured .....	do 412,381	18,901	4 3	4,080	18 2
Cigars .....	do 1,961	449	5 2	203	4 8
Snuff .....	do 1,516	75	2 5	34	13 2
Brandy .....	Galls. 46,009	8,897	4 0	6,833	6 0
Gin .....	do 25,122	2,284	0 4	3,083	4 1
Rum .....	do 15,928	1,391	5 1	1,343	6 3
Whiskey .....	do 9,384	1,409	3 11	293	9 0
Cordials .....	do 562	182	16 6	130	0 2
Wine, over £15 .....	do 25,698	6,301	15 9	3,502	15 10
Wine, under £15 .....	do 115,675	8,999	3 7	5,141	13 4
Wine, in Cases .....	do 2,143	1,344	6 1	764	13 6
Salt .....	Bush. 122,529	3,436	12 1	940	2 3
Goods paying 2½ per cent. Duty .....		13,314	17 6	332	17 0
“ “ 12½ “ .....		30,756	8 4	3,844	11 0
“ “ 20 “ .....		2,525	11 5	505	2 3
“ “ 30 “ .....		2,864	13 1	865	7 11
Total estimated Value of and Duties on Goods in Warehouse .....		£183,863	14 9	60,677	4 2

No. 22—A COMPARATIVE STATEMENT of Imports, exhibiting in contrast the Value of and Amount of Duties collected on Goods entered for Consumption in Canada, during the years 1849 & 1850 respectively.

WHENCE IMPORTED.	Value.		Duty.	
	1849.	1850.	1849.	1850.
	£	s. d.	£	s. d.
Great Britain .....	1,669,002	12 7	2,407,980	4 0
North American Colonies .....	48,913	17 0	96,404	19 6
West Indies .....	3	10 0	1,112	19 3
United States .....	1,242,855	0 10	1,646,715	2 5
Other Foreign Countries .....	41,824	11 11	91,303	18 4
Totals .....	3,002,891	18 3	4,245,517	3 6
			444,547	5 1
			615,694	13 8

Appendix  
(A)  
1851.

## No. 23.

Appendix  
(A)  
1851.

A RETURN of Articles Imported into Canada from Great Britain and the North American Provinces in the year 1850, admitted Free of Duty under the provisions of 12 Vic. Cap. 1.

ARTICLES.	Value.	REMARKS.
Bread, .....	£ 676 7 7	
Buckwheat .....	11 5 0	
Chocolate and Cocoa, .....	78 6 8	
Coals, .....	1,004 5 0	
Cranberries, .....	1 10 0	
Deals, .....	200 0 0	
Fish,— Fresh, .....	243 0 0	
Salted Cod, .....	3,579 12 9	
Haddocks, .....	113 16 0	
Herrings, .....	12,273 0 11	
Mackarel, .....	5,110 8 6	
Oysters, .....	493 13 0	
Salted Fish, .....	305 16 6	
Salmon, .....	440 2 6	
Bass, .....	6 5 0	
Ling, .....	6 1 8	
Flour, .....	91 19 3 (1)	(1)—These articles, if imported from other countries, would be subject to a Duty of 20 per cent. under 12 Victoria, Chapter 1. All the others would pay 12½ per cent. <i>ad valorem</i> , with the exception of Coals, which would be 2½ per cent.
Furs and Skins, .....	6,409 14 11	
Fish Oil, .....	6,853 15 9	
Grains, .....	2,095 14 5 (1)	
Gypsum, .....	343 2 6	
Grindstones, .....	141 10 0	
Meats, .....	9 12 10	
Plants, .....	30 12 2	
Potatoes, .....	0 16 3	
Seeds, .....	1,625 19 7	
Total, .....	42,146 8 9	
Total, .....	12,033 3 11	
Excess in.... 1850, .....	30,113 4 10	

No. 24—A COMPARATIVE STATEMENT of the Gross and Net Revenue received from Customs Duties for the years 1847, '48, '49, & '50.

	1847.	1848.	1849.	1850.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Gross Receipts of Duties .....	414,633 5 6	334,029 8 9	444,547 5 1	615,694 13 8
Charges for Collection .....	32,185 7 8	32,597 11 10	31,810 1 4	(1)34,562 1 8
Net Revenue of Customs Duties .....	382,447 17 10	301,431 16 11	412,737 3 9	581,132 12 0

(1) In this item is included the sum of £2,458 12s. 10d. for Return Duties.

No. 25.

SHIPS INWARD,—An Account of the Number of Ships, their Country, Tonnage and number of Men employed, which entered INWARDS at the Ports of Montreal and Quebec, during the Year 1850, and the two preceding Years.

PORTS.	Great Britain.		British Colonies		United States.		Other Foreign States.		TOTAL.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	Men.
Montreal	88	33,140	92	7,912	99	10,997	25	4,263	304	56,312	2,374
Quebec	717	299,516	176	19,712	199	115,984	104	30,592	1,196	465,804	16,092
Total, 1850	805	332,656	268	27,624	298	126,981	129	34,855	(a) 1,500	522,116	18,466
Do. 1849	929	395,658	232	26,421	107	64,986	60	15,440	1,328	502,513	18,118
Do. 1848	974	401,367	222	24,683	82	48,871	72	19,336	1,350	494,247	18,214

Gaspé by Sea and St. Lawrence, 132 Vessels; 4,457 Tons; 281 Men.

NOTE (a)—Of this Number from Sea, 1,341.

No. 26—SHIPS OUTWARD,—An Account of the Number of Ships, their Country, Tonnage and number of Men employed, which cleared OUTWARDS at the Ports of Montreal and Quebec, during the Year 1850, and the preceding Year.

PORTS.	Great Britain.		British Colonies.		United States.		Other Foreign States.		TOTAL.		
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.	Men.
Montreal	78	28,256	100	8,663	133	12,812	1	211	312	49,942	2,125
Quebec	1,057	475,187	156	9,987	56	7,000	6	1,847	1,275	494,021	16,991
Total, 1850	1,135	503,443	256	18,650	189	19,812	7	2,058	1,587	543,963	19,116
Do. 1849	1,120	502,896	231	13,244	40	4,930	1	544	1,392	521,604	18,643

Gaspé Outwards, 119 Vessels; 70,005 Tons; 630 Men.

No. 27—STATISTICAL VIEW of the Commerce of Canada, exhibiting the Value of Exports to and Imports from Great Britain, her Colonies, and Foreign Countries—together with the Tonnage of Vessels arriving and departing during the Year 1850.

	COMMERCE.				NAVIGATION.			
	Value of Exports.		Value of Imports.		VESSELS FROM SEA.			
					Tonnage to and from British Ports.		Tonnage to and from Foreign Ports.	
	Entered Inward.	Cleared Outward.	Entered Inward.	Cleared Outward.	Entered Inward.	Cleared Outward.	Entered Inward.	Cleared Outward.
Great Britain	£ 1,521,279 15 3	£ 2,407,980 4 0	} 360,280	522,093	161,836	21,870		
North American Colonies	202,194 1 3	96,404 19 6						
British West Indies	2,004 0 0	1,112 19 3						
United States of America	1,237,789 17 11	1,648,715 2 5						
Other Foreign Countries	27,070 6 4	91,303 18 4						
Total	2,990,428 0 9	4,245,517 3 6	(a) 366,280	522,503	161,836	21,870		

NOTE (a)—This Table of Tonnage embraces merely the Vessels arriving and departing from the Ports of Quebec and Montreal—the Inland Ports are not included.

No. 28—A COMPARATIVE STATEMENT of the Number of Gallons of Proof Spirits Distilled in the Province of Canada, in the Years 1847, 1848, 1849 and 1850, with the Number of Stills and Amount of Revenue derived therefrom.

	Number of Stills.				Number of Gallons Manufactured.				REVENUE COLLECTED.			
	1847	1848	1849	1850	1847.	1848.	1849.	1850.	1847.	1848.	(1) 1849.	1850.
Canada East	15	14	12	11	645,386	317,840	246,920	79,914	£ 5,378 4 4	£ 2,648 13 4	£ 1,959 19 0	£ 332 19 6
Canada West	156	149	154	152	1,489,335	1,601,698	1,920,088	1,988,198	12,411 2 6	13,347 9 9	11,080 7 0	8,284 3 2
Total	171	163	166	163	2,134,721	1,919,538	2,167,003	2,068,112	17,789 6 10	15,996 3 1	13,040 6 0	8,617 2 8

NOTE (1).—The Act 12 Vic. Cap. 14, Sec. 2, reducing the Duty to 1d. per Gallon Wine Measure, came into operation on the 25th April, 1849.

Appendix  
(A)  
1851.

Appendix  
(A)  
1851.

No. 29.

AN ACCOUNT of the Number and Tonnage of Vessels from Sea entered Inwards at the Ports of Quebec and Montreal during the Years 1844, 1845, 1846, 1847, 1848, 1849 and 1850, with the Average Number of Men employed.

	1844.		1845.		1846.		1847.		1848.		1849.		1850.		Yearly average number of men employed.
	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	Ships.	Tonnage.	
Quebec .....	1,232	451,142	1,489	576,511	1,480	568,225	1,210	479,124	1,188	452,436	1,184	465,088	1,136	440,792	17,909
Montreal .....	207	49,635	210	51,848	219	55,566	231	63,381	162	41,811	141	37,425	205	45,113	2,217
Total.....	1,439	500,777	1,699	628,359	1,699	623,791	1,444	542,505	1,350	494,247	1,328	502,513	1,341	485,905	20,126

No. 30—A RETURN of Foreign Vessels entered Inwards at the Ports of Quebec and Montreal during the Year 1850, shewing the Countries to which they belong and Tonnage of each Country.

	Vessels.	Tons.		Vessels.	Tons.
United States .....	36	18,125	Bremen.....	1	505
Norway .....	47	16,512	Russia.....	2	747
Sweden .....	3	1,025	Holland.....	1	793
Germany .....	1	220	France.....	1	39
Prussia.....	19	6,916	Portugal.....	2	195
Total.....	113	Vessels.	45,117	Tons.	

No. 31—STATEMENT of the Number and Tonnage of Vessels Registered at the several Ports in the Province of Canada, during the Year 1850.

PORTS.	Number of Steamers		Number of Sailing Vessels.		Total Steamers and Sailing Vessels.	
	Number of Steamers	Tonnage.	Number of Sailing Vessels.	Tonnage.	Total Steamers and Sailing Vessels.	Total Tons.
Bath .....			6	290	6	290
Brockville.....	2	225	2	196	4	421
Burwell.....			4	277	4	277
Clarenceville .....			14	700	14	700
Credit.....			4	291	4	291
Dover.....	1	39	8	577	9	616
Dunnville.....	3	85	4	360	7	445
Goderich.....			3	171	3	171
Gaspé.....			23	1,255	23	1,255
Hamilton .....	2	305	15	1,918	17	2,223
Hope.....			5	581	5	581
Kingston .....	1	253	2	453	3	706
Montreal .....	14	1,239	31	3,717	45	4,956
Milford.....			3	159	3	159
Newcastle.....			1	47	1	47
Quebec.....	8	839	83	21,349	91	22,188
Sarnia.....			4	785	4	785
Toronto.....			1	22	1	22
Totals.....	31	2,985	213	33,148	244	36,133

No. 32.

STATEMENT of the Number and Tonnage of Vessels, built at the several Ports in the Province, during the Year 1850.

PORTS.	Number of Steamers.	Tonnage.	Number of Sailing Vessels.	Tonnage.	Total Steamers and Sailing Vessels.	Total Tons.
Burwell			1	88	1	88
Credit			1	23	1	23
Dalhousie			1	113	1	113
Dover	1	not known.			1	not known.
Dunnville	1	38			1	38
Goderich			1	30	1	30
Hope			3	441	3	441
Kingston			1	59	1	59
Montreal			1	91	1	91
Milford			2	123	2	123
Quebec	8	839	65	31,204	73	32,043
Stanstead	1	81			1	81
Total	11	958	76	32,180	87	33,138

The Registration of Vessels on the Inland Waters of the Province, not being compulsory, this Statement exhibits but a small portion of the Vessels owned at the above mentioned Ports and Navigating those waters.

No. 33—COMPARATIVE STATEMENT of the Revenue of the several Ports in Canada, for Quarter ending 5th April, 1850 and '51.

PORTS.	1850.	1851.	PORTS.	1850.	1851.
	£ s. d.	£ s. d.		£ s. d.	£ s. d.
Amherstburg	49 12 6	47 11 6	Maria Town	53 7 5	63 10 2
Bath	2 19 8	6 12 10	Maitland	9 2 11	0 10 1
Boauce	38 16 2	24 2 9	Montreal	4,272 1 9	6,732 18 5
Belleville	448 6 2	259 6 10	Milford	1 17 6	
Bondhead	1 5 0	1 5 0	New Castle	36 17 2	22 0 0
Brockville	638 11 4	686 15 10	Niagara	366 10 10	330 3 4
Bruce			Oakville		
Burwell	18 12 3	23 11 5	Owen's Sound		
Chatham	34 10 0	95 19 4	Penetanguishene		
Chippewa	313 13 5	766 13 8	Philipsburg	711 15 5	292 3 4
Clarenceville	66 1 11	46 16 0	Picton	78 3 11	90 15 1
Cobourg	461 0 11	933 7 7	Potton	260 4 6	110 8 6
Colborne			Prescott	389 10 0	471 0 0
Cornwall	39 5 4	28 19 1	Quebec	2,630 3 0	3,606 9 8
Coteau du Lac			Queenston	183 8 1	763 8 2
Credit	27 13 3	15 19 6	Rivière aux Raisins	6 1 3	
Dalhousie	237 8 11	205 18 3	Rondeau		
Darlington	7 18 4	24 2 6	Rowan	58 11 2	193 1 0
Dickenson's Landing	49 11 1	19 0 5	Russeltown	37 8 4	22 16 7
Dover	133 8 2	160 7 5	Sandwich	290 5 3	322 14 7
Dundee	109 6 10	118 4 5	Sarnia	67 3 7	82 2 10
Dunnville		27 10 3	Sault Ste. Marie	274 13 3	
Elgin	6 2 0	8 3 10	St. Johns	2 4 5	1,005 10 2
Fort Erie	470 13 0	310 1 4	St. Régis	54 2 9	67 17 5
Frelighsburg	130 0 7	103 13 4	Starstead	323 3 8	545 10 6
Gananoque	6 17 9	16 19 11	Stanley	605 8 8	941 17 10
Goderich			Sutton	25 16 7	47 1 1
Grafton	2 11 5		Toronto	7,808 19 10	11,106 2 5
Hamilton	4,047 0 1	4,804 0 2	Wallaceburg	145 13 10	65 15 1
Heinmingford	46 14 0	61 14 6	Wellington		
Hereford or Compton	65 14 2	67 5 8	Whitby	58 13 5	118 18 1
Hope	231 9 7	326 11 0	Minor Ports	106 2 2	
Huntingdon	35 16 6	42 1 6			
Kingston	1,632 18 2	1,400 2 9			
Lacolle	67 18 3	250 16 10			
			Total of Quarter	28,278 1 5	37,936 9 9

Appendix  
(A)  
1851.

## No. 34.

Appendix  
(A)  
1851.

STATEMENT of the Aggregate Value of Imports into the United States from Canada, as entered in the Custom House Books, at the following Ports of Entry, for the Year ending 31st December, 1850.

CUSTOMS DISTRICTS AND PORTS OF ENTRY.	VALUE.
	Dollars.
District and Port of Chicago .....	4,345
District and Port of Detroit .....	103,556
District of Miami and Port of Toledo .....	16,771
District and Port of Sandusky .....	31,452
District of Cuyahoga and Port of Cleveland .....	237,177
District of Presque-Isle and Port of Erie .....	2,831
District and Port of Buffalo Creek .....	446,900
District of Niagara and Port of Lewiston .....	61,807
District of Genesee and Port of Rochester .....	100,189
District and Port of Oswego .....	2,087,622
District and Port of Sacketts Harbour .....	26,137
District and Port of Cap Vincent .....	53,079
District of Oswegatchie and Port of Ogdensburgh .....	211,925
District of Champlain and Port of Plattsburgh .....	314,555
District of Vermont and Port of Burlington .....	821,094
District of Bath,—in Maine embracing the Canada Line and Road .....	4,866
Total .....	\$4,521,306

No. 35—STATEMENT showing the relative Amount of Business done in American and Canadian Vessels at the undermentioned American Ports at which separate Statements have been obtained.

	In American.	In Canadian.	In Bond, and character of Vessel not stated.	Total.
	Dollars.	Dollars.	Dollars.	Dollars.
Oswego .....	597,399	1,490,223	.....	2,087,622
Rochester .....	26,578	69,972	3,639	100,189
Buffalo .....	93,068	222,845	130,987	446,900
Total .....	717,045	1,783,040	134,626	2,634,711

In a few of the above Districts, no Account has been kept of Articles not liable to Duty, such as Grass Seeds, &c., which occasions some deficiency as such Entries constitute a considerable item in other Districts.

No Statement of the Imports into the District of Michilimackinac has been obtained, in consequence of the communication not having been open with the Sault Ste. Marie at the time the Port was visited. It must however be very inconsiderable.

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- No. 1.—General Statement showing the Quantity of each Article transported on the Welland Canal, during the Year 1850, and the Amount of Revenue collected thereon.
- 2.—General Statement shewing the Quantity of each Article transported on the St. Lawrence Canals, during the Year 1850, and the Amount of Revenue collected thereon.
- 3.—General Statement shewing the Quantity of each Article transported on the Chambly Canal, during the Year 1850, and the Amount of Revenue collected thereon.
- 4.—General Statement shewing the Quantity of each Article transported on the Burlington Bay Canal, during the Year 1850, and the Amount of Revenue derived therefrom.
- 5.—General Statement shewing the Quantity of each Article passing the St. Ann's Lock, during the Year 1850, and the Amount of Revenue derived therefrom.
- 6.—Summary Statement of the business of the Welland, St. Lawrence and Chambly Canals, shewing the Total Quantity of, and Amount of Revenue derived from each Species of Property passing these Canals, during the Year 1850.
- 7.—Summary Statement of the business of the Burlington Bay Canal and the St. Ann's Lock, shewing the Total Quantity of, and Amount of Revenue derived from each Species of Property passing these Canals, during the Year 1850.
- 8.—A Return of the business of the Welland, St. Lawrence and Chambly Canals, shewing the Total Revenue derived from each Class or Rate of Toll on each Canal, during the Year 1850.
- 9.—Statement shewing the Number of Vessels, their National Character and Tonnage which passed the Welland, St. Lawrence and Chambly Canals, during the year 1850, and the Amount of Revenue derived therefrom.
- 10.—Statement shewing the Monthly Receipts of Toll at the different Offices of the several Canals, during the Year 1850.
- 11.—A comparative Statement showing in contrast the "Total Movement" of Property on the Welland, St. Lawrence and Chambly Canals, for the Year 1850, and the two preceding Years.
- 12.—An Account of the Gross Revenue derived from Canal Tolls, during the Year 1850.
- 13.—An Account of the Gross and Net Revenue derived from Canal Tolls, for the Year 1850, as compared with the three preceding Years.
- 14.—General Statement of Imports, being a Detailed Account of the principal Articles of British and Foreign Merchandise entered for Consumption in Canada, during the Year ending the 5th January, 1851, shewing the Quantity and Value of each Article imported at each Port, and indicating from what Country Imported.
- 15.—Summary Statement of the Quantity and Value of, and Amount of Duty Collected on, the principal Articles of British and Foreign Merchandise entered for Consumption during the Year ending 5th January, 1851, and indicating from what Country Imported.
- 16.—General Statement of Exports, being a Detailed Account of the principal Articles of Canadian Produce and Manufacture, Shipped during the Year ending 5th January, 1851; shewing the Quantity and Value of each Article Shipped at each Port, and indicating to what Countries Exported.
- 17.—Summary Statement of the Quantity and Value of the principal Articles of Canadian Produce and Manufacture, Exported during the Year ending the 5th January, 1851, and indicating to what Country Exported.
- 18.—A Return of the Value of the Exports of Domestic produce and Manufacture, and of the value of Goods imported and Amount of Duties Collected at each port in Canada, during the Year 1850.
- 19.—A comparative Statement shewing in contrast the Values of the principal Articles of British and Foreign Merchandise, entered for Consumption in Canada during the Years 1849 and 1850.
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- 21.—Statement of Goods in Warehouse under Bond in the Province of Canada, on the 1st January, 1851, shewing the Amount of Duty to which they are subject.
- 22.—A comparative Statement of Imports exhibiting in contrast the Value of, and Amount of Duties collected on Goods entered for Consumption in Canada, during the Years 1849 and 1850 respectively.
- 23.—A Return of Articles Imported into Canada from Great Britain and the North American Provinces, in the Year 1850, admitted Free of Duty under the provisions of 12 Vic. Cap. 1.
- 24.—A Comparative Statement of the Gross and Net Revenue received from Customs Duties for the Years 1847, '48, '49, and '50.
- 25.—Ships Inward.—An Account of the Number of Ships, their Country, Tonnage and number of Men employed, which entered Inwards at the Ports of Montreal and Quebec, during the Year 1850, and the two preceding Years.
- 26.—Ships Outward.—An Account of the Number of Ships, their Country, Tonnage and number of Men employed, which cleared Outwards at the Ports of Montreal and Quebec, during the Year 1850, and the preceding Year.
- 27.—Statistical View of the Commerce of Canada, exhibiting the Value of Exports to and Imports from Great Britain, her Colonies and Foreign Countries—together with the Tonnage of Vessels arriving and departing during the Year 1850.
- 28.—A Comparative Statement of the Number of Gallons of Proof Spirits Distilled in the Province of Canada, in the Years 1847, '48, '49 and '50, with the Number of Stills and Amount of Revenue derived therefrom.
- 29.—An Account of the Number and Tonnage of Vessels from Sea entered Inwards at the Ports of Quebec and Montreal, during the Years 1844, '45, '46, '47, '48, '49 and '50, with the Average Number of Men employed.
- 30.—A Return of Foreign Vessels entered Inwards at the Ports of Quebec and Montreal, during the Year 1850, shewing the Countries to which they belong and Tonnage of each Country.
- 31.—Statement of the Number and Tonnage of Vessels Registered at the several Ports in the Province of Canada, during the Year 1850.
- 32.—Statement of the Number and Tonnage of Vessels built at the several Ports in the Province, during the Year 1850.
- 33.—Comparative Statement of Revenue of the several Ports in Canada, for Quarters ending 5th April, 1850 and 1851.
- 34.—Statement of the Aggregate Value of Imports into the United States from Canada, as entered in the Custom House Books, at the following Ports of Entry, for the Year ending 31st December, 1850.
- 35.—Statement showing the relative Amount of Business done in American and Canadian Vessels at the under-mentioned American Ports at which separate Statements have been obtained.

Appendix  
(B.)  
1851.

Appendix  
(B.)  
1851.

# PUBLIC ACCOUNTS

FOR THE

## PROVINCE OF CANADA,

FOR THE YEAR 1850.

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L A I D B E F O R E T H E L E G I S L A T I V E A S S E M B L Y,

M A Y, 1851.

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T O R O N T O :

P R I N T E D B Y R O L L O C A M P B E L L,

S I M C O E S T R E E T.

1851.





# SCHEDULE

OF ACCOUNTS AND STATEMENTS, RESPECTING THE PUBLIC INCOME AND EXPENDITURE OF THE CONSOLIDATED FUND OF THE PROVINCE OF CANADA.

- No. 1.—Statement exhibiting the Net Revenue of the Province of Canada, for the year 1850; also, an Abstract of the Expenditure during the same period, and the state of the Consolidated Revenue Fund, on the 31st January, 1851.

## RECEIPTS.

- 2.—Statement of the Revenue from Customs Duties in the Province of Canada, during the year ended the 5th January, 1851, received between 1st February, 1850, and 31st January, 1851.
- 3.—Statement of the Revenue arising from Duties on Licenses for Shops, Retailing Spirituous Liquors, Stills, Billiard Tables, Hawkers and Pedlars, Steamboats, and Ale and Beer Houses, during the year ended 5th January, 1851; received between the 1st February, 1850, and 31st January, 1851, applicable to the Consolidated Revenue.
- 4.—Statement of Revenue arising from Duties on Licenses to Auctioneers, and on Sales by Auction, during the year ended the 5th January, 1851, received between the 1st February, 1850, and the 31st January, 1851.
- 5.—Statement of Monies paid the Receiver General of the Province of Canada, between the 1st February, 1850, and the 31st January, 1851, on Account of the Territorial Revenue, for the year ended the 31st December, 1850.
- 6.—Statement of Revenue from the Light-House or Tonnage Duty, under the Act of Upper Canada, 7 Will. 4. cap. 95, during the year ended 5th January, 1851, received between the 1st February, 1850, and the 31st January, 1851.
- 7.—Statement of the Duties on Bank Issues, paid the Receiver General, pursuant to the Provincial Act of Canada, 4 and 5 Vic. cap. 29, in the year ended 31st December, 1850.
- 8.—Statement of the Revenue arising from Public Works, and Receipts on account of Interest on Loans to Public Works, in the Province of Canada, between the 1st February, 1850, and the 31st January, 1851.
- 9.—Statement of Revenue arising from Fees on Militia Commissions, Exemptions from Militia Duty, and Militia Fines, paid the Receiver General of the Province of Canada, between the 1st February, 1850, and the 31st January, 1851, pursuant to the Act of Upper Canada, 2 Vic. cap. 9.
- 10.—Statement of Fines and Forfeitures, including Seizures, paid the Receiver General of the Province of Canada, between the 1st February, 1850, and the 31st January, 1851, on account of the year ended the 31st December, 1850.
- 11.—Statement of the Casual Revenue paid the Receiver General of the Province of Canada, between the 1st February, 1850, and the 31st January, 1851, on account of the year ended the 31st December, 1850, consisting of Fees on Land Patents and Instruments under the Great and Privy Seals, Copies and Certificates of Land Patents, Inns, Country and Town Shops, Hawkers, Billiard, and Ferry Licenses, including Fees on Searches and other Incidental Expenses.
- 11½.—Statement of the Revenue arising from Fees received by the Clerks and Deputy Clerks of the Crown and Pleas; also, the Master and Registrar of the Court of Chancery, in virtue of the undermentioned Acts, between the 1st February, 1850, and the 31st January, 1851, and forming part of the Consolidated Revenue Fund.

## EXPENDITURE.

- 12.—Statement of the Charge for Interest, &c., on the Public Debt of the Province of Canada, from the 1st February, 1850, to the 31st January, 1851.
- 13.—Statement of Payments made by the Receiver General of the Province of Canada, on Warrants issued between the 1st February, 1850, and the 31st January, 1851, on account of the Expenditure for Services provided for in the Civil List Schedule A, annexed to the Provincial Act 9 Vic. cap. 114, for the year ended the 31st December, 1850.
- 14.—Statement of Payments made by the Receiver General of the Province of Canada, on Warrants issued between 1st February, 1850, and the 31st January, 1851, on account of the Expenditure for Services provided for in the Civil List Schedule B, annexed to the Provincial Act 9 Vic. cap. 114; for the year ended the 31st December, 1850.
- 15.—Statement of Payments made by the Receiver General of the Province of Canada, on Warrants issued between the 1st February, 1850, and the 31st January, 1851, on account of the Expenditure for Services provided for by Acts and Ordinances of the late Province of Lower Canada, for the year ended 31st December, 1850.
- 16.—Statement of Payments made by the Receiver General of the Province of Canada, on Warrants issued between the 1st February, 1850, and the 31st January, 1851, on account of the Expenditure for Services provided for by Acts of the late Province of Upper Canada; for the year ended the 31st December, 1850.
- 17.—Statement of Payments made by the Receiver General of the Province of Canada, on Warrants issued between the 1st February, 1850, and the 31st January, 1851, on account of Services provided for by Acts of the Legislature of Canada, for the year ended the 31st December, 1850.
- 18.—Statement of the Payments made by the Receiver General of the Province of Canada, on Warrants issued between the 1st February, 1850, and the 31st January, 1851, on account of the Expenditure of the Civil Government, for the year ended the 31st December, 1850, as provided for by Act 13 & 14 Vic. cap. 1.
- 19.—Statement of the Payments made by the Receiver General of the Province of Canada, on Warrants issued between the 1st February, 1850, and the 31st January, 1851, on account of the Expenditure of the Civil Government, for the year ended the 31st December, 1849, as provided by Act 12 Vic. cap. 32.

## SCHEDULE

## OF STATEMENTS EXHIBITING THE RECEIPTS AND EXPENDITURE OF THE SEVERAL UNDERMENTIONED SPECIAL ACCOUNTS, FOR THE YEAR 1850:

- No. 20.—Statement of Monies collected under the Provincial Acts, 45 Geo. III. cap. 2, 2 Geo. IV. cap. 7, and 4 & 5 Vic. cap. 19; and of the Expenses incurred in supporting and improving the Navigation of the River St. Lawrence, from the Basin of Portneuf, in the District of Quebec, to the Division Line between the late Provinces of Lower and Upper Canada, for the year 1850; under the Trinity Board of Montreal.
- 21.—Statement of the Revenue arising from the Estates of the late Order of Jesuits, and of payments made therefrom for the Encouragement of Education in Eastern Canada, during the year ended the 31st January, 1851.
- 22.—Statement of Tonnage Duties collected during the Season of the Navigation of the year 1850, at Quebec and Montreal, under the Act 6 Will. IV. cap. 35, continued by Act of Canada, 19 & 14 Vic. cap. 10, and the sums paid thereout to provide for the Medical Treatment of Sick Mariners.
- 23.—Statement of Monies arising from the Sale of School Lands in that part of the Province heretofore called Upper Canada, pursuant to an Act of Canada, 4 & 5 Vic. cap. 19, and of Warrants issued thereon between the 1st February, 1850, and 31st January, 1851, on account of the year ended the 31st December, 1850.
- 24.—Statement of the Monies paid the Receiver General of the Province of Canada, by the District and County Treasurers, Canada West, between the 1st February, 1850, and the 31st January, 1851, pursuant to an Act of the Legislature of Upper Canada, 2 Vic. cap. 11, "An Act to authorize the erection of an Asylum within that part of the Province, for the reception of Insane Persons," showing also, the payments made therefrom.
- 25.—Statement of the Amount of Fees received on Marriage Licenses issued during the year ended 31st December, 1850, in Canada West, and of the Payments made therefrom, as authorized by the Act 9 Vict. cap. 65.
- 26.—Statement of the Amount of Fees received on Marriage Licenses, issued during the year ended the 31st December, 1850, in Canada East, and appropriated towards the Payment of Rebellion Losses in Lower Canada, by Act 9 Vic. cap. 65.
- 27.—Statement of the Monies received from the Rate or Duty imposed by the Provincial Act 12 Vic. cap. 6, on Passengers or Emigrants arriving at the Ports of Quebec and Montreal, including an amount received from the Imperial Government, &c., and the Sums paid thereout for providing Medical Assistance, and enabling Indigent persons of that description to proceed to the place of their destination during the Season of the Navigation of the year 1850, including also the Expenses of Quarantine at Grosse Isle and Quebec.
- 27½.—Statement of the Revenue derived from Law Fees received in Canada West, in virtue of the Act of Canada, 9 Vic. cap. 33, by various Officers of the Courts of Queen's Bench and Common Pleas, and Court of Chancery, between 1st February, 1850, and 31st January, 1851, including a Balance of £2824 12s. from former years; the same being applicable to the Interest and redemption of £6000, issued in Debentures, for the Law Society of Upper Canada, under the authority of the said Act.
- 28.—Statement of the Revenue arising from Tavern Licenses in Canada West, during the year ended the 5th January, 1851, received between the 1st February, 1850, and the 31st January, 1851, applicable to Municipal purposes in Canada West, under the Act of the Province, 8 Vic. cap. 72.
- 29.—Statement of the Revenue arising from Tavern Licenses in Canada East, received between the 1st February, 1850, and the 31st January, 1851, and of the Payments made thereout to the different Municipal Districts in Lower Canada, during the year ended 31st January, 1851, as authorized by Act of the Province, 8, Vic. cap. 72.

## MISCELLANEOUS.

- 30.—Statement of Payments made by the Receiver General of the Province of Canada, on Warrants issued between the 1st February, 1850, and the 31st January, 1851, on account of the Expenditure under the Estimates for the years 1845, 1846, 1847, 1848, and 1849, as provided for by Acts 8 Vic. cap. 69, 9 Vic. cap. 63, 10 & 11 Vic. cap. 34, 11 Vic. cap. 8, and 12 Vic. cap. 5.
- 31.—Comparative Statement of the Net Revenue and Expenditure of the Consolidated Fund of the Province, for the years 1849 and 1850.
- 32.—Statement of Payments made by the Receiver General of the Province of Canada, on Warrants issued between the 1st February, 1850, and the 31st January, 1851, on account of the undermentioned Public Works, as provided for by Acts of Canada, 4 & 5 Vic. cap. 28, and 9 Vic. cap. 63, and subsequent Acts.
- 33.—Statement of Warrants issued on the Receiver General of the Province of Canada, between the 1st February, 1850, and the 31st January, 1851, in payment of various indispensable Expenses of the Civil Government of Canada, and for which a Supply is required.
- 34.—Statement of the Affairs of the Province of Canada, on the 31st January, 1851, in which the year 1850 is included.
- 35.—Statement of the particulars of the Payments and Deductions made from the Revenues constituting the Consolidated Fund of the Province of Canada, for Expenses of Management, Collection, Return Duties, &c., for the year ended 5th January, 1851.
- 36.—Abstract Statement of the Revenue and Expenditure of the Consolidated Fund, for the year 1850.

F. HINCKS,  
*Inspector General.*

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

**No. 1.**

STATEMENT exhibiting the Net Revenue of the Province of Canada, for the year 1850; also, an Abstract of the Expenditure during the same period, and the state of the Consolidated Revenue Fund, on the 31st January, 1851.

1851.	EXPENDITURE.	No. of Statement.	Currency.			1851.	REVENUE.	No. of Statement.	Currency.		
			£	s.	d.				£	s.	d.
January 31.	To Interest on the Public Debt .....	12	197029	3	5	January 31.	By Balance at Credit of the Consolidated Revenue Fund, on 31st January, 1850 .....	2	583530	10	3
	To Amount of Schedule A. ....	13	32126	12	9		Less—This Amount, as per Statement No. 31, of the Public Accounts, for 1849 .....	3&4	20017	18	0
	To do Schedule B. ....	14	37844	6	0		do Arrears, Services of former years, per Statement No. 30, 1850 .....	2	46780	2	0
	To permanent charges provided by Legislative Enactments in Canada East .....	15	8069	15	1		By Net Customs .....	5	21714	18	8
	To permanent charges provided by Legislative Enactments in Canada West .....	16	9459	7	11		By Net Excise .....	6	1020	17	1
	To permanent charges provided by Legislative Enactments Province of Canada .....	17	105489	14	8		By Light House or Tonnage Duty, Canada West .....	7	13912	5	0
	To Charges under Estimate, 1849 .....	19	11428	9	8		By Revenue from Public Works .....	8	52563	17	7
	do do 1850 .....	18	131121	2	10		By Militia Fines, Commissions, and Exemptions .....	9	16	5	0
	To Balance at Credit of the Consolidated Fund .....						By Fines and Forfeitures, including Seizures .....	10	1178	18	3
	Total Currency .....						By Casual Revenue .....	11	6923	4	8
							By Law Fee Fund .....	11½	3960	12	11
							Total Currency .....		704234	2	5
									779248	0	2½

\* By Balance brought down.....£||247184| 7|10¼

\* This Balance is subject to the following Charges, viz:—  
Sinking Fund for 1849 and 1850, invested or to be invested this year ..... 150000 0 0  
Balance of Appropriations about ..... 60000 0 0  
Probable Charge for Emigration of 1847..... 28889 0 0  
Total Currency.....£|238889| 0 0

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

F. HINCKS,  
Inspector General.



Appendix (B.) 1851.

No. 3.

STATEMENT of the Revenue arising from Duties on Licenses for Shops, Retailing Spirituous Liquors, Stills, Billiard Tables, Hawkers and Pedlers, Steamboats, and Ale and Beer Houses, during the year ended 5th January, 1851, received between the 1st February, 1850, and 31st January, 1851, applicable to the Consolidated Revenue.

Table with columns: Districts, Counties, C. West, Shops, Stills, Billiard Tables, Hawkers & Pedlers, Steamboats, Ale & Beer Houses, Total Gross Revenue, Expenses of Collection, Total Net Revenue. Rows include Montreal, Quebec, St. Francis, Gaspe, Carleton, Essex, Frontenac, Lennox, and Addington, Hastings, Huron, Perth, and Bruce, Kent and Lambton, Lincoln, Haldimand, and Welland, Leeds and Grenville, Lanark and Renfrew, Middlesex, Northumberland, Durham, Norfolk, Oxford, Prince Edward, Peterboro, Prescott and Russell, Stormont, Dundas, and Glengary, Wentworth and Halton, Waterloo, York, East, West, and Totals.

Add Auction Duties, as per Statement No. 4. Total Excise, Currency. Less—Payments by Warrant on the Receiver General, viz.: Monk & Buchanan, Advocates, being for Services rendered in Case of D. S. Stuart, Revenue Inspector, No. 1 Division, Montreal, vs. Gaspard DeLaronde, for an infraction of the Revenue Laws, per Order in Council, 15th January, 1850. T. G. Ridout, being Costs of Protest, &c., on a Check drawn by John Eden. Add—Receipts during the month of January last, on Account of 1851. Less—Receipts in January 1850, included in Revenue of 1849. Add—Balances outstanding, 31st January, 1850. Less—Balances outstanding, 31st January, 1851.

Net Revenue, Currency

Appendix  
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1851.

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No. 4.

STATEMENT of Revenue arising from Duties on Licenses to Auctioneers, and on Sales by Auction, during the year ended the 5th January, 1851, received between the 1st February, 1850, and the 31st January, 1851.

DISTRICTS AND PORTS.	Licenses to Auctioneers.			Duty on Sales by Auction.			Total Gross Revenue.			Expenses of Collection.			Net Revenue.			
	No.	Duty.			£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
		£	s.	d.												
MONTREAL, No. 1 Division.....	21	108	10	0	2996	13	0	3105	3	0	171	6	7	2933	16	5
do No. 2 Division.....	4	20	10	0	68	7	11	88	17	11	7	0	6	81	17	5
QUEBEC .....	12	63	0	0	895	11	1	958	11	1	35	5	10	923	5	3
ST. FRANCIS .....	2	10	10	0	9	5	5	19	15	5	2	9	8	17	5	9
GASPE' .....	2	10	10	0	3	18	10	14	8	10	1	16	10	12	12	0
THREE RIVERS .....	1	5	5	0	2	13	1	7	18	1	0	17	6	7	0	7
<i>By Collectors at Ports of</i>																
AMHERSTBURGH .....	2	10	0	0				10	0	0	0	10	0	9	10	0
BELLEVILLE .....	3	15	0	0	9	1	1	24	1	1	1	4	1	22	17	0
BROCKVILLE .....	2	10	0	0	28	6	6	38	6	6	0	17	8	37	8	10
BOND HEAD .....	1	5	0	0	0	5	5	5	5	5	0	5	3	5	0	2
BYTOWN .....	2	10	0	0	2	17	8	12	17	8				12	17	8
CORNWALL .....					0	12	7	0	12	7				0	12	7
COBourg .....	2	10	0	0	0	12	1	10	12	1	0	10	0	10	2	1
CHATHAM .....	1	5	0	0	1	7	0	6	7	0	0	6	4	6	0	8
GODERICH .....	4	20	0	0	1	7	10	21	7	10	1	1	5	20	6	5
HAMILTON .....	18	90	0	0	26	11	1	116	11	1	3	10	0	113	1	1
KINGSTON .....	8	40	0	0	56	7	5	96	7	5	4	16	6	91	10	11
PRESCOTT .....	2	10	0	0	4	9	2	14	9	2	0	14	5	13	14	9
PORT BURWELL .....	1	5	0	0	0	2	4	5	2	4	0	5	0	4	17	4
PORT DARLINGTON .....	1	5	0	0	2	11	0	7	11	0	0	7	6	7	3	6
PORT DALHOUSIE .....	2	10	0	0				10	0	0	0	10	0	9	10	0
PORT DOVER.....	1	5	0	0	5	9	7	10	9	7	0	7	1	10	2	6
PORT HOPE .....	2	10	0	0	15	4	3	25	4	3	1	4	11	23	19	4
PORT STANLEY .....	7	35	0	0	11	18	3	46	18	3				46	18	3
TORONTO .....	25	125	0	0	572	1	2	697	1	2				697	1	2
WHITBY .....	1	5	0	0				5	0	0				5	0	0
WELLINGTON .....	1	5	0	0				5	0	0				5	0	0
Total Currency .....	128	648	5	0	4715	13	9	5863	18	9	235	7	1	5128	11	8

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

F. HINCKS,  
Inspector General.

No. 5.

STATEMENT of Monies paid the Receiver General of the Province of Canada, between the 1st February, 1850, and the 31st January, 1851, on account of the Territorial Revenue, for the year ended the 31st December, 1850.

SOURCES OF REVENUE.	Amount Currency.			Total Currency.		
	£	s.	d.	£	s.	d.
<i>Rents of Beach and Water Lots.</i>						
Received from A. Gilmour, 1 year's Rent of a Beach and Water Lot, to the 24th June, 1850	22	2	0			
do James Gibb, 3 years' Rent of two deep Water Lots, at Quebec and Woodfield, up to 24th June, 1850.....	153	6	10	175	8	10
<i>Rents of Ferries.</i>						
Received from William Foster, for 6 months' Rent of Ferry from Queenston to Lewiston, up to 1st December, 1850 .....	86	10	4			
do Charlotte McNabb, for 3 years' Rent of Ferry across the River Ottawa, below Bytown, up to 23rd April, 1850 .....	23	5	0			
do J. Plumb, Rent of Ferry from Prescott to Ogdensburg, for half year, up to 27th January, 1851 .....	25	0	0			
do Assignees of J. & G. Ives, on account of 1 year's Rent of Wolf Island Ferry, up to 1st October, 1849 .....	5	0	0			
do Amable Foubert, for 1 year's Rent of Ferry in the Township of Cumberland, to 4th September, 1850.....	1	5	0			
do J. Lewis, for 1 year's Rent of Ferry from Brockville to Morristown, to 14th January, 1850 .....	20	5	0			
do John Rednor, for 1½ year's Rent of Ferry from Belleville to Ameliasburgh, to 1st December, 1850 .....	60	7	6			
do A. Fralick, on account of Rent of Ferry at the Falls of Niagara .....	431	5	0			
Carried over.....	£ 652	17	10	175	8	10

SOURCES OF REVENUE.				Amount Currency.			Total Currency.			
	£	s.	d.	£	s.	d.	£	s.	d.	
<i>Brought over.....</i>				652	17	10	175	8	10	
<i>Rents of Ferries.—(Continued.)</i>										
Received from F. A. B. Clench, for 1 year's Rent of Ferry from Niagara to Youngstown, to the 25th September, 1849 .....				55	10	0				
do James Kirby, 1 year's Rent of Ferry at Fort Erie Rapids, to 14th January, 1851 .....				50	0	0				
do François Baby, on account of Rent of Ferry between Windsor and Detroit. ....				25	0	0				
do T. Humphries, on account of Rent of Ferry from Queenston to Lewiston... ..				87	18	9				
do James Holden, 1 year's Rent of Ferry at Williamsburg, to 12th Jany., 1850. ....				12	10	0				
do P. V. A. Dorland, for 8 years' Rent of Ferry from Adolphustown to Marysburg, to 1st April, 1849.....				15	0	0				
do Alexander Beckett, on account of Rent of Ferry from Marlbro' to Kempville Landing .....				9	13	10				
do Elizabeth Campbell, for 2½ years' Rent of Oliver's Ferry, up to 21st September, 1850 .....				17	10	0				
							920	0	5	
<i>Commutation on change of Tenure.</i>										
Received from Sheriff of Quebec, in Case of Douglass vs. Bignell and others .....				45	4	0				
do do do do Quebec Bank vs. Masson .....				65	14	2				
<i>Lods et Ventcs.</i>							110	18	2	
Received from sundry Persons.....							720	0	6	
<i>Cens et Rentcs.</i>										
Received from sundry Persons.....							1	8	0	
<i>Received from the Commissioner of Crown Lands, for Water Lots, Quints, &amp;c. derived from the Crown Domain, for 1849 and 1850.....</i>							1475	8	11	
<i>Received for Rents and Commutation, derived from Seigniori of Lauzon .....</i>							2906	19	2	
<i>General Receipts of the Commissioner of Crown Lands—</i>										
<i>Western Branch.</i>										
Sales and Instalments on Crown Lands.....	17150	11	10							
Rents and Arrears on Lands and Leases .....	106	5	0							
Gain on Scrip .....	35	17	3							
Fees on Grants .....	1026	10	8							
Casual Fees .....	6	17	6							
<i>Woods and Forests.</i>							18326	2	3	
Duties on Ottawa Timber, collected by District Agents.....				1685	14	7				
<i>Eastern Branch.</i>										
Sales and Instalments on Crown Lands.....	5292	6	3							
Rents and Arrears on Lands and Leases .....	817	9	8							
Gain on Scrip .....	14	5	5							
Casual Fees .....	6	14	10							
Interest collected on account of Timber Dues .....	142	7	10							
<i>Woods and Forests.</i>							6213	4	0	
Duties on Ottawa Timber .....	13170	3	6							
do do do, collected by District Agents .....	5827	15	5							
Saw Log Duty .....	1830	8	4							
Amount of License Deposits .....	2118	11	10							
Sundry collections on account of previous years .....	705	19	3				23652	18	4	
<i>Total Receipts, Currency.....</i>							£	56188	3	2
<i>Deductions by the Commissioner of Crown Lands—</i>										
<i>Western Branch.</i>										
For part of cost of St. Gabriel's Street Premises .....	1000	0	0							
For Land Scrip redeemed .....	15854	19	8							
For Militia Scrip redeemed .....	547	11	6							
For Surveys .....	1099	18	3							
For Crown Inspections.....	9	15	0							
For do Advertising.....	106	14	1							
For General Disbursements.....	3748	11	5							
For Miscellaneous Payments .....	84	12	5							
<i>Woods and Forests.</i>							22446	2	4	
Paid J. Waddell, looking after Trespassers, in Western District. ....	21	10	0							
Paid Indian Department, for Timber cut in Roxboro' .....	4	6	8							
Paid McMullen, for looking after Trespassers in Brock and Zora .....	9	15	0							
Paid A. McPherson, Forest Ranging, &c.....	10	7	0							
<i>Eastern Branch.</i>							45	18	8	
Salaries and Disbursements.....	3743	11	10							
Land Scrip redeemed .....	3969	1	8							
Militia do do .....	1015	0	0							
Surveys .....	1169	3	7							
Special Services .....	178	8	0							
Miscellaneous Items.....	166	6	6							
<i>Woods and Forests.</i>							10241	11	7	
Salaries and Disbursements of Collector's Office, Bytown .....	902	18	8							
do do Surveyor's do do .....	381	5	9							
Salary of McLean Stuart, as Sub-Collector at Quebec, for 1850. ....	350	0	0							
Miscellaneous Items.....	5	7	6							
<i>Payments by Warrant in Deduction.</i>										
Hon. F. W. Primrose, 12 months' Salary as Clerk of the Terrars of the Queen's Domain, to the 31st December, 1850 .....				100	0	0	34473	4	6	
<i>Net Revenue, Currency .....</i>							£	21714	18	8



## No. 6.

STATEMENT of Revenue from the Light-House or Tonnage Duty, under the Act of Upper Canada, 7 Will. 4, cap. 95, during the year ended 5th January, 1851, received between the 1st February, 1850, and the 31st January, 1851.

PORT WHERE COLLECTED.	Amount Currency.		
	£	s.	d.
AMHERSTBURGH .....	22	15	0
BELLEVILLE .....	6	18	6
BATH .....	12	15	0
COBOURG .....	3	13	6
CHATHAM .....	39	3	0
DUNNVILLE .....	32	5	0
GANANOQUE .....	2	10	0
GODERICH .....	7	18	6
HAMILTON .....	83	18	7
KINGSTON .....	289	7	0
NIAGARA .....	1	15	0
NEWCASTLE .....	5	2	0
OAKVILLE .....	60	17	0
OWEN'S SOUND .....	4	11	0
PORT BURWELL .....	13	16	10
Do CREDIT .....	13	17	0
Do DARLINGTON .....	2	17	2
Do DALHOUSIE .....	69	8	0
Do DOVER .....	22	4	8
Do HOPE .....	32	9	8
Do MILFORD .....	15	18	0
Do ROWAN .....	13	9	5
Do SARNIA .....	53	14	0
Do STANLEY .....	14	12	0
SANDWICH .....	2	8	0
TORONTO .....	166	6	0
WHITBY .....	20	1	9
WALLACEBURGH .....	4	5	0
WELLINGTON .....	2	7	0
Less—Balance outstanding, 31st January, 1851 .....	£ 1021	3	7
	0	6	6
Net Revenue in cash, Currency.....	£ 1020	17	1

F. HINCKS,  
*Inspector General.*

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

## No. 7.

STATEMENT of the Duties on Bank Issues, paid the Receiver General, pursuant to the Provincial Act of Canada, 4 and 5 Vic. cap. 29, in the year ended 31st December, 1850.

	Currency.		
	£	s.	d.
Amount of Duties received from the Bank of Montreal, for the year ended the 31st October, 1850...	4587	1	4
do do Bank of British North America, do do ...	1753	7	3
do do Commercial Bank of Kingston, do do ...	2025	15	6
do do Bank of Upper Canada, do do ...	1935	2	6
do do City Bank, at Montreal, do do ...	892	1	1
do do Gore Bank, at Hamilton, do do ...	1078	13	3
do do Quebec Bank, do do ...	513	16	2
do do Banque du Peuple, at Montreal, do do ...	473	19	1
do do Farmers' Joint Stock Company Bank, at Toronto, do do ...	52	6	10
Total Currency.....	£ 19312	5	0

F. HINCKS,  
*Inspector General*

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

Appendix  
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1851.

No. 8.

Appendix  
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1851.

STATEMENT of the Revenue arising from Public Works, and Receipts on account of Interest on Loans to Public Works, in the Province of Canada, between the 1st Feb'y., 1850, and the 31st Jan'y., 1851.

WORKS.	Gross Revenue.			Deductions for Expenses of Collection, Repairs, &c.			Net Revenue, Currency.			
	£	s.	d.	£	s.	d.	£	s.	d.	
CANALS	Welland .....	37925	17	7	7011	17	8	30919	19	11
	Lachine .....	19529	18	5	3182	14	1	16347	4	4
	Burlington Bay.....	3679	6	2	192	10	0	3486	16	2
	Beauharnois .....	640	7	0	1853	11	4			
	Chambly .....	2893	1	3	539	13	6	2353	7	0
	Cornwall .....	101	8	7	3756	18	9			
	Williamsburgh .....	121	6	10	1381	17	11			
HARBOURS	Cobourg .....	465	19	9	123	5	4	342	14	5
	Maitland .....	39	8	3	1	19	6	37	8	9
	Oakville .....	364	11	9	37	10	0	327	1	9
	Port Dalhousie .....	30	15	0				30	15	0
	Port Dover.....	689	18	2	72	5	0	617	13	2
	Port Stanley .....	942	12	4	1807	9	8			
	Rond Eau .....	28	10	0	1	8	6	27	1	6
	Toronto .....	1140	19	8	62	10	0	1078	9	8
	Whitby .....	499	15	4	240	17	11	249	17	5
	BRIDGES	Brantford .....	564	14	7	38	0	0	526	14
Batiscan .....		41	10	0				41	10	0
Bécancour .....		60	15	0				60	15	0
Chaudière .....		79	9	6	50	0	0	29	9	6
Chateauguay .....		19	5	0				19	5	0
Caledonia .....		155	13	3	56	8	7	99	4	8
Delaware .....		52	17	6	11	10	0	41	7	6
Dunnville .....		134	9	2				134	9	2
St. Maurice .....		93	0	0				93	0	0
Godfroy .....		91	8	0				91	8	0
Jacques Cartier.....		51	19	6	50	0	0	1	19	6
Melbourne.....		88	3	10	50	0	0	38	3	10
Chatham .....		285	11	8	51	7	8	234	4	0
Nicolet .....		27	10	0				27	10	0
Ste. Anne de la Pérade .....		34	15	0				34	15	0
Trent .....	80	13	6	50	2	9	30	10	9	
LOCKS	Union .....	439	3	4				439	3	4
	St. Anns .....	807	6	7	193	0	3	614	6	4
	St. Ours.....	73	17	9	138	12	11			
SLIDES	Ottawa .....	5705	10	1	2321	1	10	3384	8	3
	Trent .....	1320	19	0	997	3	3	323	15	9
ROADS	Cascades.....	181	10	2	116	11	6	64	18	8
	Chambly and Granby .....	657	14	3	1227	18	1			
	Dundas and Waterloo .....	2100	5	1	2893	5	5			
	Hamilton and Port Dover .....	1648	5	1	1332	9	1	315	16	0
	Hamilton and Brantford .....	1824	8	3	1338	7	3	486	1	0
	London and Brantford .....	1842	14	10	1504	3	1	338	11	9
	London and Port Stanley.....	1062	19	5	2131	15	4			
	Kingston and Napanee.....	1204	19	9	1370	14	4			
	Port Hope and Rice Lake .....	445	5	2	442	8	1	2	17	1
	Toronto .....	5649	12	2	4983	13	3	665	18	11
Queenston and Grimsby .....	54	3	1	67	3	2				
West Gwilliamsbury .....	172	8	4				172	8	4	
Windsor and Seugog .....	346	4	3	2499	10	4				
St. Athanas and Speir's Corner .....	339	10	3	175	1	6	164	8	9	
Longueuil and Chambly .....	410	15	3	694	0	5				
Totals.....	£ 97243	3	8	45059	17	3	64289	10	6	
Deduct Excess of Expenses over the Revenue on										
Account of Beauharnois Canal.....				1213	4	4				
do Cornwall do .....				3655	10	2				
do Williamsburgh do .....				1260	11	1				
do Port Stanley Harbour .....				864	17	4				
do St. Ours Lock .....				64	15	2				
do Chambly and Granby Road .....				570	3	10				
do Dundas and Waterloo do.....				793	0	4				
do London and Port Stanley do.....				1068	15	11				
do Kingston and Napanee do.....				165	14	7				
do Queenston and Grimsby do.....				13	0	1				
do Windsor and Seugog do.....				2153	6	1				
do Longueuil and Chambly do .....				283	5	2	12106	4	1	
For Details see Statement No. 35.	Less—Payments by Warrant on the Receiver General for Miscellaneous charges against various Works .....			1024	7	2	52189	6	5	
	do —Dues Refunded .....			45	0	0	1069	7	2	
ADD—Balances Outstanding, 31st January, 1850 .....				1959	16	83	51113	19	3	
OFF—Balances Outstanding, 31st January, 1851 .....				509	18	43	1440	18	4	
Net Revenue, Currency.....				£			52563	17	7	

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

F. HINCKS,  
Inspector General.

Appendix  
(B.)  
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No. 9.

Appendix  
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1851.

STATEMENT of Revenue arising from Fees on Militia Commissions, Exemptions from Militia Duty, and Militia Fines, paid the Receiver General of the Province of Canada, between the 1st February, 1850, and the 31st January, 1851, pursuant to the Act of Upper Canada, 2d Vic. cap. 9.

REGIMENT OR CORPS.	Fees on Commissions.			Exemption Money.			Fines.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1st Haldimand .....							1	0	0	1	0	0
13th Gore .....	15	5	0							15	5	0
Total Currency.....£	15	5	0				1	0	0	16	5	0

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

F. HINCKS,  
*Inspector General.*

No. 10.

STATEMENT of Fines and Forfeitures, including Seizures, paid the Receiver General of the Province of Canada, between the 1st February, 1850, and the 31st January, 1851, on account of the year ended the 31st December, 1850.

FINES AND FORFEITURES.	Currency.			Total Currency.			
	£	s.	d.	£	s.	d.	
Amount received from the Clerk of the Peace for the District of Quebec .....	294	15	10				
do from do for the do of Montreal .....	96	12	2				
do from the Sheriff of Quebec .....	7	10	0				
do from Sheriffs, Canada West .....	217	10	9				
do from Inspector of Licenses, do .....	114	1	6				
do from Magistrates, do .....	66	2	6				
do from do Canada East.....	7	0	0				
				803	12	9	
<i>Seizures.</i>							
At the Port of Amherstburgh .....	1	12	0				
do Cornwall .....	4	16	2				
do Clarenceville .....	0	18	8				
do Dunnville.....	37	6	1				
do Fort Erie .....	11	2	1				
do Frelighsburgh .....	9	17	8				
do Gananoque .....	2	6	0				
do Hamilton .....	152	14	11				
do Huntingdon .....	2	15	11				
do Hersford .....	0	10	0				
do Hallowell or Picton.....	3	11	3				
do Kingston .....	78	14	0				
do Lacolle .....	9	18	9				
do Montreal.....	22	15	0				
do Maria Town.....	3	5	4				
do Maitland .....	13	3	3				
do Niagara.....	4	18	4				
do Prescott .....	2	6	6				
do Port Burwell .....	1	16	10				
do do Darlington .....	8	4	5				
do do Sarnia .....	4	8	2				
do do Stanley.....	0	12	4				
do Quebec.....	26	13	10				
do Queenston .....	7	11	11				
do Sutton .....	6	2	2				
do Sandwich .....	15	9	4				
do Stanstead .....	5	11	11				
do Toronto .....	36	18	3				
	476	5	1				
Less—Balance outstanding, 31st January, 1851 .....	£800	11	10				
Or—Balance outstanding, 31st January, 1850.....	291	13	11				
	8	17	11	467	7	2	
				£	1270	19	11
James Hagerty .....	29	5	10				
James Wright .....	57	15	10				
Charles Rowan .....	10	0	0				
				97	1	8	
Total, Net Currency.....	£	1173	18	3			

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

F. HINCKS,  
*Inspector General.*



RECEIPTS.			Net Amount,			
			Currency.			
	£	s.	d.	£	s.	d.
<i>Brought forward.....</i>						1950 10 9
<i>Bankrupt Court Fees—Canada East.</i>						
Fees received from Hypolite Guy, late Commissioner of Bankrupt Court at Montreal, from the 1st October to the 23rd December, 1849 .....	32	10	2			
do do W. C. H. Coffin, Joint Prothonotary and Clerk of the Circuit Court, at Montreal .....	54	11	0			
do do J. B. Parkyn, Clerk of the Bankrupt Court, at Quebec.....	52	10	0			
				139	11	2
<i>Interest on Public Deposits.</i>						
Amount of Interest from the Bank of Upper Canada.....	1850	0	0			
do do Commercial Bank .....	755	8	4			
				2605	8	4
<i>Miscellaneous Items.</i>						
Received from the Honorable R. Baldwin, for Customs Bonds, &c., on account of former years...	1178	17	10			
do do do, on account of Arrears due by the late Collector of Burlington Bay Canal .....	296	10	0			
do do the Collector of Montreal, for outstanding Customs Bonds .....	630	6	11			
do do do at St. Johns.....	65	14	0			
do Dunbar Ross, Esquire, being the amount collected by him from the Estate of Leaycraft, a Bankrupt .....	685	0	0			
do a Priest, by the hands of G. M. Muir, for restitution money .....	2	10	0			
do Charles Berczy, Post Master, Toronto, for do do .....	3	10	0			
do the Reverend A. Parent, for do do .....	20	0	0			
				2827	8	9
Total, Net Currency.....	£			6923	4	8

F. HINCKS,  
Inspector General

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

No. 11½.

STATEMENT of the Revenue arising from Fees received by the Clerks and Deputy Clerks of the Crown and Pleas; also, the Master and Registrar of the Court of Chancery, in virtue of the undermentioned Acts, between the 1st February, 1850, and the 31st January, 1851, and forming part of the Consolidated Revenue Fund.

	£	s.	d.	£	s.	d.
<i>Court of Queen's Bench and Common Pleas, 12th Victoria, chapter 63.</i>						
Amount received from the Deputy Clerk of the Crown for the County of Carleton .....	76	9	9			
do do united Counties of Frontenac, Lennox, and Addington .....	283	6	10			
do do do Essex and Kent.....	59	18	0			
do do County of Hastings .....	171	9	10			
do do united Counties of Huron, Perth, and Bruce .....	34	8	11			
do do do Lincoln, Haldimand, and Welland.....	185	13	2			
do do do Leeds and Grenville .....	98	6	9			
do do do Lanark and Renfrew.....	31	17	3			
do do County of Middlesex .....	164	11	4			
do do do Norfolk.....	43	7	2			
do do do Oxford .....	132	1	11			
do do do Prince Edward.....	39	18	3			
do do do Peterborough .....	27	15	9			
do do united Counties of Prescott and Russell.....	3	12	0			
do do do Stormont, Dundas, and Glengary .....	106	16	2			
do do County of Simcoe .....	18	2	1			
do do do Waterloo .....	30	17	7			
do do Clerks of the Courts of Queen's Bench and Common Pleas, County of York.....	1866	5	7			
				3374	18	4
<i>Court of Chancery, 12th Victoria, chapter 64.</i>						
Amount received from the Master .....	152	5	0			
do do Registrar .....	433	9	7	585	14	7
Total Revenue, Currency.....	£			3960	12	11

F. HINCKS,  
Inspector General.

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

STATEMENT of the Charge for Interest, &c., on the Public Debt of the Province of Canada, from the 1st February, 1850, to the 31st January, 1851.

TO WHOM PAID.	SERVICE.	Sterling.			Currency.		
		£	s.	d.	£	s.	d.
Bank of England .....	For 1 year's Interest, to 31st December, 1850, on £1,000,000 sterling, at 4 per cent. ....	40000	0	0			
	do 1 do do 1st October, 1850, on £500,000 do, at do ...	20000	0	0			
	do ½ per cent. Commission .....	300	0	0			
		£ 60300	0	0			
Glynn, Mills, Halifax & Co. ....	For 1 year's Interest, to 31st December, 1850, on £400,000 sterling, old Upper Canada Debentures, at 5 per cent. ....	20000	0	0	73865	0	0
	do 1 do do do, on £76,855 7s. 8d. sterling, Welland Canal Debentures, at 5 per cent. ....	3842	15	4			
	do 1 do do do, on £71,000 sterling, Debentures at 5 per cent. ....	3550	0	0			
	do 1 do do do, on £46,500 sterling, Debentures at 6 per cent. ....	2790	0	0			
	do 6 months' do to 1st August, 1850, on £12,500 sterling, do at 6 do.	375	0	0			
	do 1 per cent. Commission on above Dividends .....	305	11	6			
	do 3 months' Interest, to 1st August, 1850, on £237,500 sterling, Debentures at 6 per cent. ....	3562	10	0			
	do Commission of 1 per cent. on Half Million Loan. ....	2500	0	0			
	do Discount on Instalments on account of do .....	1692	1	7			
	do Brokerage of ¼ per cent. on negotiating do on £237,500. ....	593	15	0			
	do Commission and Brokerage on redemption of £7,200 sterling, Debentures at 5 per cent. ....	86	8	1			
	do do on Sale of £5,000 sterling, Debentures at ¼ per cent. ...	12	10	0			
	do Balance of Interest, to 30th June, 1850 .....	71	18	6			
	do Advances to John Finlayson, Actuary of the National Debt Office, for preparing Life Annuity Tables .....	722	3	10			
		£ 40104	13	10			
	Less—Discount on Purchase of £7,200 sterling, Debentures... £377 0 0						
	Interest accruing on do do do do ... 79 2 8						
		456	2	8			
		£ 39648	11	2	48239	1	7
Baring, Brothers & Co. ....	For 1 year's Interest, to 31st December, 1850, on £469,650 sterling, old Upper Canada Debentures, at 5 per cent. ....	23482	10	0			
	do 1 do do to 31st October, 1850, on £500 sterling, Debentures at 6 per cent. ....	30	0	0			
	do ½ do do to 1st February, 1850, on £50,000 sterling, Debentures at 6 per cent. ....	1500	0	0			
	do ½ do do to 1st August, 1850, on £51,000 sterling, Debentures at 6 per cent. ....	1530	0	0			
	do 1 per cent. Commission on above Dividends .....	265	8	6			
	do 3 months' Interest, to 1st August, 1850, on £199,000, on account of Half Million Loan .....	2985	0	0			
	do Commission of 1 per cent. on account of do .....	1990	0	0			
	do Brokerage of ¼ per cent. on do do .....	497	10	0			
	do Discount on Instalments on do do .....	1383	18	2			
	do Commission and Brokerage on redemption of £8,100 sterling, 5 per cent. Debentures .....	96	1	7			
	do do on Sale of £1,000 sterling, Debentures and Brokerage..	12	12	6			
	do Advertising and Postages, to 31st December, 1850. ....	21	15	4			
		£ 93794	16	1			
	Less—Discount and Interest accruing on Debentures purchased....	750	17	8			
		£ 33043	18	5	40203	8	9
Bosauquet & Co. ....	For 1 year's Interest, to 31st December, 1850, on £870 sterling, Welland Canal Debentures, at 5 per cent. ....	43	10	0			
Receiver General .....	For this sum paid for Interest on Debentures held in the Province, to the 31st January, 1851 .....				52	18	6
Upper Canada Bank ...	Interest, for 6 months, on Loan of £10,000. ....				389	11	2
Rawdon, Wright & Co. ....	Paid for Engraving Debentures. ....				309	0	10
Jean Chabot .....	Interest accruing on purchase of Property adjoining the Government House, at Montreal. ....				419	5	9
					173	3	0
					£ 201673	15	7
	Less—Premium on Bills of Exchange. ....	3778	11	10			
	Discount on redemption of Provincial Debentures .....	866	0	4			
					4644	12	2
	Total Currency. ....				£ 197029	3	5

## No. 13.

STATEMENT of Payments made by the Receiver General of the Province of Canada, on Warrants issued between the 1st February, 1850, and the 31st January, 1851, on account of the Expenditure for Services provided for in the Civil List, Schedule A, annexed to the Provincial Act 9 Vic. chapter 114, for the year ended the 31st December, 1850.

TO WHOM PAID.	SERVICE.	Amount.			Total Currency.	
		£	s.	d.	£	s. d.
His Excellency the Earl of Elgin and Kincardine...	Twelve months' Salary as Governor General, to 31st December, 1850...				7777	15 4
	<i>Judges, Canada West—Court of Queen's Bench.</i>					
J. B. Robinson .....	Twelve months' Salary as Chief Justice, to the 31st December, 1850...				1666	13 4
W. H. Draper .....	do as Puisné Judge to do	1000	0	0		
R. E. Burns .....	Salary as Puisné Judge, from the 21st January to do at £1000 per annum.....	944	8	11	1944	8 11
R. S. Jameson .....	Twelve months' Salary as Vice Chancellor, to 31st December, 1850 ...				1250	0 0
	<i>Judges, Canada East—Court of Queen's Bench.</i>					
Sir James Stuart, Bart.....	Twelve months' Salary as Chief Justice, to 31st December, 1850 .....				1666	13 4
J. R. Rolland.....	do as Puisné Judge, to do .....	1222	4	4		
Philip Panet.....	do as do to do .....	1000	0	0		
Thos. C. Aylwin .....	do as do to do .....	1000	0	0		
	<i>Superior Court.</i>				3222	4 4
Edward Bowen .....	Twelve months' Salary as Chief Justice, to 31st December, 1850 .....				1000	0 0
D. Mondelet .....	do as Puisné Judge, to do .....	1000	0	0		
C. D. Day .....	do as do to do .....	1000	0	0		
James Smith .....	do as do to do .....	1000	0	0		
George Vanfelson .....	do as do to do .....	1000	0	0		
R. H. Gairdner .....	do as do to do .....	555	11	0	4555	11 0
J. G. Thompson .....	Fifteen months' Salary as Circuit Judge in the District of Gaspé, from the 1st October, 1849, to 31st December, 1850, at £555 11s. 0d. per annum.....	694	8	9		
J. F. DeBlois.....	Twelve do do as do to the 31st December, 1850.....	500	0	0	1194	8 9
	<i>Pension to Judges.</i>					
L. P. Sherwood .....	Three months' Pension as late Judge, Upper Canada, to the 31st March, 1850, at £666 13s. 4d. per annum.....				£166	13 4
Mrs. C. Sherwood.....	Being the Pension due her late husband, from the 1st April to the 19th May, 1850, at do .....				89	14 10
					256	8 2
Samuel Gale .....	Twelve months' Pension as late Judge at Montreal, to the 31st December, 1850 .....	600	0	0		
George Pyke .....	do as do to do .....	740	14	8	1597	2 10
	<i>Salaries and Allowances for Contingencies of the Attorneys and Solicitors Generals.</i>					
L. H. LaFontaine .....	Twelve months' Salary as Attorney General East, to the 31st December, 1850 .....	1100	0	0		
do .....	do Allowance for Contingencies, to do .....	250	0	0		
Robert Baldwin.....	do Salary as Attorney General West, to do .....	1100	0	0		
do .....	do Allowance for Contingencies, to do .....	250	0	0		
L. T. Drummond .....	do Salary as Solicitor General East, to do .....	600	0	0		
J. S. Macdonald .....	Salary as Solicitor General West, from the 14th December, 1849, to the 31st December, 1850, at £600 per annum.....	629	7	0	8929	7 0
	<i>Court of Vice-Admiralty.</i>					
Henry Black .....	Twelve months' Salary as Judge, to 31st December, 1850 .....	222	4	4		
J. P. Bradley.....	Salary as late Registrar, from the 1st January to the 29th July, 1850, at £166 13s. 4d. per annum .....	96	9	4		
Charles Drolet .....	do as do from the 17th August to the 30th September, 1850, at do .....	20	7	7		
J. B. Parkyn .....	Twelve months' Salary as Marshal, to the 31st December, 1850 .....	83	6	8	422	7 11
	<i>Circuit Allowances—Canada West.</i>					
R. B. Sullivan .....	Usual Allowance for attending Eight Circuits on the Spring and Autumn Assizes, at £25 each .....	200	0	0		
Archibald McLean .....	do attending Seven Circuits on the same, at do .....	175	0	0		
J. B. Macaulay .....	do attending Eight Circuits on the same, at do .....	200	0	0		
William H. Draper .....	do attending Eight Circuits on the same, at do .....	200	0	0		
R. E. Burns .....	do attending Four Circuits on the Spring Assize, at do .....	100	0	0		
J. B. Robinson .....	do attending Three Circuits on the Autumn Assize, at do .....	75	0	0		
	<i>Carried over.....</i>	£	950	0 0	30226	12 9

Appendix  
(B.)  
1851.

No. 13.—(Continued.)

Appendix  
(B.)  
1851.

TO WHOM PAID.	SERVICE.	Amount.			Total Currency.		
		£	s.	d.	£	s.	d.
	<i>Brought over.....</i>	950	0	0	30226	12	9
	<i>Circuit Allowances—Canada East.</i>						
Sir James Stuart, Bart.....	Usual Allowance for attending various Circuits during the year 1850....	75	0	0			
Edward Bowen .....	do for do do do do do .....	75	0	0			
Phillip Panet .....	do for do do do do do .....	75	0	0			
J. R. Rolland.....	do for do do do do do .....	50	0	0			
C. D. Day.....	do for do do do do do .....	37	10	0			
James Smith .....	do for do do do do do .....	50	0	0			
Thomas C. Aylwin .....	do for do do do do do .....	100	0	0			
C. J. E. Mondelet.....	do for do do do do do .....	25	0	0			
George Vanfelson .....	do for do do do do do .....	37	10	0			
J. F. J. Duval .....	do for do do do do do .....	25	0	0			
W. C. Meredith.....	do for do do do do do .....	100	0	0			
					1600	0	0
R. S. M. Bouchette .....	Twelve months' Salary, as Clerk attached to the Crown Law Department, to the 31st December, 1850.....				300	0	0
	<b>Total Payments, Currency.....</b>				<b>£ 32126</b>	<b>12</b>	<b>9</b>

F. HINCKS,  
Inspector General.

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

No. 14.

STATEMENT of Payments made by the Receiver General of the Province of Canada, on Warrants issued between the 1st February, 1850, and the 31st January, 1851, on account of the Expenditure for Services provided for in the Civil List, Schedule B, annexed to the Provincial Act 9 Vic. Chap. 114, for the year ended the 31st December, 1850.

TO WHOM PAID.	SERVICE.	Amount.			Total Currency.		
		£	s.	d.	£	s.	d.
	<i>Governor's Secretary and his Office.</i>						
Henry Cotton.....	Twelve months' salary as 1st Clerk, to the 31st December, 1850.....	277	15	4			
William R. Bartlett .....	do do 2nd do to do do do .....	222	4	4			
Michael Turnor.....	do do 3rd do to do do do .....	175	0	0			
Philip St. Hill.....	do do Office-keeper, to do do do .....	89	6	8			
George Boxall .....	do do Messenger, to do do do .....	56	0	0			
					814	6	4
	<i>Provincial Secretary's Office—Eastern Section.</i>						
James Leslie .....	Twelve months' salary as Provincial Secretary, to the 31st Dec., 1850....	1000	0	0			
Etienne Parent .....	do do Assistant do do do do .....	600	0	0			
Thomas Roas .....	do do 1st Clerk, to do do do .....	222	4	4			
Henry Jarmy.....	do do 2nd do to do do do .....	222	4	4			
William H. Jones.....	do do 3rd do to do do do .....	175	0	0			
A. R. Roche .....	do do 4th do to do do do .....	175	0	0			
Sabin Tétu .....	do do 5th do to do do do .....	175	0	0			
John Gow .....	do do Office-keeper, to do do do .....	89	6	8			
James Dorr.....	do do Messenger, to do do do .....	56	0	0			
					2708	15	4
	<i>Provincial Secretary's Office—Western Section.</i>						
E. A. Meredith .....	Twelve months' salary as Assistant Secretary, to the 31st Dec., 1850....	500	0	0			
Thomas D. Harington .....	do do Senior Clerk, Receiver of Fees, and in charge of the Contingencies of Public Offices, to 31st December, 1850....	300	0	0			
Grant Powell .....	Twelve months' salary as 2nd Clerk, to do do do .....	222	4	4			
Henry E. Steele.....	do do 3rd do to do do do .....	175	0	0			
C. J. Birch.....	do do 4th do to do do do .....	175	0	0			
G. St. George Yarwood .....	do do 5th do to do do do .....	175	0	0			
James Twomley.....	do do Messenger, to do do do .....	56	0	0			
					1603	4	4
	<i>Carried forward.....</i>				<b>£ 5126</b>	<b>6</b>	<b>0</b>



1851.

1851.

TO WHOM PAID.	SERVICE.	Amount.			Total Currency.			
		£	s.	d.	£	s.	d.	
	<i>Brought forward..</i>				5126	6	0	
	<i>Registrar's Office.</i>							
R. A. Tucker .....	Salary as Registrar, from the 1st January, 1850, to the 9th January, 1851, at £666 13s. 4d. per annum .....	688	6	8				
William Kent .....	Twelve months' salary, as 1st Clerk, to the 31st December, 1850 .....	222	4	4				
George H. Lane.....	do do 2nd do to do do .....	194	8	8				
					1099	19	8	
	<i>Receiver General's Office.</i>							
Louis M. Viger .....	Salary as Receiver General, from the 1st October, to the 26th November, 1849, at £1000 per annum .....	154	17	10				
Etienne P. Taché .....	Twelve months' salary as Receiver General, to the 31st December, 1850 .....	1000	0	0				
C. E. Anderson .....	do do Confidential Clerk, to do do .....	300	0	0				
Théophile Dufort .....	do do Clerk, to do do .....	250	0	0				
J. B. Stanton.....	do do do to do do .....	225	0	0				
E. C. Bourret.....	do do do to do do .....	225	0	0				
James Thomson.....	do do Messenger, to do do .....	56	0	0				
					2210	17	10	
	<i>Inspector General's Office.</i>							
Francis Hincks .....	Twelve months' salary as Inspector General, to the 31st Dec., 1850 ..	1000	0	0				
Joseph Cary .....	do do Deputy Inspector General, to do do ..	666	13	4				
Philip Durnford.....	Six months' salary as Corresponding Clerk, to the 30th June, 1850 ..	150	0	0				
Matthew Ryan .....	do do do do 31st December, 1850, at £250 per annum .....	125	0	0				
William Dickinson.....	Six months' salary as 1st Book-keeper, to the 30th June, 1850, at £275 per annum.....	137	10	0				
do do .....	Six months' salary as 1st Book-keeper, to the 31st December, 1850, at £300 per annum ..	150	0	0				
Norris Godard .....	Twelve months' salary as 2nd Book-keeper, to the 31st December, 1850 ..	200	0	0				
David A. Ross .....	Six months' salary as 1st Clerk, to the 30th June, 1850, at £250 per annum .....	125	0	0				
do do .....	Six months' salary as 1st Clerk, to 31st December, 1850, at £275 per annum .....	137	10	0				
John Drysdale .....	Twelve months' salary as 2nd Clerk, to the 31st December, 1850 .....	150	0	0				
Archibald Cary .....	do do 3rd do to do do .....	150	0	0				
Joseph Hutton .....	Three do do 4th do to the 31st March, 1850, at £150 per annum.....	37	10	0				
J. W. Dunscomb .....	Twelve months' salary as Surveyor of Customs, to the 31st Dec., 1850.	500	0	0				
A. S. Menzies.....	do do 1st Clerk, to 31st December, 1850 .....	175	0	0				
H. H. Duffill .....	do do 2nd do to do do .....	150	0	0				
Matthew Jack .....	Being one year's salary, for 1849, awarded him in consideration of his services as Clerk in the Inspector General's Department .....	150	0	0				
Patrick Gaul .....	Twelve months' salary as Messenger, to the 31st December, 1850 .....	56	0	0				
					4060	9	4	
	<i>Executive Council.</i>							
William H. Merritt .....	Salary as President of Committees of the Executive Council, from the 1st January to the 7th April, 1850, at £1000 per annum .....	269	4	7				
Joseph Bourret .....	Salary as do, from the 17th April to the 31st December, 1850, at do ..	706	0	10				
John Joseph .....	Twelve months' salary as Clerk, to 31st December, 1850 .....	500	0	0				
William H. Lee .....	do do Confidential Clerk, to do do .....	400	0	0				
S. B. Smith .....	do do 2nd Clerk, to do do .....	222	4	4				
F. Vallerand .....	do do 3rd do to do do .....	200	0	0				
William A. Hmsworth.....	do do 4th do to do do .....	200	0	0				
Olivier Côté .....	do do 5th do to do do .....	175	0	0				
Michael Naughton.....	do do Messenger, to do do .....	75	0	0				
David Ryan .....	do do Door-keeper, to do do .....	75	0	0				
					2822	9	0	
	<i>Department of Public Works.</i>							
Jean Chabot .....	Three months' salary as Chief Commissioner, to the 31st March, 1850, at £750 per annum .....	187	10	0				
William H. Merritt .....	Salary as do, from the 8th April to the 31st December, 1850, at do ..	548	1	6				
Malcolm Cameron.....	do Assistant Commissioner, from the 1st January to the 1st February, 1850, at £650 per annum.....	57	15	6				
J. S. Wetenhall .....	Salary as do, from the 2nd February to 16th April, 1850, at do .....	183	6	0				
Thomas A. Begly .....	Twelve months' salary as Secretary, to the 31st December, 1850 .....	500	0	0				
					1426	13	0	
	<i>Emigrant Agent.</i>							
A. C. Buchanan.....	Twelve months' salary as Chief Agent for Emigrants, to the 31st December, 1850.....	444	8	8				
do do .....	Contingent expenses of his Office, in the twelve months ended the 30th June, 1850 .....	307	15	6				
					752	4	2	
	<i>Pensions.</i>							
Mrs. Rottot .....	Twelve months' Pension, to the 30th September, 1850 .....	40	0	0				
Marguerite Launière.....	do do do do .....	11	2	0				
A. DeSalaberry .....	do do do do .....	55	11	0				
	<i>Carried over....</i>	£	106	13	0	17498	13	9

TO WHOM PAID.	SERVICE.	Amount.			Total Currency.		
		£	s.	d.	£	s.	d.
<i>Brought over.....</i>		106	13	0	17498	13	9
<i>Pensions.—(Continued.)</i>							
Jane Livingston.....	Twelve months' Pension, to the 31st December, 1850 .....	55	11	0			
George H. Ryland.....	do do as late Secretary to the Board of Jesuits' Estates, to the 31st December, 1850.....	50	0	0			
do do .....	Pension as late Clerk of the Executive Council of Lower Canada, from 1st July, 1845, to 31st December, 1850, at £100 stg. per annum .....	611	2	2			
B. Tierney .....	Twelve months' Pension, to the 31st December, 1850 .....	100	0	0			
Rev. R. R. Burrage .....	do do do do .....	111	2	0			
Lucy Rolette.....	Fifteen months' Pension, from the 1st October, 1849, to the 31st December, 1850, at £83 6s. 8d. per annum .....	104	3	4			
Mrs. Caron.....	Two and a quarter years' Pension, from the 1st October, 1848, to the 31st December, 1850, at £83 6s. 8d per annum .....	187	10	0			
E. W. R. Antrobus .....	Twelve months' Pension, to the 31st December, 1850 .....	388	17	8			
P. L. Panet.....	do do do do .....	222	4	4			
Thomas Talbot .....	do do do do .....	444	8	8			
Representatives of the late William Chewitt .....	Pension from the 1st July, to the 24th September, 1849, at £400 p. ann .....	93	9	7			
Samuel Ridout .....	Twelve months' Pension, to the 31st December, 1850 .....	222	4	4			
Sophia Shaw .....	do do do do .....	111	2	0			
William Cloughly .....	do do do do .....	27	15	4			
James Nation.....	do do do do .....	125	0	0			
R. H. Thornhill.....	do do do do .....	125	0	0			
J. G. Chewitt.....	do do do do .....	150	0	0			
Joseph Randall .....	do do do do .....	20	0	0			
James Fitzgibbon .....	do do to the 30th September, 1850 .....	300	0	0			
George Hamilton .....	do do to the 31st December, 1850.....	150	0	0			
Thomas Amyot .....	Nine months' Pension, from the 1st October, 1849, to the 30th June, 1850, at £444 8s. 8d. per annum .....	339	6	6			
Representatives of the late Oneida Joseph .....	Pension from the 1st July, 1849, to the 12th March, 1850, at £10 3s. 4d per annum.....	11	12	4			
Daniel McDougall.....	Twelve months' Pension, to the 31st December, 1850 .....	84	0	0			
Harriet McNabb .....	Nine do do to the 30th September, 1850, at £50 per ann .....	37	10	0			
F. A. Moodie .....	Twelve do do do do .....	100	0	0			
Elizabeth Lawe .....	do do do to the 31st December, 1850 .....	20	0	0			
James Carroll.....	do do do do do .....	20	0	0			
Sarah Usher .....	do do do do do .....	100	0	0			
S. McCormick .....	do do do to the 30th September, do .....	100	0	0			
John McMillan .....	Eighteen do do from the 1st July, 1849, to the 31st December, 1850, at £20 per annum .....	30	0	0			
Peter Miller .....	Twelve months' Pension, to the 31st December, 1850 .....	20	0	0			
Margaret Bright .....	do do do do do .....	62	10	0			
Susannah Kerry.....	do do do do do .....	20	0	0			
Maria Church.....	Fifteen months' Pension, from the 1st October, 1849, to do, at £50 p. ann .....	62	10	0			
Antoine Hamel .....	Twelve do do to the 31st December, 1850.....	25	0	0			
Elizabeth Turquand .....	Three do do to the 31st March, 1850 .....	12	10	0			
John Turquand, Heir at Law .....	Being the Pension of the late Elizabeth Turquand, from the 1st April to the 7th May, 1850, at £50 per annum.....	5	1	8			
Julie H. M. Bédard .....	Pension as the Widow of the late Judge Bédard, from the 12th August, 1849, to the 31st December, 1850, at £125 per annum .....	173	4	8			
					4923	8	7
<i>Indian Annuities.</i>							
E. P. Taché, Receiver General .....	To enable him to pay these Annuities for the year ended, the 30th September, 1850 .....				6655	0	0
<i>Contingencies of Public Offices.</i>							
David Luck .....	Twelve months' salary, and allowance for two servants, as Keeper of the Government Offices, at Montreal, to the 31st Dec., 1850 ..	126	0	0			
Maria Cross .....	Twelve months' salary as do, at Quebec, to do .....	15	0	0			
Thomas D. Harington .....	On account of the Contingencies for the year ended, the 31st Dec., 1850 ..	5399	0	0			
Charles Berezy, Post Master, Toronto.....	Postages of various Departments of the Civil Government, for the quarters ending the 5th April, and 5th July, 1850, and 5th Jan., 1851 ..	1868	15	5			
James Porteous, Post Master, Montreal.....	Postages due by certain Public Departments, at Montreal, from the 6th October to the 21st November, 1849.....	319	8	3			
George Gurnett, Mayor, Toronto .....	Towards the payment of certain Policemen employed in protecting the Parliament House and other buildings during the recent session ..	45	0	0			
Thomas D. Harington .....	On account of the Contingencies, for the year 1851 .....	500	0	0			
					8267	3	8
Total Currency.....					£	37344	6 0

F. HINCKS,  
Inspector General.

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

No. 15.

STATEMENT of Payments made by the Receiver General of the Province of Canada, on Warrants issued between the 1st February, 1850, and the 31st January, 1851, on account of the Expenditure for Services provided for by Acts and Ordinances of the late Province of Lower Canada, for the year ended the 31st December, 1850.

ENACTMENTS.	NAMES.	SERVICE.	Amount			Total Currency.		
			£	s.	d.	£	s.	d.
55 Geo. III. Cap. 10	A. DeSalaberry, Dpty. Adjt. General Militia, East	For payment of Pensions to Wounded Militiamen, for the year ended 31st October, 1850				390	0	0
6 Geo. IV. Cap. 8	Monk, Coffin and Papineau	Allowance to them as Prothonotary, Montreal, for preparing Abstracts of Baptisms, Marriages, and Burials in that District, for the year 1849	62	0	0			
	Burroughs and Fiset	Allowance to them as do at Quebec, for preparing do for the year 1849	95	15	0			
	Edward Barnard	Allowance to him as do at Three Rivers, for preparing do for the year 1849	15	5	0			
	William Bell	Allowance to him as do at St. Francis, for preparing do for the years 1847, 1848, and 1849	26	0	0			
	Wilkie and Tremblay	Allowance to them as do at Gaspé, for preparing do for the years 1847 and 1848	19	10	0			
1 Wm. IV. Cap. 16	Rev. P. F. Turgeon, Roman Catholic Bishop, Quebec	Twelve months' Allowance for Ground Rent of the Bishop's Palace, at Quebec, for the year ended the 31st December, 1850				152	10	0
2 Vic. Cap. 2	William Ermatinger	Twelve months' Salary as Superintendent and Inspector of Police at Montreal, to the 31st December, 1850				1111	2	0
	do do	Pay and Clothing of Two Policemen, from 1st January, 1850, to the 31st January, 1851, including contingencies	300	0	0			
	William K. McCord	Twelve months' Salary as Superintendent and Inspector of Police at Quebec, to the 31st December, 1850	204	15	4			
	do do	Pay and Clothing of Two Policemen, to the do., including contingencies for the year ended 30th June, 1850	500	0	0			
4 Vic. Cap. 17 and 8 Vic. Cap. 55	John Porter	Six months' Interest on £93,882 of Debentures, issued by the Quebec Turnpike Trust, to the 30th June, 1850, at six per cent. per annum	174	1	9			
	do do	Six months' Interest on £28,292 of do do to the 31st December, 1850	1016	9	9			
	J. F. Allard	Twelve months' Interest, at six per cent., on £19,000 of Debentures, issued by the Longueuil and Chambly Turnpike Trust, for the year ended the 30th June, 1850	848	15	2	1178	17	1
4 Vic. Cap. 16	Thomas G. Ridout, Cashier, Upper Canada Bank	Being the Interest of six per cent., from the 5th July to the 17th October, 1850, on £10,800 of Debentures redeemed, issued by the same	1140	0	0			
	William Wilson, Cashier, Montreal Bank, Toronto	Being the do do from 1st July, 1850, to 18th January, 1851, on £2,000 of Debentures redeemed, issued by the same	184	12	6			
	do do do	Being the do do from the 1st July, 1850 to the 23rd January, 1851, on £3,000 of Debentures redeemed, issued by the same	65	18	5			
	Louis Moffatt	Being the do do from the 1st July to the 25th October, 1850, on £1,200 of Debentures redeemed, issued by the same	101	6	11			
3 Vic. Cap. 31 and 4 Vic. Cap. 7	James Holmes	Secretary to the Trustees of the Montreal Turnpike Roads, being to enable the Trustees to meet the payment of the half-year's interest on the Road Bonds of the Trust, due the 1st July, 1850	29	1	7			
	Thomas G. Ridout, Cashier, Upper Canada Bank	Being the Interest from the 5th July to the 17th October, 1850, on £13,000 of Debentures redeemed, issued by the same	1500	0	0	1514	19	5
			222	4	8			
						1722	4	8
						7874	18	1

Carried over..... £ 7874 18 1

Appendix  
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1851.

No. 15.—(Continued.)

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(B.)  
1851.

ENACTMENTS.	NAMES.	SERVICE.	Amount.			Total Currency.		
			£	s.	d.	£	s.	d.
4 Vic. Cap. 30 .....	Derbshire & Desbarats .....	<i>Brought over</i> .....				7874	18	1
	do do .....	Being for a Sett of Indices and Registers furnished to the Registrar of the First Division of the County of Huntingdon, in Canada East .....	18	10	0			
		Being for do do for the Counties of Megantic, Rimouski, and Saguenay .....	42	12	0			
3 Vic. Cap. 16... ..	James Dickson .....	Balance of the Expenses incurred by the Commissioners of the House of Correction at Three Rivers, for the years 1846-7-8, and up to the 30th June, 1849 .....	8	15	0	56	2	0
	do do .....	On account of the same, for the year 1850 .....	50	0	0			
	J. E. Turcotte .....	Being to enable him to pay this amount to P. B. Dumoulin, for Rent of the House of Correction at Three Rivers, from the 1st July, 1849, to the 1st May, 1850 .....	25	0	0			
8 Vic. Cap. 6 .....	Etienne P. Taché, Receiver General .....	Amount paid by him for the destruction of 22 Wolves, at £2 10s. each .....				89	15	0
		Total Payments, Currency .....				£ 8069	15	1

F. HINCKS,  
Inspector General.INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

## No. 16.

STATEMENT of Payments made by the Receiver General of the Province of Canada, on Warrants issued between the 1st February, 1850, and the 31st January, 1851, on account of the Expenditure for Services provided for by Acts of the late Province of Upper Canada, for the year ended the 31st December, 1850.

ENACTMENTS.	NAMES.	SERVICE.	Amount.			Total Currency.		
			£	s.	d.	£	s.	d.
47 Geo. III. and other Acts .....		<i>County, late District Schools.</i>						
	George Straehan .....	Six months' salary as Master of the Grammar School for the County of Oxford, to the 30th June, 1850 .....	50	0	0			
	Frederick Gore .....	Six do as do of the late Simcoe District, to the 31st December, 1849 .....	£50	0	0			
	do do .....	Six do as do for the County of Simcoe, to the 30th June, 1850 .....	50	0	0			
	Benjamin Bayley .....	Six do as do of the late London District, to the 31st December, 1849 .....	£50	0	0			
	do do .....	Twelve do as do for the County of Middlesex, to the 31st December, 1850 .....	100	0	0			
	William A. Ross .....	Six do as do of the late Ottawa District, to the 31st December, 1849 .....	£50	0	0			
	do do .....	Salary as do for the united Counties of Prescott and Russell, from the 1st January to the 11th September, 1850, at £100 per annum .....	69	16	9			
		Carried forward .....	£ 419	16	9			

ENACTMENTS.	NAMES.	SERVICE.	Amount.			Total Currency.		
			£	s.	d.	£	s.	d.
		<i>Brought forward.....</i>	419	16	9			
		<i>County, late District Schools.—(Continued.)</i>						
47 Geo. III. and other Acts.....	John Haldan .....	Six months' salary as Master of the Grammar School of the late Huron District, to the 31st December, 1849 .....	50	0	0			
	Mrs. Sarah Cockell .....	Being the amount of salary due her late husband as Master of the Grammar School for the Prince Edward District, in the quarter ended the 30th September, 1849..... £15 0 0						
	James Brown.....	Being for his services as Assistant Teacher of do during a portion of the same period .....	10	0	0			
	George Mulligan .....	Salary as Master of do for the County of Prince Edward, from the 12th November, 1849, to the 30th June, 1850, at £100 per annum .....	63	11	9			
	Rev. R. J. C. Taylor.....	Twelve months' salary as do of the County of Peterborough, to the 31st Dec., 1850...	88	11	9			
	Robert Hudspeth .....	Twelve months' salary as do, united Counties of Northumberland and Durham, to do ...	100	0	0			
	John McIntyre .....	Six do as do, united Counties of Lanark and Renfrew, to the 30th June, 1850 ... ..	100	0	0			
	Paul J. Salter.....	Twelve do as do, united Counties of Essex, Kent, and Lambton, to the 31st December, 1850 .....	50	0	0			
	James Windeat .....	Twelve do as do for Leeds and Grenville, to do.	100	0	0			
	M. C. Crombie .....	Twelve do as do, County of York, to do.....	100	0	0			
	William Kay .....	do do as do, Stormont, Dundas, and Glengary, to do .....	100	0	0			
	Dr. J. Whitlaw.....	Twelve do as do, Lincoln, Haldimand, and Welland, to do .....	100	0	0			
	Rev. George Salmon.....	Twelve do as do for the County of Norfolk, to do.....	100	0	0			
	William J. Irwin .....	Twelve do as do for the united Counties of Frontenac, Lennox, and Addington, to do.	100	0	0			
	E. M. Stuart .....	Twelve do as do, County of Waterloo, to do ...	100	0	0			
	George Elmslie .....	do do as do, County of Wentworth and Halton, to do .....	100	0	0			
	John Robb.....	Salary as do, County of Carlton, for the half-year ended 30th June, 1850 ... £50 0 0						
	W. A. Ross.....	Salary as do, County of Carlton, from 12th September to 31st December, 1850, at £100 per annum .....	30	3	3			
	Alexander Burdon.....	Twelve months' do as do, County of Hastings, to the 31st December, 1850 .....	80	3	3			
		<i>Maintenance of Light Houses.</i>				1888	11	9
7 Will. IV. Cap. 96.	Thomas A. Begly .....	To enable him to pay the salaries of the various Light House Keepers, to the 31st December, 1850 .....	1650	0	0			
	R. Kneeshaw .....	For Oil supplied for the same .....	2595	16	8			
	Thomas Dissett and others ...	For supplies furnished for the maintenance of the same .....	1018	11	9			
	Thomas Dissett .....	On account of his salary as Superintendent of Light Houses .....	150	0	0			
7 Will. IV. Cap. 1...	W. B. Jarvis, Sheriff, Home District .....	Being for his attendance at the Court of Queen's Bench, at Toronto, during Hilary and Easter Terms, 18 Victoria.....				5409	8	5
						14	0	0
7 Will. IV. Cap. 103, and 1 Vic. Cap. 44	Etienne P. Taché, Receiver General .....	<i>Pensions to Militiamen.</i>						
		Payments on account of the same, for the year 1850 .....				2147	7	9
		Total payments, Currency.....				£ 9459	7	11

F. HINCKS,  
Inspector General.

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1850.

Appendix  
(B.)  
1851.

No. 17.

STATEMENT of Payments made by the Receiver General of the Province of Canada, on Warrants issued between the 1st February, 1850, and the 31st January, 1851, on account of Services provided for by Acts of the Legislature of Canada, for the year ended the 31st December, 1850.

ENACTMENTS.	TO WHOM PAID.	SERVICE.	Amount.			Total Currency.		
			£	s.	d.	£	s.	d.
8 Vic. Cap. 13 and 37; 9 Vic. Cap. 7, and 12 Vic. Cap. 78	Thomas M. Radenhurst	Treasurer of the late Bathurst District, to make up the deficiency of the Fund for paying the Salaries of the Judge, &c., in the half-year ended the 31st December, 1849.	116	18	11	233	15	8
	do	of the united Counties of Lanark and Renfrew, for do, in the do ended the 30th June, 1850	116	16	4	13	6	4
	H. C. Barwick	of the County of Oxford, for do, in the do ended do	75	7	4	843	16	7
	F. Ferguson	of the late Colborne District, for do, in the do ended 31st December, 1849	268	9	3	240	17	6
	do	of the County of Colborne, for do, in the year ended the 31st December, 1850	145	10	11	196	8	9
	Daniel O. Connor	of the late Dalhousie District, for do, in the half-year ended the 31st December, 1849.	95	6	7	178	12	5
	do	of the County of Carlton, for do, in the do ended the 30th June, 1850	107	18	4	188	1	7
	R. Macdonald	of the late Eastern District, for do, in the do ended the 31st December, 1849	88	10	5	19	9	1
	do	of the united Counties of Stormont, Dundas, and Glengary, for do, in the do ended 30th June, 1850	117	15	6	82	6	4
	George Brown	of the late Huron District, for do, in the year ended the 31st December, 1849.	55	16	11	149	8	5
	do	of the united Counties of Huron, Perth, and Bruce, for do, in the half-year ended the 30th June, 1850	106	15	6	268	12	5
	James L. Schofield	of the late Johnstown District, for do, in the do ended 31st December, 1849	81	6	1	1909	9	8
	do	of the united Counties of Leeds and Grenville, for do, in the do ended the 30th June, 1850	15	17	10			
	J. S. Buchanan	of the late London District, for do, in the do ended the 31st December, 1849	3	11	3			
	W. W. Street	of the County of Middlesex, for do, in the quarter ended the 31st March, 1850						
	William Ferguson	of the united Counties of Frontenac, Lennox, and Addington, for do, in the half-year ended the 30th June, 1850	60	18	1			
	Daniel Macdougall	of the late Niagara District, for do, in the do ended 31st December, 1849	88	10	4			
	do	of the united Counties of Lincoln, Haldimand, and Welland, for do, in the do ended 30th June, 1850	184	0	11			
	Thomas H. Johnson	of the late Ottawa District, for do, in the do ended the 31st December, 1849	134	11	6			
	do	of the united Counties of Prescott and Russell, for do, in the do ended the 30th June, 1850						
		Carried forward						

Appendix  
(B.)  
1851.

No. 17.—(Continued.)

ENACTMENTS.	TO WHOM PAID.	SERVICE.	Amount.			Total Currency.					
			£	s.	d.	£	s.	d.			
28 Vic. Cap. 13 and 37; 9 Vic. Cap. 7, and 12 Vic. Cap. 78	David Smith do Edmund Lally do Henry Groff do N. Reynolds do William Hewatt George Bullock do	<i>Brought forward</i> ..... <i>Fee Fund.</i> —(Continued.) Treasurer of the late Prince Edward District, to make up the deficiency of the Fund for paying the salaries of the Judge, &c., in the half-year ended the 31st December, 1849..... of the County of Prince Edward, for do, in the do ended the 30th June, 1850..... of the late Simcoe District, for do, in the do ended the 31st December, 1849 .. of the County of Simcoe, for do, in the do ended the 30th June, 1850..... of the late Talbot District, for do, in the do ended the 31st December, 1849 .. of the County of Talbot, for do, in the do ended the 30th June, 1850 .. of the late Victoria District, for do, in the do ended the 31st December, 1849..... of the County of Hastings, for do, in the do ended the 30th June, 1850 .. of the late Wellington District, for the do, in the do ended the 31st December, 1849..... of the late Western District, for do, in the do ended the do .. of the united Counties of Essex, Kent, and Lambton, in the do ended the 30th June, 1850	91 97 110 58 85 91 51 45 106 89	17 11 10 18 8 19 6 17 15 18	0 9 7 1 6 6 2 9 2 11	1909 189 169 177 97 9 196	8 9 8 0 11 1 1	2749 24495 24495	8 4 4	2	
9 Vic. Cap. 27, and 12 Vic. Cap. 60	J. B. Meilleur do William S. Williams J. J. Lappare J. Forteous, Post Master, Montreal. Desbarats & Derbishire..... J. B. Meilleur do do Rollo Campbell, Printer .. J. B. Meilleur	<i>Common Schools—Canada East.</i> Twelve months' Salary as Superintendent of Education, to the 31st December, 1850 To enable him to pay the Salary of a Secretary, for the year ended do .. Twelve months' Salary as Clerk, to do .. do do Messenger, to do .. Postages of his Department, for the three-quarters ended 5th October, 1850..... Being for Stationery, &c., furnished the Department, in the half-year ended the 31st December, 1849..... do for the Contingencies of his Office, in the do ended the 30th June, 1850... do to cover his Travelling Expenses on the occasion of his attending a sum- mons to Toronto, in July last..... do to make good that amount to H. S. Throop, Secretary-Treasurer to the School Corporation of the Municipality of Phillipsburg,—a similar amount, in Debentures, having been sent through the Post Office, and abstracted therefrom..... do for Printing various Circulars, in English and French, for the Superinten- dent of Education..... Towards the support of Common Schools in Canada East, for the 1st part of 1850, including arrears of 1849 ..	500 225 175 75 313 85 24 26 30 21	0 0 0 0 18 0 6 0 0 11	0 0 0 0 9 4 10 0 0 3	500 23019	12 12	2 2	24495 24495	4 4	2
		<i>Carried over</i> .....				2749	8	2	24495	4	2

No. 17 — (Continued.)

ENACTMENTS.	TO WHOM PAID.	SERVICE.	Amount.			Total Currency.		
			£	s.	d.	£	s.	d.
12 Vic. cap. 88, and 13 & 14 Vic. cap. 48	Rev. Egerton Ryerson	<i>Brought over</i> <i>Common Schools—Canada West.</i> Six months' Salary as Superintendent of Education, to the 30th June, 1850, at £420 per annum	210	0	0	2749	8	2
	do	do as do, to the 31st December, 1850, at £500 per annum	250	0	0			
	do	To enable him to pay a Clerk and contingencies, for the half-year ended the 30th June, 1850, at £315 per annum	157	10	0			
	do	do to pay two Clerks in the do, ended the 31st December, 1850, at £400 per annum	300	0	0			
	do	Postages, and other Contingent Expenses of his office, in the three quarters ended the 5th July, 1850	162	2	5			
	J. G. Hodgins, Deputy Superintendent of Education	Being to cover the Contingent Expenses of the Education Office and Council of Public Instruction, in the quarter ended the 5th October, 1850	98	12	3			
	James M. Strachan	One year's Rent of the building occupied by the Superintendent of Education, to the 10th December, 1850	55	0	0	315	14	8
	Rev. Egerton Ryerson	Being for the purpose of procuring Plans and Publications for the improvement of School Architecture	200	0	0			
	do	For establishing School Libraries in Upper Canada	500	0	0			
	do	Being in aid of Student Teachers attending the Normal School at Toronto, for the year ended the 31st March, 1851	1000	0	0			
	Daniel O'Connor	Being the Salaries and Contingencies of the Normal School at Toronto, for do	1500	0	0			
	do	Being the proportion payable to him as Treasurer of the County of Carlton, for the support of Common Schools in that County, for the year 1850	395	3	2			
	George Bullock	do as do, for the united Counties of Essex, Kent, and Lambton, for do	981	8	1			
	William Ferguson	do as do, for the do of Frontenac, Lennox, and Addington, for do	1078	4	7			
	N. G. Reynolds	do as do, for the County of Hastings, for do	627	16	4			
	J. L. Schofield	do as do, for the united Counties of Leeds and Grenville, for do	1164	1	3			
	Thomas M. Radenhurst	do as do, for the do of Lanark and Renfrew, for do	755	1	9			
	Daniel McDougall	do as do, for the do of Lincoln, Haldimand, and Welland, for do	957	1	10			
	J. S. Buchanan	do as do, for the County of Middlesex, for do	1206	11	9			
	Z. Burnham	do as do, for the united Counties of Northumberland and Durham, for do	1167	11	1			
	Henry Groff	do as do, for the County of Norfolk, for do	519	9	7			
	H. C. Barwick	do as do, for the do of Oxford, for do	713	3	7			
	Thomas H. Johnson	do as do, for the united Counties of Prescott and Russell, for do	281	0	1			
	David Smith	do as do, for the County of Prince Edward, for do	437	4	5			
	F. Ferguson	do as do, for the do of Peterborough, for do	582	0	7			
	R. Macdonald	do as do, for the united Counties of Stormont, Dundas, and Glengary, for do	1022	0	11			
	Edmund Lally	do as do, for the County of Simcoe, for do	641	17	3			
		<i>Carried forward</i>	16813	0	11	24495	4	4
						2749	8	2



No. 17.—(Continued.)

ENACTMENTS.	TO WHOM PAID.	SERVICE.	Amount.			Total Currency.		
			£	s.	d.	£	s.	d.
12 Vic. Cap. 83, and 13 & 14 Vic. Cap. 48.....	James Kirkpatrick.....	Common Schools—Canada West—(Continued.)	16813	0	11	2749	8	2
	William Hewatt.....	Being the proportion payable to him as Treasurer of the united Counties of Wentworth and Halton, for the support of Common Schools in these Counties, for the year 1850.	1399	8	8			
	J. S. Howard.....	do as do for the County of Waterloo, for do	853	9	9			
	do	do as do for the do York, for do	2236	0	6			
	George Brown, Jr.....	do as do being the balance due to the Township of Uxbridge, for the years 1849 and 1850	43	3	0			
	John Brown.....	do as do for the united Counties of Huron, Perth, and Bruce, for the year 1850.	425	8	6			
	William Anglin.....	do payable to the City of Hamilton, for do	191	5	10			
	A. T. McCord.....	do do do Kingsten, for do	225	1	0			
	Edmund Masse.....	do do do Toronto, for do	426	16	5			
	N. Hopkins.....	do do do Town of Bytown, for do	68	15	1			
	Merrick Sawyer.....	do do do do Brockville, for do	58	4	0			
	Duncan McKay.....	do do do do Belleville, for do	54	9	6			
	Asa A. Burnham.....	do do do do Brantford, for do	48	11	7			
	William Mattice.....	do do do do do Cobourg, for do	73	14	5			
	Robert Suter.....	do do do do do Cornwall, for do	31	0	10			
	W. W. Street.....	do do do do do Dundas, for do	46	11	3			
	Thomas McCormack.....	do do do do do London, for do	116	8	1			
	Charles Hughes.....	do do do do do Niagara, for do	61	10	9			
	L. Murray.....	do do do do do Port Hope, for do	40	7	1			
	C. H. Peck.....	do do do do do Picton, for do	38	16	0			
	H. Mittleberger.....	do do do do do Prescott, for do	36	7	11			
		do do do do do St. Catharines, for do	61	9	3			
4 & 5 Vic. Cap. 24.....	William S. Sewell..... Delisle and Brehaut..... H. B. Hughes..... A. M. Delisle..... James Green..... Benjamin Delisle..... G. E. Shiller.....	Services on behalf of Prisoners. Services as Sheriff of Quebec on the part of Prisoners, in the half-year ended 31st December, 1849 do as Clerk of the Peace, at Montreal, in the do ended 30th June, 1850 do as Clerk of the Peace, at Three Rivers, in the do ended the 31st December, 1849 do as Clerk of the Crown, Montreal, in the do ended 30th June, 1850 do as High Constable, at Quebec, from the 1st January to the 10th September, 1850. do as High Constable, at Montreal, in the half-year ended the 30th June, 1850 do as Superintendent of Crown Witnesses, at Montreal, in the year ended the 31st December, 1850	23850	0	4	47845	4	8
			11	6	0			
			20	14	0			
			23	11	0			
			13	8	0			
			78	3	8			
			8	3	3			
			76	1	0			
			231	6	11			
4 & 5 Vic. Cap. 69.....	William S. Sewell, Sheriff, Quebec..... Boston & Coffin, do, Montreal..... George E. Bowen, do, St. Francis.....	Expenses conveying Convicts to the Provincial Penitentiary. For conveying Five Prisoners from Quebec to Kingston, in the year ended 30th June, 1850 do from Montreal to do, in the do..... do One do from Sherbrooke to do, in the half-year ended do						
			130	17	6			
			67	11	0			
			88	0	0			
			236	8	6			
			51062	8	3			
		Carried over.....						

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No. 17.—(Continued.)

ENACTMENTS.	TO WHOM PAID.	SERVICE.	Amount.			Total Currency.		
			£	s.	d.	£	s.	d.
12 Vic. Cap. 27	Donald McNicol	Fees and Disbursements as Returning Officer at the late Election for the County of Glengary, held in January, 1850	7	12	0	51062	8	3
	Thomas Racey	do do at the do do for the do of Halton	82	14	3			
	William Kingsmill	do do at the do do for the do of Lincoln	19	1	6			
	James Hamilton	do do at the do do for the do of London	43	1	2			
	Edward Thurber	do do at the do do for the do of Megantic	154	2	0			
	W. S. Sewell	do do at the do do for the City of Quebec	123	5	3			
	William Ritchie	do do at the do do for the County of Sherbrooke	109	17	6			
	Hollis Smith	do do at the do do for the Town of do	5	5	0			
	Francis Leys	do do at the do do for the East Riding of York	10	14	6			
7 Vic. Cap. 16, and 12 Vic. Cap. 38	Hypolite Guy J. S. McCord William Power J. C. Bruneau J. A. Taschereau David Roy A. F. DeBlois	<i>Circuit Judges.</i> Twelve months' Salary as Circuit Judge for the District of Montreal, to the 31st December, 1850 do do for the do do do do do for the District of Quebec, to do do do for the do of do do do do for the do of do do Salary as do for Lower Canada, from the 24th December, 1849, to the 31st December, 1850, at £550 per annum Additional do as do for do, for the year ended do.	550 550 550 550 550 561 50	0 0 0 0 0 19 0	0 0 0 0 0 2 0	555	13	2
8 Vic Cap 13	Charles Elliot William Falkner	<i>Pensions.</i> Twelve months' Pension as retired Judge of the late Western District, to the 31st December, 1850 Fifteen do do as do Newcastle do from the 1st October, 1849, to do, at £100 per annum	100 125	0 0	0 0			
10 & 11 Vic. Cap. 36	Mrs. Valières de St. Réal	Twelve months' Pension as Widow of the late Chief Justice, Montreal, to the 31st December, 1850				3361	19	2
8 Vic. Cap. 16, and 13 & 14 Vic. Cap. 12	William E. Logan Alexander Murray Thomas Hunt William E. Logan do	<i>Geological Survey.</i> Fifteen months' Salary as Provincial Geologist, from the 1st October, 1849, to the 31st December, 1850, at £555 11s. per annum Twelve do as Assistant do, to do Fifteen do as Chemist from the 1st October, 1849, to do, at £300 per annum Being the amount of his disbursements on the Geological Survey, for the year ended the 31st March, 1850 On account of the same, for the year ended the 31st March, 1851	694 333 375 631 600	8 6 0 11 0	9 8 0 3 0	225 200	0 0	0 0
		<i>Carried forward</i>				2684	6	8
						58039	7	3

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No. 17.—(Continued.)

ENACTMENTS.	TO WHOM PAID.	SERVICE.	Amount.			Total Currency.		
			£	s.	d.	£	s.	d.
8 Vic. Cap. 53; 9 Vic. Cap. 24, and 13 & 14 Vic. Cap. 46	R. N. Watts	Brought over..... <i>Agricultural Societies—Canada East.—(Continued.)</i>	1593	17	6	64205	17	3
	do	Allowance to the Agricultural Society for the County of Drummond, for the years 1849 and 1850.....	207	0	7			
	Jean LeBoutillier	payable to him as the District Society for the Districts of Three Rivers and St. Francis, for the do.....	500	0	0			
	H. Kavanagh	to the Agricultural Society, Division No. 1, County of Gaspé, for do.....	75	0	0			
	Daniel Stott	do do No. 2, do do.....	75	0	0			
	J. B. Varin	do do No. 1, County of Huntingdon, for the years 1849 and 1850.....	150	0	0			
	A. Archambault	do do No. 2, do do for the County of Leinster, for do.....	108	1	0			
	Moses J. Hays	do do do do Montreal, for 1849.....	120	15	0			
	P. H. Moore	do do do do Missisquoi, for 1850.....	150	0	0			
	J. R. Laroche	do do do do Megantic, for do.....	135	0	0			
	do	payable to him as the District Society for the District of Quebec, for do.....	500	0	0			
	C. J. DeBlois	to the Agricultural Society for the County of Quebec, for do.....	150	0	0			
	Thomas Jones	do do Division No. 1, County of Rouville, for the years 1849 and 1850.....	150	0	0			
	Joseph N. Poulin	do do do do do No. 2, do do for 1850.....	75	0	0			
	Louis Bertrand	do do for the County of Rimouski, for do.....	50	5	0			
	Olivier Charnard	do do Division No. 1, County of Richelieu, for do.....	75	0	0			
	C. J. Duchesnay	do do do do do No. 2, do do.....	288	14	9			
	H. Robinson	do do for the County of Shefford, for the years 1849 and 1850.....	300	0	0			
	John McConnell	do do do do do do Stantstead, do do.....	75	0	0			
	Benjamin Pomroy	do do Division No. 1, County of Sherbrooke, for 1850.....	75	0	0			
	Edward Journeaux	do do do do do do do do.....	143	12	6			
	Francis Boucher	do do for the County of St. Maurice, for do.....	150	0	0			
	J. O. A. Turgeon	do do Terrebonne, do do.....	75	0	0			
	John Wainwright	do do for the County of Two Mountains, for do.....	75	0	0			
	L. Dumouchet	do do do do do do do do.....	75	0	0			
	J. N. A. Archambault	do do do do No. 1, County of Vercheres, for do.....	75	0	0			
	A. Vandandaigne	do do do do do do for 1849.....	75	0	0			
	J. A. Matheson	do do for the County of Yaudreuil, for 1850.....	78	0	0			
	J. Gill	do do do do Yamaska, do.....	104	5	0	5719	18	4
9 Vic. Cap. 62	F. Glackemeyer	Being the amount of the Contingent Expenses of his Office, as Clerk attached to the Inspector General's Department at Quebec, to look after the interests of the Crown, in the payment of the Quebec Fire Loan, for the quarter ended the 31st December, 1849.....	22	12	5			
	William Bristow	Being the Disbursements and other Expenses of the Commission appointed to investigate the defalcation of F. Glackemeyer.....	120	4	9			
	Jean Chabot	Being for Services performed by him, on behalf of the Crown, on business connected with the Loans to the Sufferers by the Fires at Quebec in 1845.....	125	19	11	274	17	1
		Carried forward.....				70200	12	8

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No. 17.—(Continued.)

ENACTMENTS.	TO WHOM PAID.	SERVICE.	Amount.			Total Currency.		
			£	s.	d.	£	s.	d.
9 Vic. Cap. 38	D. G. McDonell. A. DeSalaberry	<i>Brought forward</i> Deputy Adjutant General of Militia, West, being for expenses attending a Regimental Court Martial do do East, being so much allowed for expenses attending a General Court Martial, at St. Hyacinthe	9	5	10	70200	12	8
9 Vic. Cap. 34	Derbshire & Debarats, Printer.	Amount of their Account for furnishing Eighty-three Register Books to Registrars, Canada West.				16	16	6
12 Vic. Cap. 8	James Porteous, Post Master, Montreal	Postages against the late Secretary of the Montreal Board of Health, in the quarter ended 5th July, 1849				317	16	0
12 Vic. Cap. 12	Joseph Bonnet, E. A. Clark, and R. Berthelot	Amount of their Salaries and Contingent Expenses as Commissioners, Montreal Registry Act, to the 31st Decem- ber, 1850	778	4	6	14	2	1
	do	On account of the same, for the year 1851	100	0	0			
12 Vic. Cap. 58	Jacques Viger	Treasurer and one of the Commissioners appointed under this Act, being the amount of the Salaries and Contingent Expenses of the Commission for Rebellion Losses in Lower Canada, to the 1st September, 1850				878	4	6
12 Vic. Cap. 33	William B. Lindsay, Clerk, Legisla- tive Assembly	Being the amount required to meet the Sessional Allowance and Travelling Expenses of the Members of the Legis- lative Assembly, for the past Session				3178	0	0
		<i>Court of Chancery.</i>				8692	0	0
12 Vic. Cap. 64	William H. Blake J. C. P. Esten J. G. Spragge J. S. Smith John Black	Twelve months' Salary as Chancellor, to the 31st December, 1850 do do as Vice-Chancellor, to do do do as Master, to do Nine do do as Registrar, from the 1st January to the 30th September, 1850, at £400 per annum Salary as Clerk in the Registrar's Office, from the 10th September, 1849, to the 31st December, 1850, at £125 per annum do do in the Master's Office, from the 23rd August to the do, at £125 per annum do of a do in his Office, between the 10th September, 1849, and the 22nd August, 1850,—398 days, at £125 per annum	1250 1000 500 300 168 44 115	0 0 0 0 7 9 15	0 0 0 0 8 0 0	3978	11	8
12 Vic. Cap. 63	William Stanley J. B. Macaulay Archibald McLean E. B. Sullivan A. N. Buell Robert Pearson George Goldsmith A. N. Buell	<i>Court of Common Pleas.</i> Twelve months' Salary as Chief Justice, to the 31st December, 1850 do do as Puisné Judge, to do do do as do do do do as Clerk of the Crown and Pleas, to do Salary as Senior Clerk of the Crown and Pleas of the Court of Common Pleas, from the 15th December, 1849, to the 31st December, 1850, at £250 per annum do as Junior do of the do do do from the 16th December, 1849, to the do, at £150 per annum Being the Postages of his Office as Clerk of the Crown and Pleas, in the quarter ended 5th October, 1850	1250 1000 1000 400 261 156 15 4084	0 0 0 0 11 18 14 4	0 0 0 0 0 7 10 5	86671	8	5
		<i>Carried over.</i>						

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No. 17.—(Continued.)

ENACTMENTS.	TO WHOM PAID.	SERVICE.	Amount.			Total Currency.		
			£	s.	d.	£	s.	d.
12 Vic. cap. 63	Charles C. Small	<i>Brought over</i> <i>Courts of Queen's Bench and Common Pleas.</i>	4084	4	5	86671	3	5
	William H. Coxwell	Salary as Clerk of the Crown and Pleas, from the 15th December, 1849, to the 31st December, 1850, at £750 per annum	784	13	0			
	Thomas Coxwell	do as Senior Clerk, of do, from do to do, at £250 do	261	11	0			
	William D. Miller	do as Junior do of do, from do to do, at £150 do	156	18	7			
	W. H. Ponton	do as Deputy do of the Crown and Pleas, of the Court of Queen's Bench and Common Pleas, for the united Counties of Lincoln, Haldimand, and Welland, from the 15th December, 1849, to the 31st December, 1850, at £100 per annum	104	12	4			
	H. W. Jones	do as do, for the County of Hastings, from do to do, at do	104	12	4			
	J. S. Smyth	do as do, for the united Counties of Northumberland and Durham, from do to do, at do	104	12	4			
	J. Harris	do as do, for the do of Frontenac, Lennox, and Addington, from do to the 30th September, 1850	79	12	4			
	B. Billings	do as do, for the County of Middlesex, from do to the 30th June, 1850, at do	54	12	4			
	H. J. Friel	do as do, for the do of Carlton, from do to the 31st March, 1850, at £80 per annum	23	13	11			
	T. D. Campbell	do as do, for the do of do from 12th June to the 31st December, 1850, at do	44	3	6			
	G. C. Wood	do as do, for the united Counties of Leeds and Grenville, from the 15th December, 1849, to the 31st December, 1850, at £75 per annum	78	9	3			
	R. Fennett	do as do, for the do of Stormont, Dundas, and Glengary, from do to do, at do	78	9	3			
	C. H. Sache	do as do, for the County of Oxford, from do to do, at £50 per annum	52	6	2			
	P. H. Morin	do as do, for the united Counties of Lanark and Renfrew, from do to do, at £30 do	31	7	9			
	C. Mortimer	do as do, for the do of Essex, Kent, and Lambton, from do to do, at do	31	7	9			
	M. Hamilton	do as do, for the County of Prince Edward, from do to do, at £25 per annum	26	3	2			
	A. B. Rapelje	do as do, for the united Counties of Huron, Perth, and Bruce, from do to the 30th September, 1850, at £20 per annum	15	18	6			
	T. R. Brock	do as do, for the County of Norfolk, from do to the 31st December, 1850, at do	20	18	6			
	W. H. Wrighton	do as do, for the do of Waterloo, from do to the 30th September, 1850, at do	15	18	6			
	H. Gowan	do as do, for the do of Peterborough, from the do to the 31st December, 1850, at do	20	18	6			
	T. H. Johnson	do as do, for the do of Simcoe, from do to do, at do	20	18	6			
	H. C. Barwick	do as do, for the united Counties of Prescott and Russell, from do to do, at do	20	18	6	6217	0	5
9 Vic. cap. 58	H. C. Barwick	<i>Expenses of Administration of Criminal Justice—Canada West.</i>						
	do	Being the amount paid him as Treasurer of the late Brock District, for Expenses of Criminal Justice in that District, for the half-year ended 31st December, 1849	203	4	7			
	do	do do as do of the County of Oxford, for the do ended 30th June, 1850	292	13	4			
	Thomas M. Radenburt	do do as do of the late Bathurst District, for the do ended 31st December, 1849	148	14	10			
	do	do do as do of the united Counties of Lanark and Renfrew, in the do ended the 30th June, 1850	192	0	0			
		<i>Carried forward</i>	836	12	9	92683	3	10

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No. 17.—(Continued.)

ENACTMENTS.	TO WHOM PAID.	SERVICE.	Amount.			Total Currency.		
			£	s.	d.	£	s.	d.
9 Vic. Esp. 58	F. Ferguson	<i>Brought forward.</i> <i>Expenses of Administration of Criminal Justice—Canada West.—(Continued.)</i> Being the amount paid to him as Treasurer of the late Colborne District, for expenses of Criminal Justice in that District, for the half-year ended the 31st December, 1849	158	5	10	836	12	9
	do	do as do of the County of Peterborough, for do in the do ended 30th June, 1850	219	19	7	378	5	5
	Daniel O'Connor	do as do of the late Dalhousie District, for do in the do ended the 31st December, 1849	301	5	2	501	5	2
	do	do as do of the County of Carlton, on account of do in the do ended the 30th June, 1850	200	0	0			
	R. McDonald	do as do of the late Eastern District, for do in the do ended the 31st December, 1849	161	19	4			
	do	do as do of the united Counties of Stormont, Dundas, and Glengary, for do in the do ended 30th June, 1850	180	4	7	341	17	11
	James Kirkpatrick	do as do of the late Gore District, for do in the do ended the 31st December, 1849	689	19	8			
	do	do as do of the united Counties of Wentworth and Halton, in the do ended 30th June, 1850	670	16	7	1860	16	3
	George Brown, Junr.	do as do of the late Huron District, for do in the year ended the 31st December, 1849	212	15	9			
	do	do as do of the united Counties of Huron, Perth, and Bruce, for do in the half-year ended the 30th June, 1850	186	18	0	399	13	9
	J. S. Howard	do as do of the late Home District, for do in the do ended 31st December, 1849	811	16	3			
	do	do as do for the County of York, for do in the do ended 30th June, 1850	809	19	7			
	do	do as do for the do, on account of do, in the do ended the 31st December, 1850	400	0	0	2021	15	10
	J. L. Schofield	do as do of the late Johnstown District, for expenses of do in the do ended 31st December, 1849	255	19	4			
	do	do as do of the united Counties of Leeds and Grenville, for do in the do ended 30th June, 1850	267	5	7	523	4	11
		<i>Carried over</i>				6363	12	0
						92888	3	10

No. 17.—(Continued.)

ENACTMENTS.	TO WHOM PAID.	SERVICE.	Amount.			Total Currency.		
			£	s.	d.	£	s.	d.
9 Vic. Cap. 58	J. S. Buchanan	<i>Brought over</i> <i>Expenses of Administration of Criminal Justice—Canada West.—(Continued.)</i> Being the amount paid to him as Treasurer of the late London District, for Expenses of Criminal Justice in that District, for the half-year ended the 31st December, 1849	542	10	6	6363	12	0
	W. W. Street	do as do of the County of Middlesex, for do, in the do ended 30th June, 1850	507	10	1	1050	0	7
	William Ferguson	do do as do of the late Midland District, for do, in the do ended the 31st December, 1849	490	9	7			
	do	do as do of the united Counties of Frontenac, Lennox, and Addington, for do, in the do ended 30th June, 1850	376	17	1	867	6	8
	Z. Burnham	do do as do of the late Newcastle District, for do, in the do ended the 31st December, 1849	322	3	5			
	do	do as do of the united Counties of Northumberland and Durham, for do, in the do ended the 30th June, 1850	244	3	0	566	6	5
	Daniel McDougall	do do as do of the late Niagara District, for do, in the do ended 31st December, 1849	379	12	5			
	do	do as do of the united Counties of Lincoln and Haldimand, for do, in the do ended the 30th June, 1850	373	12	7	749	5	0
	T. H. Johnson	do do as do of the late Ottawa District, for do, in the do ended 31st December, 1849	188	0	10			
	do	do as do of the united Counties of Prescott and Russell, for do, in the do ended 30th June, 1850	111	18	6	249	19	4
	David Smith	do do as do of the late Prince Edward District, for do, in the do ended 31st December, 1849	180	0	2			
	do	do as do of the County of Prince Edward, for do, in the do ended the 30th June, 1850	126	15	7	256	15	9
	Edmund Lally	do do as do of the late Simcoe District, for do, in the do ended the 31st December, 1849	276	7	10			
	do	do as do of the County of Simcoe, for do, in the do ended the 30th June, 1850	235	11	4	511	19	2
	Henry Groff	do do as do of the late Talbot District, for do, in the do ended the 31st December, 1849	233	19	4			
	do	do as do of the County of Norfolk, for do, in the do ended 30th June, 1850	259	10	7	10615	4	11
		<i>Carried forward</i> ..... £	493	9	11	92888	3	10



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No. 17.—(Continued.)

ENACTMENTS.	TO WHOM PAID.	SERVICE.	Amount.			Total Currency.		
			£	s.	d.	£	s.	d.
9 Vic. Cap. 58 .....	Henry Groff .....	<i>Brought forward...</i> .....	493	9	11	92888	3	10
		<i>Expenses of Administration of Criminal Justice—Canada West.—(Continued.)</i>						
		Being the amount paid to him as Treasurer of the County of Norfolk, on account of Expenses of Criminal Justice in that County, to 31st December, 1850.....	140	0	0			
	Nelson G. Reynolds .....	do as do of the late Victoria District, for do, in the half-year ended the 31st December, 1849 .....	207	16	9	683	9	11
	do .....	do as do of the County of Hastings, for do, in the do ended the 30th June, 1850 .....	203	5	4	411	2	1
	William Hewatt.....	do as do of the late Wellington District, for do, in the do ended 31st December, 1849 .....	233	16	4			
	do .....	do as do of the County of Carlton, for do, in the do ended the 30th June, 1850 .....	258	16	2	492	12	6
	George Bullock.....	do as do of the late Western District, for do, in the do ended the 31st December, 1849.....	250	0	0			
	do .....	do as do of the united Counties of Essex, Kent, and Lambton, for do, in the do ended the 30th June, 1850.....	199	1	5	449	1	5
		Total Payments, Currency.....				12601	10	10
						105489	14	8

F. HINCKS,  
Inspector General.

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

No. 18.

STATEMENT of the Payments made by the Receiver General of the Province of Canada, on Warrants issued between the 1st February, 1850, and the 31st January, 1851, on account of the Expenditure of the Civil Government, for the year ended the 31st December, 1850, as provided for by Act 13 & 14 Vic. Cap. 1.

TO WHOM PAID.	SERVICE.	Amount.			Total Currency.			
		£	s.	d.	£	s.	d.	
<i>Adjutant General of Militia Department.</i>								
D. G. McDonell.....	Twelve months' Salary as Deputy Adjutant General of Militia for Canada West, to the 31st December, 1850 .....				500	0	0	
A. DeSalaberry .....	do do as do East, to the do .....				500	0	0	
Charles Petitelair .....	do do as Clerk, to the do .....				130	0	0	
Joshua Thompson .....	do do as do to the do .....				175	0	0	
P. L. McDonell .....	do do as do to the do .....				185	0	0	
Wm Rowan .....	do do as Messenger, to the do .....				66	0	0	
E. W. R. Antrobus .....	do do as Provincial Aid-de-Camp, to the do .....				200	0	0	
D. G. McDonell and A. DeSalaberry .....	Amount of certain Contingent Expenses of their Department, in the half-year ended the 30th June, 1850.	17	11	1				
Desbarats & Derbishire...	Printing done and Stationery furnished the said Department, in the do .....	88	8	0				
Charles Berczy .....	Postages of their Department, in the three-quarters ended 5th October, 1850 .....	169	0	11				
A. DeSalaberry, Deputy Adj. Gen. Militia...	Being to enable him to proceed to Lower Canada to reorganize the Militia.....	25	0	0				
					300	0	0	
<i>Legislative Council.</i>								
R. E. Caron .....	Twelve months' Salary as Speaker, to the 31st December, 1850 .....				1000	0	0	
C. E. DeLery.....	Three do do as Clerk, to the 31st March, 1850, at £500 per annum .....	125	0	0				
John F. Taylor .....	Six do do as do to the 31st December, 1850, at do .....	250	0	0				
do .....	do do do as Assistant Clerk, to the 30th June, 1850, at £350 per annum .....				375	0	0	
Robert Lemoine.....	do do do as do and French Translator, to the 31st December, 1850, at £400 per annum.....				175	0	0	
F. L. Montizambert .....	Twelve do do as Law Clerk, to the do .....				200	0	0	
Robert Lemoine.....	Six do do as French Translator, to the 30th June, 1850 .....				250	0	0	
F. S. Jarvis .....	Twelve do do as Gentleman Usher of the Black Rod, to the 31st December, 1850 .....				112	10	0	
Olivier Vallerand .....	do do do as Sergeant at Arms, to the do .....				100	0	0	
Rev. W. A. Adamson ...	do do do as Chaplain and Librarian, to the do .....				100	0	0	
Michael Keating .....	do do do as Head Messenger, to the do .....				200	0	0	
Thomas Brooks .....	do do do as Door-keeper, to the do .....				100	0	0	
A. Lachance .....	Allowance as Messenger during the past Session .....	45	0	0				
Edward Botterel .....	do do do as do during the same.....	45	0	0				
John Fenwick .....	do do do as do do do .....	45	0	0				
John F. Taylor, Clerk, Leg. Council .....	On account of the Contingent Expenses of the Legislative Council .....				185	0	0	
					2500	0	0	
<i>Legislative Assembly.</i>								
A. N. Morin .....	Twelve months' Salary as Speaker, to the 31st December, 1850 .....				1000	0	0	
W. B. Lindsay .....	do do do as Clerk, to the do .....				500	0	0	
G. B. Faribault .....	do do do as Assistant Clerk, to the do .....				400	0	0	
G. W. Wicksteed .....	do do do as English Translator and Law Clerk, to the do .....				350	0	0	
Henri Voyer .....	do do do as French Translator, to the do .....				250	0	0	
Felix Fortier .....	do do do as Clerk of the Crown in Chancery, to the do .....				150	0	0	
G. K. Chisholm .....	do do do as Sergeant at Arms, to the do .....				100	0	0	
W. B. Lindsay, Clerk ...	On account of the Contingent Expenses of the Legislative Assembly, per Order in Council, dated 19th March, 1850.....	1887	0	0				
					1887	0	0	
	<i>Carried forward.....</i>	£	1887	0	0	2750	0	0
						7368	10	0

TO WHOM PAID.	SERVICE.	Amount.			Total Currency.					
		£	s.	d.	£	s.	d.			
<i>Brought forward.....</i>		1887	0	0	2750	0	0	7868	10	0
<i>Legislative Assembly.—(Continued.)</i>										
W. B. Lindsay, Clerk ...	On account of the Contingent Expenses of the Legislative Assembly, as per Address of that House, dated the 12th June, 1850.....	5000	0	0						
do .....	do of the do do, as per do, dated 23rd July, do.....	5000	0	0						
do .....	do of the do do, as per do, dated the 8th August, do.....	16654	19	1						
					28541	19	1			
<i>Pensions to Officers and Servants of the Legislative Bodies of the two portions of the Province of Canada.</i>								31291	19	1
William Ginger .....	Twelve months' Pension as late Sergeant-at-Arms to the Legislative Council, Lower Canada, to the 31st December, 1850 .....				66	13	4			
Louis Noreau .....	do do as Messenger do, to the do.....				20	0	0			
P. LaCroix .....	do do as do do, to the do.....				18	0	0			
L. B. Pinquet.....	do do as Clerk of Committees of the House of Assembly, do, to the do.....				66	13	4			
Samuel Waller .....	do do as do, to the do.....				100	0	0			
François Rodrigue.....	do do as Messenger do, to the do.....				18	0	0			
Louis Gagné .....	do do as do do, to the do.....				18	0	0			
William Coates .....	do do as Writing Clerk to the House of Assembly, Upper Canada, to the do.....				133	6	8			
John Bright .....	do do as late Messenger, Province of Canada, to the do.....				20	0	0			
<i>Other Pensions.</i>										
Jacques Brien .....	Nine months' Pension for Wounds received in the Public Service, to the 30th September, 1850, at £20 per annum .....				15	0	0			
Margaret Powell .....	Twelve do do as late Keeper of the Public Offices, at Toronto, to do .....				35	0	0			
do .....	do do Allowance in lieu of rooms occupied by her in the buildings, from November, 1849, to 31st December, 1850, at £20 per annum .....				22	10	0			
								533	3	4
<i>Hospitals and other Charities.</i>										
Louis Massue.....	Treasurer, and one of the Commissioners for the relief of Insane Persons, Foundlings, and Indigent Sick, in the District of Quebec, on account of the expenses of those objects, for the half-year ended the 30th June, 1850 .....				446	6	7			
J. B. Trestler.....	One of the Commissioners for do, at Montreal, being the Grant for do, for the year 1850 .....				1000	0	0			
John McDougall .....	Chairman, and one of the do, at Three Rivers, being on account of the Grant for do do .....				250	0	0			
Sam. Gerrard, President .....	Being the amount payable to the Corporation of the General Hospital, at Montreal, for do .....				1000	0	0			
Henry Jessopp .....	do do to the Managers of the Protestant Female Orphan Asylum, at Quebec, for do .....				100	0	0			
Henrietta Geddes and C. H. Ogden .....	do do to the Ladies' Benevolent Society of Montreal, for Widows and Orphans, for do .....				100	0	0			
Eliza M. Masson .....	do do to the Roman Catholic Orphan Asylum, at Quebec, for do .....				100	0	0			
Susan S. Wilkes and Sophia Moffatt .....	do do to the Montreal Protestant Orphan Asylum, for do .....				100	0	0			
Henry Jessopp .....	do do to the Male Orphan Asylum, at Quebec, for do .....				100	0	0			
Josette Coté .....	do do to the Charitable Association of the Ladies of the Roman Catholic Asylum, at Montreal, for do .....				100	0	0			
Augusta Durnford.....	do do to the Montreal Lying-in Hospital, for do .....				50	0	0			
Charles Widmer, Chairman .....	On account of the Expenses of the Lunatic Asylum at Toronto, for the year 1850, being the amount of the Grant for that purpose in the Estimate ... ..				5000	0	0			
Louis Massue.....	Treasurer, and one of the Commissioners of the Temporary Lunatic Asylum at Beauport, near Quebec, being the amount of the Expenses of that Institution, for the nine months ended 30th September, 1850 .....				3865	12	11			
								12211	19	6
<i>Carried over.....</i>					£			51400	11	11

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No. 18.—(Continued.)

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TO WHOM PAID.	SERVICE.	Amount.			Total Currency.			
		£	s.	d.	£	s.	d.	
	<i>Brought over.....</i>						51400 11 11	
	<i>Various Public Institutions.</i>							
A. F. Holmes.....	As an aid to the Medical Faculty of McGill College, for the year 1850 .....			250	0	0		
Louis Boyer .....	do to the School of Medicine at Montreal, for do. ....			200	0	0		
Robert Symes.....	do to the Literary and Historical Society at Quebec, for do.....			50	0	0		
A. LaRocque .....	do to the Natural History Society at Montreal, for do.....			50	0	0		
John Harrington .....	do to the Mechanics' Institute at Toronto, for do .....			50	0	0		
William A. Holwell .....	do to the same at Quebec, for do .....			50	0	0		
John McDonald.....	do to the same at Kingston, for do.....			50	0	0		
W. Begg and E. Ellis ..	do to the same at London, Canada West, for do. ....			50	0	0		
Thomas D. Harris.....	do to the Athenaeum, at Toronto, for do .....			100	0	0		
J. Marks.....	do to the Provincial Agricultural Association of Upper Canada, for do.....			600	0	0		
Alfred Pinsoneault.....	do to the do in Lower Canada, for do ...			600	0	0		
	<b>2050 0 0</b>							
	<b>CONTINGENT EXPENSES OF THE ADMINISTRATION OF JUSTICE.</b>							
	<i>Criminal Prosecutions—Canada East.</i>							
Henry Driscoll, Queen's Counsel .....	Being for Professional Services performed during the Criminal Term of March, 1850, and up to the 30th September, 1850 .....	137	13	4				
Edward Short, Advocate.	do for his do, at the do of August, 1849, and February, 1850, at Sherbrooke, in the District of St. Francis .....	54	10	0				
J. E. Turcotte .....	do for his do, from October, 1849, to June, 1850.....	14	16	8				
Dunbar Ross, Advocate...	do for his do, in conducting the Crown business during the Criminal Term of the Court of Queen's Bench, at Quebec, in January and July,—and an Extraordinary Term at the same place, from the 29th October to the 15th November, 1850 .....	234	3	4				
	<b>441 3 4</b>							
	<i>Criminal Prosecutions—West.</i>							
William Notman .....	For his Services as Crown Officer, on the Spring Assize of 1850, for the united Counties of Lincoln, Haldimand, and Welland—of Northumberland and Durham—and of the Counties of Peterborough and Simcoe; and on the Fall Assize of 1850, for the united Counties of Huron, Perth, and Bruce—of Essex, Kent and Lambton—and of the County of Middlesex .....	301	0	0				
Skeffington Connor .....	do for his do, as do, at the Assizes, held in January, 1850, for the County of York.....	77	0	0				
Secker Brough .....	do for his do, as do, on the Spring Assize of 1850, for the united Counties of Essex, Kent, and Lambton—the County of Middlesex—and the united Counties of Huron, Perth, and Bruce .....	101	10	0				
Adam Wilson.....	do for his do, as do, at the Assize for the County of York, held in May, 1850 .....	184	0	0				
Richard Martin .....	do for his do, as do, on the Spring Assize of 1850, for the County of Oxford—of Norfolk—and the united Counties of Huron, Perth, and Bruce .....	47	0	0				
William B. Richards.....	do for his do, as do, on the do of 1849 in the Eastern District, and on the do of 1850 for the united Counties of Leeds and Grenville .....	23	0	0				
J. W. Gwynne .....	do for his do, as do, on the Spring Assize of 1850, for the County of Oxford; and on the Fall do for the united Counties of Frontenac, Lennox, and Addington .....	249	0	0				
John Ross .....	do for his do, as do, on do, for the united Counties of Frontenac, Lennox, and Addington—the County of Hastings, and of Prince Edward .....	63	0	0				
Kenneth McKenzie .....	do for his do, as do, on the Fall do, for the united Counties of Stormont, Dundas, and Glengary, including L'Original .....	77	0	0				
	<b>1122 10 0</b>							
	<i>Salaries, Allowances, and Contingencies to Sheriffs, Canada East.</i>							
William S. Sewell.....	Salary, and Allowance for a Public Executioner, as Sheriff at Quebec, from the 1st January to the 9th September, 1850, at £141 2s. per annum .....	97	15	6				
do .....	On account of the Contingencies of his office for the year 1850 .....	3863	12	7				
do .....	do of the do, for the year 1851 .....	500	0	0				
Boston and Coffin .....	Salary, and Allowance for a Public Executioner, as Sheriff of Montreal, from the 1st January to the 9th September, 1850, at £141 2s. per annum .....	97	15	6				
	<b>4559 3 7</b>							
	<b>Carried forward.....£</b>	4559	3	7	1563	13	4	53450 11 11

TO WHOM PAID.	SERVICE.	Amount.			Total Currency.		
		£	s.	d.	£	s.	d.
	<i>Brought forward.....</i>	4559	8	7	1563	13	4
	<i>Salaries, Allowances, and Contingencies to Sheriffs—Canada East.—(Continued.)</i>				53450	11	11
Boston and Coffin .....	On account of the Contingencies of their Office, for the year ended the 31st December, 1850.....	4291	7	9			
J. G. Ogden .....	Salary, and Allowance for a Public Executioner, as Sheriff, at Three Rivers, from the 1st January to the 9th September, 1850, at £83 6s. 8d. per annum .....	78	10	8			
do .....	On account of the Contingencies of his Office, in the year ended 31st December, 1850 .....	896	19	8			
do .....	On account of the Contingencies of his Office as Sheriff, at Three Rivers, for the year 1851 .....	200	0	0			
Geo. F. Bowen .....	Salary as Sheriff, at St. Francis, from the 1st January to the 9th September, 1850, at £55 11s. per annum..	38	9	10			
do .....	On account of the Contingencies of his Office, for the year ended 31st December, 1850 .....	486	0	0			
do .....	do of the do for the year 1851.....	200	0	0			
Martin Sheppard .....	Twelve months' Salary and Allowance for Travelling Expenses, to the 31st December, 1850 .....	88	17	8			
do .....	On account of the Contingencies of his Office, for the year ended the do .....	100	0	0	10879	9	2
	<i>Coroners—Canada East.</i>						
B. A. and J. A. Panet ...	Twelve months' Salary as Coroner, at Quebec, to the 31st December, 1850 .....	111	2	0			
do do .....	Amount of their Fees and Disbursements, in the half-year ended the 30th June, 1850.....	240	5	2			
Jones and Coursol.....	Twelve months' Salary as Coroner, at Montreal, to the 31st December, 1850 .....	111	2	0			
do do .....	Amount of their Fees and Disbursements, in the year ended do .....	1441	6	0			
Valere Guillet .....	Twelve months' Salary as Coroner, at Three Rivers, to do.	55	11	0			
do .....	Amount of his Fees and Disbursements, in the year ended do .....	127	12	7			
C. A. G. DeTonnancour.	Nine months' Salary as Coroner, at St. Francis, to the 30th September, 1850, at £50 per annum.....	37	10	0			
do .....	Amount of his Fees and Disbursements, in the half-year ended the 30th June, 1850.....	3	18	0			
William Tilly.....	Twelve months' Salary as Coroner, at Gaspé, to the 31st December, 1850 .....	27	15	4			
do .....	Amount of his Fees and Disbursements, in the year ended do .....	11	4	3			
R. W. Fitton .....	Three months' Salary as Coroner, at Bonaventure, Gaspé, to the 31st March, 1850, at £27 15s. 4d. per ann.	6	18	10	2174	5	2
	<i>Clerks of the Crown—East.</i>						
James Green .....	Salary as Clerk of the Crown, at Quebec, from the 1st January to the 9th September, 1850, at £44 8s. 8d. per annum.....	30	15	10			
do .....	Amount of his Fees and Allowances, from do to do ..	190	12	11			
A. M. Delisle.....	Salary as Clerk of the Crown, at Montreal, from do to do, at £44 8s. 8d. per annum .....	30	15	10			
do .....	Amount of his Fees and Allowances, from do to do ..	146	6	7			
Edward Barnard .....	Salary as Clerk of the Crown, at Three Rivers, from do to do, at £22 4s. 4d. per annum .....	15	7	11			
do .....	Amount of his Fees and Allowances, from do to do ..	22	3	4			
William Bell .....	do do do as do, at St. Francis, in the half-year ended the 30th June, 1850.....	43	9	3	479	11	8
	<i>Court of Appeals—East.</i>						
J. G. Barthe .....	Salary as Clerk of the Court and allowance for Stationery, from the 1st January to the 9th September, 1850, at £140 per annum .....	97	0	3			
F. Mimée .....	Twelve do as Usher of the do, to the 31st December, 1850 .....	30	0	0	127	0	3
	<i>Interpreters to the Courts—East.</i>						
Simeon Lelievre.....	Twelve months' Salary as Interpreter to the Courts, at Quebec, to the 31st December, 1850.....	79	8	8			
Richard Dillon .....	do do do as do do at Montreal, to the do .....	79	8	8			
François Bureau .....	Nine do do as do do at Three Rivers, to the 30th September, 1850, at £27 15s. 4d. per annum .....	20	16	6	179	13	10
	<i>Carried over.....</i>				15408	13	5
					53450	11	11

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No. 18.—(Continued.)

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TO WHOM PAID.	SERVICE.	Amount.			Total Currency.					
		£	s.	d.	£	s.	d.			
<i>Brought over</i> .....					15403	19	5	53450	11	11
<i>High Constables—East.</i>										
William Downes	Twelve months' Salary as High Constable, at Quebec, to the 31st December, 1850.....	40	0	0						
do	On account of services performed by him during the year ended do .....	340	0	0						
Benjamin Delisle	Twelve months' Salary as High Constable, at Montreal, to do .....	40	0	0						
do	Amount of his account for services performed by him, in the half-year ended 30th June, 1850.....	300	13	10						
Philip Burns	Nine months' Salary as High Constable, at Three Rivers, to the 30th September, 1850, at £30 per annum...	22	10	0						
do	Amount of his account for services performed by him in the half-year ended the 30th June, 1850 .....	125	6	0						
Eleazar Clark	Twelve months' Salary as High-Constable at St. Francis, to the 31st December, 1850 .....	30	0	0						
do	On account of services performed by him during the year 1850 .....	455	0	0						
					1353	9	10			
<i>Criers and Tipstuffs—East.</i>										
F. Mincee	Nine months' Salary as Crier and Tipstaff to the Courts at Quebec, to the 30th September, 1850, at £42 4s. 4d. per annum .....	31	13	3						
G. J. Stanley	do do as Crier to the do at Montreal, to do, at £22 4s. 4d. do.....	16	13	3						
Peter Devins	do do as Tipstaff to the do at do, to do, at £20 do .....	15	0	0						
Pierre Portugais	do do as Crier and Tipstaff to the do at Three Rivers, to do, at £27 15s. 4d. do .....	20	16	6						
					84	3	0			
<i>Court-House Keepers—East.</i>										
Patrick Lowe	Twelve months' Salary as Keeper of the Court-House at Quebec, to the 31st December, 1850 .....	60	0	0						
Amable Loisselle	do do as do at Montreal, to do .....	80	0	0						
Joseph Robitaille	do do as do at Three Rivers, to do .....	40	0	0						
John McLellan	do do as do of the Court-House and Gaol at New Carlisle, to do .....	40	0	0						
Thomas Tuzo	do do as do of the do and do at Percé, to do .....	40	0	0						
C. M. Hyndman	Nine do do as do of the do and do, and Crier of the Queen's Bench at Sherbrooke, to the 30th September, 1850, at £40 per annum.....	30	0	0						
do	Three do do as do of the Court House and Gaol at do, to 31st December, 1850, at £25 per annum .....	6	5	0						
					206	5	0			
<i>Keepers of Gaols—East.</i>										
James Maclaren	Twelve months' Salary, and allowance for two Turnkeys, as Keeper of the Gaol at Quebec, to the 31st December, 1850 .....	261	2	0						
Thomas McGinn	do do and do for two do as do at Montreal, to do .....	218	17	8						
Richard Gennis	Nine do do and do as do at Three Rivers, to the 30th September, 1850, at £141 2s. per annum .....	105	16	6						
Patrick Read	Twelve do do as Keeper of the Gaol at Sherbrooke, to the 31st December, 1850.....	37	15	4						
					623	11	6			
<i>Physician to Gaols—East.</i>										
Joseph Morrin	Twelve months' Salary as Physician to the Gaol at Quebec, to the 31st December, 1850 .....	222	4	4						
Pierre Beaubien	do do to the do at Montreal, to do .....	222	4	4						
G. Badeaux	do do to the do at Three Rivers, to do .....	55	11	0						
J. B. Johnston	do do to the do at Sherbrooke, to do .....	40	0	0						
					539	19	8			
<i>Prothonotaries—East.</i>										
Burroughs and Fiset	On account of the Disbursements of their office as Prothonotary, at Quebec, for the year ended the 31st December, 1850 .....	200	0	0						
Monk, Coffin & Papineau	Amount of their do as do at Montreal, in the half-year ended do .....	277	7	3						
Edward Barnard	do of his do as do at Three Rivers, in the do.....	64	11	3						
William Bell	do of his do as do at St. Francis, in the do .....	24	12	6						
					566	11	0	18301	2	5
<i>Carried forward</i> ..... £								53450	11	11

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No. 18.—(Continued.)

TO WHOM PAID.	SERVICE.	Amount.			Total Currency.					
		£	s.	d.	£	s.	d.			
<i>Brought forward.....</i>		566	11	0	18901	2	5	53450	11	11
<i>Prothonotaries—East.—(Continued.)</i>										
G. F. Tremblay .. . . .	Amount of his Disbursements as Joint Prothonotary, for the District of Gaspé, residing at Percé, in the year ended the 31st December, 1850.....	29	2	1						
John Wilkie .. . . .	do of his do as do, residing at New Carlisle, in the half-year ended the 30th June, 1850 .....	17	18	4	613	11	5			
<i>Clerks of the Peace—East.</i>										
Perrault and Doucet .....	Amount of their Fees and Allowances as Clerk of the Peace, at Quebec, from the 1st January to the 9th September, 1850 .....	535	2	4						
Delisle and Brehaut .....	do of their do as do at Montreal, from do to do.	501	16	5						
H. B. Hughes .. . . .	On account of his do as do at Three Rivers, for the half-year ended the 30th June, 1850 .....	100	0	0						
William Bell .. . . .	Amount of his do as do at St. Francis, in the do...	6	15	0						
G. F. Tremblay.....	do of his do as Joint do at Gaspé, residing at Percé, for the do .....	27	10	0						
Bebee and Wilkie .. . . .	do of their do as do at do, residing at New Carlisle, for the do .....	15	9	6	1186	13	3			
<i>Clerks of Assize—West.</i>										
William A. Campbell ...	Being for his Services as Clerk of Assize, for the County of York, held in January, 1850, and on the Spring and Fall Assize, for the same County, including the Western Circuit.....	151	13	9						
Joseph Hutton .. . . .	do on the Spring Assize of 1850, for the County of Carlton—the united Counties of Lanark and Renfrew—of Stormont, Dundas, and Glengary—and of Prescott and Russell.....	25	7	6						
Lawrence Hayden.....	do on the do for the united Counties of Northumberland and Durham; the County of Peterborough; and the united Counties of Lincoln, Haldimand, and Welland; and the County of Simcoe: and on the Fall Assize, for the County of Prince Edward—of Hastings; and at Brockville and Kingston .....	73	18	6						
William G. Draper .....	do on the do for the do of Frontenac, Lennox, and Addington; of Leeds and Grenville—and of the County of Hastings: and on the Fall Assize, for the Counties of Oxford and of Norfolk; and the united Counties of Wentworth and Halton.....	91	17	8						
James M. Horne .. . . .	do on the do for the united Counties of Wentworth and Halton; and the Counties of Norfolk, Oxford, and Waterloo: and on the Fall Assize, for the united Counties of Lanark and Renfrew; of Prescott and Russell; of Stormont, Dundas, and Glengary; and the County of Carlton .....	56	17	3						
T. A. McLean .. . . .	do on the do for the do of Essex, Kent, and Lambton; of Huron, Perth, and Bruce; and the Counties of Middlesex, and of Oxford: and on the Fall Assize, for the united Counties of Northumberland and Durham, and the County of Peterborough.....	106	11	3						
John Wilson .. . . .	Being for a Retainer and Expenses in the Case of the Queen vs. Walker, at the Spring Assizes, for the County of Wentworth.....	25	0	0	531	5	11			
<i>Circuit Courts—East.</i>										
H. Bourret .. . . .	Being the Contingent Expenses, including Rent of the Court House, at Berthier, to the 1st May, 1850...	36	7	6						
Louis Beaudry .. . . .	do for Eighteen months' Rent of do at Beauharnois, to do, including contingencies .....	50	0	0						
do .. . . .	do expenses incurred in consequence of the removal of the Court from St. Clement to St. Martine.....	21	5	0						
F. J. Taschereau .. . . .	do of the Contingent Expenses of the Court, at Beauce, for the year ended the 1st June, 1850 .....	8	15	3						
Joseph Meagher.....	do one year's Rent of do, at Carlton, to the 27th January, 1850 .....	20	0	0						
Bureau and Marcotte ...	Printing done the do, at Chicoutimi .....	3	5	0						
L. and C. Hianvieu .....	Registers furnished for the same .....	12	15	10						
Pierre Chalou.....	do one year's Rent of the Court House at Kamouraska, to 1st November, 1850, including contingencies of the same .....	25	4	10						
J. Filteau .. . . .	do do and Contingencies of the same, at Lotbinière, to the 1st May, 1851 .....	32	15	0						
<i>Carried over.....</i>		£ 210	8	5	20632	13	0	53450	11	11

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TO WHOM PAID.	SERVICE.	Amount.			Total Currency.						
		£	s.	d.	£	s.	d.				
<i>Brought over.....</i>		210	8	5	20692	13	0	53450	11	11	
<i>Circuit Courts—East.—(Continued)</i>											
J. C. Belleau .....	Being one year's Rent of the Court House at the Magdeleine Islands, to June, 1850 .....	10	0	0							
Peter Cowan .....	do do and Contingencies of the same at Missisquoi, to 1st August, 1850 .....	47	2	6							
W. Hume .....	do one year's Rent of do at Leeds, to the 8th May, 1850 .....	10	0	0							
Aimé LaFontaine .....	do Rent and Contingent Expenses of do at Ottawa, for the year ended 13th August, 1850 .....	38	0	0							
G. F. Tremblay.....	Usual allowance for Stationery, for the do at Percé, (Gaspé,) for 1850 .....	5	0	0							
James Reeves.....	do for Six months' Rent of do at Rimouski, to 1st May, 1850, including Contingencies for the year... ..	31	17	6							
Roger Leleivre .....	Being for certain expenses of the do at Portneuf, to do... ..	20	7	1							
F. C. Cleve.....	do one year's Rent of do at Richmond, to March, 1850 .....	7	10	0							
P. Chevallier .....	do for Rent up to the 31st December, 1849, and other Contingent Expenses of do at Richelieu, for 1850. ....	53	5	0							
John Fraser .....	do one year's Rent of do at Ristigouche, to the 24th July, 1850, including Contingencies of the same from July, 1845, to January, 1850 .....	45	0	0							
L. C. LeTourneau.....	do to enable him to pay Godfrey Ranaud for Fuel, &c., and including other Contingencies of do at St. Hyacinthe, for the year commencing the 29th April, 1849 .....	68	17	1							
Albert Bender .....	do for Rent and Contingencies of the do at St. Thomas, for the year ended the 1st May, 1850 .....	39	8	9							
Charles A. Richardson ...	do for do and do of the do at Stanstead, for the do ended 25th May, 1850.....	11	0	0							
F. H. Lemaire .....	do for one year's Rent of do at St. Benoit, to the 1st June, 1850 .....	25	0	0							
M. S. David .....	do for Contingent Expenses of do at St. Johns, for the year ended 1st April, 1850 .....	67	5	0							
R. LePage .....	do for one year's rent of do at Terrebonne, to the 1st September, 1850 .....	12	10	0							
J. O. Bastien .....	do do and Contingencies of do at Vaudreuil, to 1st November, 1850.....	44	18	6							
H. A. P. Holland .....	do for Contingencies to 31st Dec'r., 1849, including Rent to 8th February, 1850, of do at Yamaska ... ..	29	0	0							
A. A. Vanfelson.....	do to enable him to repay the Contingent Expenses of do at Saguenay, for the year ended 21st April, 1851 .....	16	15	0							
					799	4	10				
Andrew Fleming .....	Twelve months' Salary as Usher and Crier of the Court of Queen's Bench at Toronto, to the 31st December, 1850 .....				20	0	0				
James Alexander .....	do as Keeper of the Superior Courts, Upper Canada, in Osgoode Hall, to do .....				75	0	0				
Alexander Ross .....	do as Messenger to the Court of Chancery, to do.....				55	11	0				
Denis O'Connell .....	Salary as Crier and Usher of the Court of Common Pleas, Upper Canada, in Osgoode Hall, from the 2d February to the 31st December, 1850, at £20 per annum .....				18	4	6				
G. F. Tremblay.....	Twelve months' Salary as Joint Prothonotary, District of Gaspé, residing at Percé, to the do .....				50	0	0				
John Wilkie .....	do do as do, residing at New Carlisle, to the do .....				50	0	0				
<i>Miscellaneous Items.</i>											
C. C. Small, Clerk of the Crown and Pleas ...	Amount of the Contingent Expenses of his office, and of the Superior Courts and Offices at Osgoode Hall, during the year 1850 .....	238	10	1							
A. N. Buell .....	Being for work done at Osgoode Hall, for the use of do, including Books, blanks, postages, and stationery for do.....	144	3	7							
Wilson & Smith, Agents, Atty. Genl. West ...	do for their Disbursements for Fees paid to the Clerk of Common Pleas, in various Crown cases, during the year 1850 .....	49	2	7							
D. R. Wood .....	do compensation for his services as Clerk of the Court of Bankruptcy, Montreal, from the 1st January, 1849, to the 4th May, 1850 .....	142	7	8							
John S. Smith .....	do for Books, Stationery, and Printing, supplied for the Office of the Registrar of the Court of Chancery, from the 12th January to the 1st July, 1850. ....	21	8	10							
W. K. McCord, Sup't. & Inspector of Police, Quebec .....	do Expenses incurred in swearing-in Special Constables at the late election of a member of Parliament for the City of Quebec .....	11	17	1							
	<i>Carried forward.....</i>	£	607	9	10	21694	13	4	53450	11	11



Appendix  
(B.)  
1851.

No. 18.—(Continued.)

Appendix  
(B.)  
1851.

TO WHOM PAID.	SERVICE.	Amount.			Total Currency.		
		£	s.	d.	£	s.	d.
	<i>Brought forward.....</i>	607	9	10	21694	18	4
	<i>Miscellaneous Items.—(Continued.)</i>						
Sidney Smith .....	Being for expenses attending the taking of Evidence of a child of McElvey respecting the murder of the said McElvey, in October, 1850 .....	10	0	0			
T. D. Harington .....	do to repay him that amount advanced to certain parties who proceeded from hence to Montreal to appear as Witnesses on the part of the Crown in certain trials.....	120	0	0			
Ellis & Co.....	For engraving Seals for the Superior Courts of Upper and Lower Canada, and for the Office of the Clerk of Error and Appeal in Upper Canada.....	91	5	0			
Thos. A. Corbett, Sheriff, Kingston.....	Being to enable him to pay the amount of the Reward offered for the apprehension of John and William Kennedy, fugitives from justice, (they having been arrested) .....	50	0	0			
J. G. Barthe, Clerk, Court of Appeals .....	do his Fees in two Suits instituted by the Department of Public Works against B. Draper and John Black .....	11	2	6			
James Hamilton, Sheriff, County of Middlesex .....	do the amount of his account for Legal Expenses, and for services performed during the year .....	12	7	9			
Kenneth McKenzie .....	do for expenses incurred by him in procuring the Attendance of Crown Witnesses in the Case of the Queen vs. Russell, for Arson.....	4	19	11			
William Ermatinger .....	Allowance and Expenses as Commissioner on the Enquiry held by him, at St. Ann's, in the case of Mallette, Tavern-keeper .....	11	5	0			
Aimé LaFontaine, Clerk, Circuit Court, Ottawa.	Being the amount of his account for preparing Jury Lists in that Circuit, as required by the 27th Section of the Act 10 & 11 Vic. Cap. —, and 13 & 14 Vic. Cap. 2 .....	17	17	8			
Thos. D. Harington .....	do to enable him to discharge sundry accounts for publishing Warrants, appointing Special Sessions of the Peace, in Upper Canada, with reference to the new Jury Law .....	100	0	0			
G. L. Allen, High Bailiff, Toronto .....	do expenses incurred in going and returning from Buffalo and Rochester, in quest of Evidence in the Case of the Queen vs. G. Lay, and others .....	7	15	6			
Charles E. Shiller, Supt. of Crown Witnesses, Montreal.....	do his Allowance for attending the Criminal Terms during the year 1850; also those of the Quarter Sessions, including his Fees on the service of Subpcenas during the same period.....	318	0	6			
R. B. Johnson and A. M. Delisle, Special Magistrates .....	do to defray the expenses attending the investigation of the recent Riots in the Parish of St. Grégoire, and its vicinity .....	1000	0	0			
Philip Burns, High Constable, Three Rivers ...	Services rendered by him in connection with the same, between 4th February and 26th March, 1850 .....	76	18	2			
D.Æ.McDonell, Warden.	Being the amount of the Grant for the Expenses of the Provincial Penitentiary, at Kingston, for 1850.....				2498	16	5
					7500	0	0
	<i>Superior Court—Lower Canada</i>						
Edward Bacquet .....	Twelve months' Salary as Puisné Judge, to the 31st December, 1850.....	1000	0	0			
C. J. E. Mondelet.....	do do do as do to the do ...	1000	0	0			
J. F. Duval.....	do do do as do to the do ...	1000	0	0			
William C. Meredith.....	do do do as do to the do ...	1000	0	0			
R. H. Gairdner .....	do additional do as do to the do ...	194	9	0			
					4194	9	0
	<i>Miscellaneous Items.</i>						
Thomas Amiot .....	Twelve months' Salary as French Translator of the Laws, to the 31st December, 1850 .....				350	0	0
Alexander Thomson .....	do do as Inspector of Chimneys, at Three Rivers, to do .....				27	15	4
L. O. Gamache .....	Six do as Keeper of a Dépôt of Provisions, at Ellis's Bay, on the Island of Anticosti, to 30th June, 1850. ....				25	0	0
Bernard Bradley .....	do do as do at Shallop Creek, to do .....				25	0	0
Pierre Brochu .....	Nine do for residing on the Kempt Road, to the 30th September, 1850, at £25 per annum.....				18	15	0
Jonathan Noble .....	Six do for do on the do to the 30th June, 1850.....				12	10	0
	<i>Carried over..</i> .....				£ 459	0	4
					89278	18	8

Appendix  
(B.)  
1851.

No. 18.—(Continued.)

Appendix  
(B.)  
1851.

TO WHOM PAID.	SERVICE.	Amount.			Total Currency.		
		£	s.	d.	£	s.	d.
	<i>Brought over.....</i>				£	s.	d.
	<i>Miscellaneous Items.—(Continued.)</i>				459	0	4
					89278	10	8
Derbshire & Desbarats, Queen's Printer.....	On account of the Printing of the Public General Acts of last Session .....	2200	0	0			
do .....	Being for Printing 8,000 copies in English, and 4,000 in French, of the Reserved Acts of the previous Session, chapters 197, 198, and 200; and 900 copies in English of chapter 199 .....	178	13	3			
do .....	Balance for Printing certain authorized numbers of the Local and Personal Acts, 12 Vic. Caps. 93 to 196, inclusive .....	157	15	10			
do .....	Being for furnishing and Binding 8 sets of the Edits et Ordonnance Royaux, Ordonnance et Arret du Conseil, the Public Acts of the Governors in Council, and the Statutes of Lower Canada, to 1841.....	276	11	0			
do .....	do the balance of their account for Printing 12,200 copies of Blank Census Forms in English, and 6,800 copies in French, including Circulars of Instruction .....	53	9	8			
do .....	do for furnishing 44 bound copies of each of the Public and Private Acts of last Session in English, and 22 copies of each of the same in French, to the Honorable the Members of the Legislative Council furnishing A. N. Buell, Clerk of the Crown and Pleas, with a complete Sett of the Statutes of Canada, half-bound, from 1841 to 1849, including the second part of the Revised Acts of Upper Canada .....	67	16	6			
do .....	do On account of General Printing, and Subscription to the Canada Gazette, &c., for the year 1850 .....	12	18	9			
do .....	do On account of General Printing, and Subscription to the Canada Gazette, &c., for the year 1850 .....	1311	1	4	4258	6	4
do .....	do Balance of their account for expenses incurred in distributing various Acts of Canada, during the year 1849 .....	177	19	3			
do .....	do On account of the distribution of the Statutes of Canada, of last Session, &c., during the year 1850 .....	250	0	0	427	19	3
William Wilson.....	Being to pay C. S. Monk, for one year's Rent, in advance, of Monklands, to the 1st March, 1851 .....	428	0	0			
Thomas G. Ridout.....	do one quarter's Rent of Elmsley House, at Toronto, to the 15th November, 1850 .....	62	10	0			
William Wilson.....	do J. W. Brent, for Insurance on Public Buildings at Toronto .....	19	7	6			
Moffatt, Murray & Co....	do for Insurance on certain Buildings at do ..	87	0	0			
David Luck and others...	do on account of Repairs, Alterations, and Care of Public Buildings at Montreal .....	540	7	1			
T. G. Ridout and others..	do do of the same at Toronto .....	607	15	5			
John McGie .....	For Tinsmith's Work for do at do.....	21	8	6			
T. A. Begly .....	Being for Repairs to Gaol at Quebec, and Court House at Three Rivers .....	30	5	8			
do .....	do On account of Postages in connection with various Public Departments between Toronto and other parts of the Province.....	100	0	0			
A. N. Buell .....	To pay Jacques & Hays for Furniture furnished the Court of Common Pleas, and other offices at Toronto ...	103	5	10	2000	0	0
G. M. Ross.....	Being in payment of one year's interest, due on the 29th September, 1848, on £69 15s. 7d. remaining unpaid on the purchase of a piece of Land for a site for a Lunatic Asylum near Montreal .....	4	3	9			
A. P. Brough.....	do for traced Copies of Roads in the Ottawa and Dalhousie Districts .....	17	2	6			
Samuel Skinner.....	do for services rendered as Messenger and House-keeper to the Legislative Council, during the absence of the Chief-Messenger.....	6	0	0	27	6	3
Felix Fortier .....	do for sundry trifling disbursements incurred by him as Clerk of the Crown in Chancery .....	3	9	6			
Chas. Berczy, PostMaster, Toronto .....	do for Postages of the said Office, in the two quarters ended the 5th July, 1850 .....	14	13	0	18	2	6
J. M. LeMoine .....	Being for his services in investigating the Books and Accounts of the late Clerk attached to the Inspector General's Office at Quebec, to look after the interests of the Crown in the payment of the Loan, from the 15th March to the 7th June, 1850, at £200 per annum, including £5 1s. 4d. for disbursements .....	51	12	10			
	<i>Carried forward.....</i>	£	51	12	7190	14	8
					89278	10	8

Appendix  
(B.)  
1851.

No. 18.—(Continued.)

Appendix  
(B.)  
1851.

TO WHOM PAID.	SERVICE.	Amount.			Total Currency.					
		£	s.	d.	£	s.	d.			
<i>Brought forward.....</i>		51	12	10	7190	14	8	89278	10	8
<i>Miscellaneous Items.—(Continued.)</i>										
E. A. Clark .....	Being for his expenses as Commissioner appointed to enquire into, and Report upon, certain charges preferred against D. K. Lighthall, Registrar, County of Beauharnois .....	34	7	6						
Wm. Ermatinger .....	do for his do in investigating the affair between the Pereys and Ewings, of Hinchinbrook .....	10	10	0						
R. E. Bright .....	do for his do in making out the Defalcation of F. Glackemeyer .....	10	0	0						
George Brown .....	do to remunerate him for attending at the Kingston Assizes with the Minutes of the Penitentiary Commission .....	24	15	0						
Lieut. E. D. Ashe.....	do for his Salary, from the 15th June to the 31st December, 1850, at £100 sterling per annum, and allowances for Lodging, Fuel, Rations and Candles, from the 18th November to the same date, as Officer in charge of the Observatory at Quebec .....	78	12	0	131	5	4			
Glynn, Mills, Halifax, & Co. ....	Amount of a Draft in their favour for the payment of an Astronomical Clock, for the Observatory.....	76	13	0						
W. R. Wright .....	Twelve months' Salary as Clerk in the Provincial Secretary's Department, to the 31st December, 1850 .....				155	5	0			
John Drysdale .....	do increase do as Clerk in the Inspector General's Department, to do .....				175	0	0			
J. W. Webb .....	Salary as Messenger in the Provincial Registrar's Office, from 1st January to the 20th September, 1850, at £66 per annum.....	47	14	2	25	0	0			
M. Valiquette.....	do as do in do for the quarter ended the 31st December, 1850, at do .....	16	10	0						
George Boxall .....	Twelve months' additional do as do to Governor General's Secretary Office, to do .....				64	4	2			
James Dorr .....	do as do Provincial Secretary's Office, East, to do .....				10	0	0			
J. Twomley .....	do as do do do West, to do .....				10	0	0			
James Thomson.....	do as do Receiver General's Office, to do .....				10	0	0			
Patrick Gaul .....	do as do Inspector General's do to do .....				10	0	0			
Walter C. Crofton.....	do Salary as Secretary to the Board of Registration and Statistics, to do .....				75	0	0			
Helen McDonell.....	do Allowance to her on the claim for Dower on certain Property, taken by the Government, through the Welland Canal Commissioner, to do .....				50	0	0			
Antoine Hamel .....	do Allowance to him and his wife, for the use of their Land on the Island of Anticosti, for the service of the Trinity House, to the 31st December, 1850 .....				25	0	0			
William Burroughs .....	To remunerate the services rendered by him in giving information which led to the arrest of certain Counterfeiters, in the Township of Barnston, and the seizure of their Instruments, as well as assisting in their arrest .....				12	10	0			
William H. Higman .....	Being to enable him to pay sundry small claims against the Commissioners of the Dundas and Waterloo Road .....	13	7	3						
William Miller .....	do for broken stone delivered in 1848, for repairs to the same .....	364	1	6						
Robert Gillespie.....	do of his Claim against the Commissioners of do ..	95	0	11						
A. Ainslie .....	One of the late Commissioners of do, being the balance due the Commission on their accounts, made up to July, 1849, the date when the Trust was assumed by Government.....	71	2	4						
J. B. Ewart.....	Agent, Bank of British North America, at Dundas, being the balance due by the late Commissioners of do to that Bank, including interest to 12th September, 1850 .....	499	15	6						
Robert Spence .....	Being in payment of his claim against the do .....	4	4	5						
do .....	do for expenses on the arbitration between the Provincial Government and William Millar, of West Flamborough .....	5	0	0						
J. R. Audy .....	Twelve months' Salary as Clerk, in the Customs Branch, Inspector General's Office, to the 31st December, 1850 .....				1052	11	11			
John Boyd .....	do do as Extra Clerk, in do, to the do ..				182	10	0			
James A. Green.....	do do as do in do, to the do ..				150	0	0			
C. E. Anderson .....	Additional Salary as Confidential Clerk, in the Receiver General's Office, from the 8th December, 1848, to do, at £100 per annum.....				206	5	0			
<i>Carried over.....</i>				£	9695	6	1	89278	10	8

Appendix  
(B.)  
1851.

No. 18.—(Continued.)

Appendix  
(B.)  
1851.

TO WHOM PAID.	SERVICE.	Amount.			Total Currency.					
		£	s.	d.	£	s.	d.			
	<i>Brought over</i> .....				9695	6	1	89278	10	8
	<i>Miscellaneous Items.—(Continued.)</i>									
Joseph Bouchette .....	Being as a Gratuity for an elaborate Report prepared by him on the Question of the Boundary Line between this Province and New Brunswick.....				100	0	0			
R. B. Johnson .....	Salary as Assistant Inspector of Police, from the 1st January to the 10th December, 1850, at 20s. per diem .....	344	0	0						
do .....	On account of the Pay and Contingent Expenses of the Police, from the 1st January to the 10th December, 1850 .....	4921	17	7						
do .....	Being to pay William Twitchell, late Sub-Constable in the Police Force, for certain stoppages made for his horse and saddlery at the time of his discharge.	13	18	0						
do .....	do F. X. Bois, late Chief Constable, for having kept the Troop accounts .....	15	0	0						
do .....	do the difference between the cost of two Horses purchased, and the proceeds of two sold as not adapted to the service .....	20	16	0						
do .....	do the proportion granted by Government towards the expenses of procuring Coats for the Police Force, last winter .....	50	0	0						
Flavien Vallerand .....	do to pay William Kell, four months' Rent of the Barracks occupied by the Provincial Dragoons, to the 1st May, 1850, at £26 13s. 4d. per month....	106	13	4						
Thomas A. Begly .....	do on account of do from do .....	25	0	5						
Flavien Vellerand .....	do to pay William Kell, Rent of the Barracks occupied by the Provincial Cavalry, from the 17th January to 1st May, 1850, at £400 per annum ...	116	13	4						
S. Giraldi .....	do five months' Rent of Rooms for do, at £100 per annum .....	41	13	4						
John Yule .....	do to pay S. Gerardi, Rent of Barracks used by Provincial Cavalry, to 1st November, 1850 .....	125	0	0						
Amable Simard .....	do to pay do do of Stables used by do, to the 1st May, 1850 .....	75	0	0						
Thomas A. Begly .....	do to pay the Rent of the Water Street Barracks, up to the 28th May, 1850.....	162	10	0						
J. S. Elliot, Ordnance Storekeeper .....	do the value of Arms furnished for the Special Police Force and for Special Constables, during the Riots at Montreal .....	689	11	11						
do .....	do to enable him to liquidate the claim of the Contractor for fitting up the Bonsecours Market, for the reception of Troops .....	2	2	9						
Thos. G. Ridout, Cashier, Bank, Upper Canada...	do to reimburse that Institution for so much advanced to G. S. Tiffany, Esquire, sent on a special mission to Washington, on the part of the Provincial Government .....				6710	5	8			
Francis Hincks, Inspector General .....	Chairman to the Commissioners of the Provincial Industrial Exhibition, being the amount granted in aid of that object .....				2000	0	0			
J. F. Allard.....	Being to pay the amount due for services on the Longueuil and Chambly Turnpike Trust Road .....				338	9	0			
Freeman Rose.....	do the amount granted him by the Legislature as compensation for injuries received while in the discharge of his duties as a Constable .....				50	0	0			
F. E. Knowles, Commissary General .....	do for the conveyance of Troops and Baggage, in aid of the civil power, in Lower Canada, from the 1st October, 1847, to the 28th April, 1850.....				276	12	10			
do .....	do for the do of a detachment of the Rifle Brigade to Mica Bay, on Lake Superior, to 8th April, 1850 .....				1280	7	9			
Calvin Cook & Co.....	do for towage on the St. Lawrence Canals .....				1000	0	0			
Joseph Lesslie .....	do for repairs to Roads within the limits of the City of Toronto .....				388	19	9			
William S. Burrage .....	Twelve months' Salary and Allowance, for a Messenger and contingencies, as Secretary to the Royal Institution, to the 31st December, 1850 .....	167	15	4						
Henry Boys, Bursar .....	Being the usual Aid to the Upper Canada College, for the year 1850 .....	1111	2	2						
Conrad Vanduson .....	do do to the Victoria College, Cobourg, .....	500	0	0						
Rev. A. McDonell.....	do for do to the Regiopolis do Kingston, .....	500	0	0						
	do for do .....				2278	17	6			
	<i>Carried forward</i> .....				£ 24976	2	7	89278	10	8

1851.

1851.

No. 18.—(Continued.)

TO WHOM PAID.	SERVICE.	Amount.			Total Currency.			
		£	s.	d.	£	s.	d.	
<i>Brought forward.....</i>					24376	2	7	
<i>Educational Institutions.—Canada East.</i>					89278	10	8	
D. Davidson .....	Being the amount granted in Aid of the High School, at Montreal, for the year 1850, in consideration of their educating Twenty Free Scholars .....	282	4	6				
Rev. John Cook.....	do for the do, at Quebec, for do .....	171	2	4				
Henry Jessopp .....	do to the National School at do, for do .....	111	2	3				
Rev. W. T. Leach .....	do to the do at Montreal, for do .....	111	2	3				
William Wilson.....	do to the Education Society at Three Rivers, for do...	125	0	0				
William Lunn .....	do to the British and Canadian School at Montreal, for do.....	200	0	0				
Rev John Cook .....	do to the St. Andrew's School at Quebec, for do.....	100	0	0				
Jaques Viger .....	do to the St. Jacques School at Montreal, for do.....	250	0	0				
Rev. F. Pilote.....	do to the College of Ste. Anne de la Pocatière, for do	300	0	0				
Etienne Parent .....	do to the do at St. Hyacinthe, for do.....	300	0	0				
J. B. Meilleur .....	do to the do at L'Assomption, for do .....	300	0	0				
Rev. J. F. Laberge .....	do to the do at Chambly, for do .....	300	0	0				
F. R. Tranchemontagne..	do to the Academy at Berthier, for do .....	100	0	0				
S. S. Foster .....	do to the Shefford Academy, for do .....	100	0	0				
Rev. A. McLeod .....	do to the Granby do for do.....	50	0	0				
J. Smith, W. Pierce, F. Judd, and A. Knight...	do to the Stanstead Seminary for do .....	100	0	0				
G. F. Bowen, W. Brooks, and R. D. Morkill.....	do to the Sherbrooke Academy, for do .....	111	2	2				
James Dickson .....	do to the School under the Royal Institution at Three Rivers, for do .....	45	0	0				
W. G. Cassells .....	do to the British North American School Society, at Sherbrooke, for do .....	50	0	0				
A. H. Armour .....	do to the High School at Durham Village, Missisquoi, for do.....	100	0	0				
Etienne Parent .....	do to the College at Nicolet, for do.....	200	0	0				
Rev. L. Doolittle .....	do to Bishop's College at Lennoxville, for do .....	250	0	0				
Rev. F. F. Leberge .....	do to Joliette College, for do .....	100	0	0				
Rev. M. Townsend .....	do to the Clarenceville Academy, for do .....	50	0	0				
Rev. J. Duguet .....	do to the School at Ste. Thérèse, for do .....	300	0	0				
Rev. F. Boucher .....	Twelve months' Salary as Master of the Indian School, at Loreite, to the 31st December, 1850 .....	50	0	0				
Alexander McDonald ..	do do at Caughnawaga, to do .....	50	0	0				
Alexander McDonell.....	do do at St. Regis, to do .....	50	0	0				
Rev. J. Maurault .....	do do at St. Francis, to do .....	50	0	0				
		£	4806	18	6			
Less—This amount charged against the Jesuits' Estate Fund .....		2592	4	7				
J. T. Nault.....	Being the amount granted to the School of Medicine at Quebec, for the year 1850 .....				1714	8	11	
F. C. Capreol.....	To remunerate him for expenses in pursuing and aiding in the arrest of a fugitive from justice in the United States .....				250	0	0	
George Kingsmill .....	For aiding in the sanité service .....				85	0	0	
John Fisher .....	Being an Aid to the Hamilton Hospital .....				15	0	0	
Rev. P. Chiniquy .....	Being a Gratuity to him as an acknowledgement of his laudable exertions in the cause of Temperance.....				300	0	0	
Sundry Persons .....	For Repairs, Alterations, Furniture, Painting, &c., done and furnished for the Public Buildings at Toronto, including Freight of Furniture from Montreal, and other expenses incident to the removal from Montreal to Toronto .....				500	0	0	
Pierre Gauvereau, and others .....	For Work in progress at the Parliament Buildings at Quebec .....				14049	3	1	
					552	17	7	
Total Payments, Currency.....					£	131121	2	10

F. HINCKS,  
Inspector General.

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

STATEMENT of the Payments made by the Receiver General of the Province of Canada, on Warrants issued between the 1st February, 1850, and the 31st January, 1851, on account of the Expenditure of the Civil Government, for the year ended the 31st December, 1849, as provided by Act 12 Vic. Cap. 32.

TO WHOM PAID.	SERVICE.	Amount.			Total Currency.		
		£	s.	d.	£	s.	d.
<i>Administration of Justice.</i>							
W. S. Sewell .....	Three months' Salary and Allowance for a Public Executioner, as Sheriff, at Quebec, to the 31st December, 1849 .....	35	5	6			
do .....	Balance of the Contingent Expenses of his Office, in the half-year ended do .....	820	16	0			
Boston & Coffin .....	do of their do as Sheriff of Montreal, in the do .....	475	12	3			
do .....	Expenses, preparing Jury Lists for the District of Montreal, during the years 1847 and 1849 .....	807	7	3			
Martin Sheppard .....	Three months' Salary, and Allowance for Travelling Expenses, as Sheriff of Gaspé, to 31st December, 1849 .....	22	4	5			
do .....	Balance of the Contingent Expenses of his Office, for the years 1848 and 1849 .....	125	11	11			
B. A. and J. A. Panet .....	Amount of their Fees and Allowances as Coroner, at Quebec, for the half-year ended the 31st December, 1849 .....	328	16	10			
Jones and Coursol .....	Balance of their Fees and Allowances as Coroner, at Montreal, in the half-year ended the 31st December, 1849 .....	464	16	11			
C. A. G. DeTonnancour .....	Three months' Salary as Coroner, St. Francis, to do .....	12	10	0			
do .....	Amount of his Fees and Disbursements, as do, in the half-year ended do .....	14	17	0			
R. W. Fitton .....	Three months' Salary as Coroner, County of Bonaventure, Gaspé, to the do .....	6	18	10			
do .....	Amount of his Fees and Allowances as do, in the year ended do .....	26	12	10			
William Bell .....	do of his do as Clerk of the Crown, at St. Francis, in the half-year ended do .....	33	6	8			
Peter Devins .....	Three months' Salary as Tipstaff to the Courts at Montreal, to the do .....	5	0	0			
Francis Bureau .....	do do do as Interpreter to do, at Three Rivers, to do .....	6	18	10			
Philip Burns .....	Amount of account for services performed by him as High Constable, Three Rivers, in the half-year ended the 31st December, 1849 .....	138	4	5			
Eleazar Clark .....	On account of his do as do, St. Francis, to do .....	225	0	0			
Thomas McGinn .....	Three months' Salary as Keeper of the Gaol at Montreal, and allowance for Two Turnkeys, to 31st December, 1849 .....	54	14	5			
Burroughs and Fiset .....	Balance of their Contingent Disbursements as Prothonotary, District of Quebec, in the half-year ended the 31st December, 1849 .....	384	6	6			
Monk, Coffin, & Papineau .....	do of their do as do, Montreal, in the do .....	234	0	9			
G. F. Tremblay .....	Three months' Salary as Joint Prothonotary, District of Gaspé, residing at Percé, to 31st December, 1849 .....	12	10	0			
Wilkie and Tremblay .....	Amount of their Expenses as do, residing at New Carlisle, for the year ended do .....	32	7	9			
William Bell .....	do of his do as do, St. Francis, in the half-year ended do .....	54	17	6			
H. B. Hughes .....	Amount of his Fees and Allowances as Clerk of the Peace, at Three Rivers, in the do .....	242	2	1			
do .....	Difference between Sterling and Currency, due him on certain Allowances of his Office, from the 1st May, 1843, to the 31st December, 1849 .....	68	0	11			
William Bell .....	Fees and Allowances of his Office, as Clerk of the Peace at St. Francis, in the half-year ended the 31st December, 1849 .....	8	7	6			
George F. Tremblay .....	do as Joint do of Gaspé, residing at Percé, in the do .....	31	9	0			
C. C. Small .....	Being his Fees as Clerk of the Crown and Pleas, Upper Canada, for the half-year ended the 15th December, 1849 .....	56	18	8			
do .....	Being for the Contingent Expenses of the Superior Courts and Offices at Osgoode Hall, Toronto, between the 1st July, 1849, and the 1st March, 1850 .....	160	2	4			
James M. Horn .....	do for his services as Clerk of Assize, Fall Circuit, 1849, for Midland, part of Newcastle, and Colborne Districts .....	26	11	3			
W. G. Draper .....	do as do at do for the Western, London, Prince Edward, Victoria, and Newcastle Districts .....	43	11	3			
Bebee, Wilkie, and Tremblay .....	Amount of their Fees and Allowances as Clerk of the Peace, District of Gaspé, residing at New Carlisle, in the half-year ended the 31st December, 1849 .....	33	0	10			
W. F. Parker .....	Being to reimburse him certain Expenses incurred in bringing an Offender to Justice .....	1	13	0			
J. S. McDonald .....	Being the amount of his account for services performed as Crown Officer at the Spring Assizes of 1849, for the Johnstown, and the Fall Assizes for the Midland, Colborne, and Eastern Districts .....	143	10	0			
John Eden .....	Being one year's Rent of the Court House, as Clerk of the Circuit Court at Gaspé Basin, to the 1st April, 1850, and Allowance for Stationery for 1849 .....	30	0	0			
Henry Dalton .....	do for do and Stationery for do, at Grand River, for the year 1849 .....	20	10	0			
<i>Carried forward</i> .....		£ 5188	13	5			

TO WHOM PAID.	SERVICE.	Amount.			Total Currency.		
		£	s.	d.	£	s.	d.
	<i>Brought forward.....</i>	5188	13	5			
	<i>Administration of Justice.—(Continued.)</i>						
W. K. McKenzie .....	Being so much allowed on his account of Fees for Services performed as Crown Officer at the Fall Assizes of 1849, for the Ottawa District.	10	0	0			
L. G. DeLorimier .....	Being for Expenses incurred by him for the Circuit Court at L'Assomption for 1849, including Rent of the same for one year, ended the 1st May, 1850 .....	35	0	0			
Edward Bacquet .....	Being his Salary as Judge of the Superior Court of Lower Canada, from the 24th to the 31st December, 1849, at £1000 per annum .....	21	14	9			
J. F. J. Duval.....	do as do from do to do .....	21	14	9			
W. C. Meredith.....	do as do from the 26th to the 31st December, 1849, at do .....	16	6	1			
					5298	9	0
	<i>Miscellaneous Items.</i>						
D. G. McDonell, and A. DeSalaberry .....	Contingent Expenses of their Department as Deputies Adjutant General of Militia, in the half-year ended the 31st December, 1849 .....	69	0	8			
C. E. DeLery.....	Three months' Salary as Clerk of the Legislative Council, to do .....	125	0	0			
Louis Gagné .....	do Pension as Messenger, late House of Assembly, Lower Canada, to do .....	4	10	0			
Louis Massue.....	Treasurer, and one of the Commissioners for the relief of Insane Persons, Foundlings and Indigent Sick, in the District of Quebec, being the amount of the expenses of those objects, in the half-year ended the 31st December, 1849.....	426	1	10			
John McDougall, J. B. Pothier, and D. G. LaBarre .....	Commissioners of do, at Three Rivers, on account of the same, to do.	350	0	0			
Christopher Widmer.....	Chairman of the Provincial Lunatic Asylum, at Toronto, being towards the support of that Institution, for the quarter ended the 31st December, 1849 .....	319	16	1			
Boston & Coffin, Sheriff, Montreal.....	Expenses in conveying Convicts from the Montreal Gaol to the Lunatic Asylum, at Beauport, near Quebec .....	27	3	0			
Rev. D. Marsh .....	Aid to the Mechanics' Institute, at Quebec, for 1849.....	50	0	0			
John A. McDonald .....	do to the same at Kingston, for do .....	50	0	0			
D. E. McDonell, Warden, Provincial Penitentiary.	Being to liquidate certain claims against that Institution up to the 31st December, 1849 .....	2450	0	0			
Pierre Brochu.....	Being his allowance for residing on Kempt Road, for the quarter ended do.	6	5	0			
Jonathan Noble .....	do as do for the half-year ended do .....	12	10	0			
L. O. Gamache .....	do as Keeper of the Provision Dépôt at West Bay, on the Island of Anticosti, for the do .....	25	0	0			
Mrs. D. G. Vanfelson ...	Being the amount granted to the Roman Catholic Orphan Asylum, at Quebec, for 1849 .....	100	0	0			
Mrs. A. B. LaFontaine...	do towards the support of the Montreal Lying-in Hospital.....	50	0	0			
G. W. Wicksteed .....	For services as Law Clerk to the Government, for the year 1849.....	100	0	0			
Rev. G. M. Ross .....	Being one year's Interest on £69 15s. 7d. due 29th September, 1849, appertaining to certain minors, heirs of the late Mr. Hallowell, which latter sum remains unpaid on the purchase of a piece of ground, for a site for a Lunatic Asylum, near Montreal.....	4	3	9			
Desbarats & Derbishire, Queen's Printer.....	Being the balance due for subscriptions to the Canada Gazette, and various printing done for the Public Departments, in the half-year ended the 31st December, 1849.....	243	9	0			
do .....	do for Stationery furnished the Clerk of the Crown in Chancery, in the do .....	7	12	11			
do .....	do for do furnished the Solicitor General East, for 1849 .....	43	9	4			
Richard Penn, Ordnance Store-Keeper, Quebec.	Being towards the construction of an Observatory at Quebec .....	500	0	0			
Antoine Hamel .....	do the Allowance to himself and wife, for the use of their House and Land, on the Island of Anticosti, occupied by the Quebec Trinity Board, for the quarter ended the 31st December, 1849 .....	6	5	0			
Moffat, Murray & Co. ...	do for a Draft on Halifax for £555 13s. 2d., to be remitted to the Hon. Jas. McNab, Receiver General of Nova Scotia, as the proportion payable to that Province by the Province of Canada, towards the support of the Light Houses on the Isles of St. Paul & Scatterie, for 1849 .....	555	13	2			
B. Bradley .....	do his Salary as Keeper of the Provision Dépôt at Shallop Creek, on the Island of Anticosti, for the year ended the 31st December, 1849 .....	50	0	0			
Desbarats & Derbishire, Queen's Printer.....	do for Printing 400 Copies in English, and 200 in French, of the Election Act of last Session, in Pamphlet form, by direction of the Clerk of the Crown in Chancery.....	70	19	0			
Thomas A. Begly .....	On account of the repairs and care of the Public Buildings .....	214	6	5			
do .....	To enable him to pay Bryson and Ferriers, for Stoves furnished for the Public Offices .....	31	14	4			
William Wilson .....	do to pay Thos. Watson, for Repairs to Public Buildings, at Montreal .....	65	12	7			
Alfred Gough.....	To pay for repairs to the Old Government House at Montreal .....	49	13	3			
James Porteous, Post Master, Montreal .....	Being for Postages due by certain Public Departments, from the 6th October, to the 21st November, 1849 .....	104	14	3			
Charles Berczy, Post Master, Toronto.....	do for do due by the Clerk of the Crown in Chancery from October 1849, to the 5th January, 1850 .....	12	1	1			
Jacques Brien.....	Three months' Pension to 31st December, 1849 .....	5	0	0			
					6130	0	8
	Total Payments, Currency.....	£	11423	9	8		

Appendix  
(B.)  
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No. 20.

STATEMENT of Moneys collected under the Provincial Acts, 45 Geo. III. Cap. 2; 2 Geo. IV. Cap. 19; and 4 & 5 Vic. Cap. 19; and of the Expenses incurred in supporting and improving the Navigation of the River St. Lawrence, from the Basin of Portneuf, in the District of Quebec, to the Division Line between the late Provinces of Lower and Upper Canada, for the year 1850; under the Trinity Board of Montreal.

NAME.	EXPENDITURE.	Total Currency.			RECEIPTS.	Total Currency.		
		£	s.	d.		£	s.	d.
James Holmes, Registrar and Treasurer.....	On account of the Balance of this Fund in the hands of the Receiver General .....	172	5	1	By Balance from last year ...	510	11	11
	To Balance carried to next year. ....	338	6	10				
	Total Currency.....	510	11	11	Total Currency.....	510	11	11
					By Balance brought down. ....	338	6	10

F. HINCKS,  
*Inspector General.*

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.



**No. 21.**

STATEMENT of the Revenue arising from the Estates of the late Order of Jesuits, and of Payments made therefrom for the encouragement of Education in Eastern Canada, during the year ended the 31st January, 1851.

NAMES.	EXPENDITURE.	Currency.			RECEIPTS.	Currency.		
		£	s.	d.		£	s.	d.
	To Balance brought from last year .....		8	11				
	<i>Payments under Act 12 Vic. Cap. 32.</i>							
	Amount payable to the British and Canadian School at Quebec, for the year 1849 .....	200	0	0	2803	15	0	
Peter Langlois .....	do to the Society of Education, at do for do .....	280	0	0	6514	13	2	
John Duval .....	do to the Charlestown Academy, for do .....	100	0	0				
W. G. Cook and C. Jackson .....	do to the Stanstead Seminary, for do .....	100	0	0				
Ichabod Smith and Wm. Pierce .....	do to the High School at Durham Village, Missisquoi, for do .....	100	0	0				
William Badgley .....	do to the Academy and Bedford School, for do .....	100	0	0				
do .....	do Three months' Salary as Master of the Indian School at Lorette, to the 31st December, 1849 .....	12	10	0				
Rev. F. Boucher .....	do as do at St. Francis, to do .....	12	10	0				
Rev. J. Maurault .....		£905	0	0				
Representatives of the late Andrew W. Cochrane, Queen's Counsel .....	To this Sum, being the proportion chargeable to this Fund for the Educational Institutions in Canada East, for the year 1850, as per Estimate .....	2592	4	7				
	Being the amount due the late Mr. Cochrane, for Professional Services, &c., rendered on account of the Jesuits' Estates .....	168	4	10				
	Total Payments .....		3665	9				
	To Balance carried to next year .....		2961	9				
	Total Currency .....		9318	8				
				2				
				5				
				10				
			9318	8				
				2				
				2				

F. HINCKS,  
Inspector General

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

Appendix  
(B.)  
1851.

Appendix  
(B.)  
1851.

No. 20.

STATEMENT of Moneys collected under the Provincial Acts, 45 Geo. III. Cap. 2; 2 Geo. IV. Cap. 7, and 4 & 5 Vic. Cap. 19; and of the Expenses incurred in supporting and improving the Navigation of the River St. Lawrence, from the Basin of Portneuf, in the District of Quebec, to the Division Line between the late Provinces of Lower and Upper Canada, for the year 1850; under the Trinity Board of Montreal.

NAME.	EXPENDITURE.	Total Currency.			RECEIPTS.			Total Currency.		
		£	s.	d.	£	s.	d.	£	s.	d.
James Holmes, Registrar and Treasurer.....	On account of the Balance of this Fund in the hands of the Receiver General .....	172	5	1	510	11	11			
	To Balance carried to next year.....	338	6	10						
	Total Currency.....	510	11	11	510	11	11			
					By Balance brought down. ....			338	6	10

F. HINCKS,  
Inspector General.

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

No. 21.

STATEMENT of the Revenue arising from the Estates of the late Order of Jesuits, and of Payments made therefrom for the encouragement of Education in Eastern Canada, during the year ended the 31st January, 1851.

NAMES.	EXPENDITURE.	CURRENCY.			RECEIPTS.			CURRENCY.		
		£	s.	d.	£	s.	d.	£	s.	d.
To Balance brought from last year .....	.....									
Péter Langlois .....	Payments under Act 12 Vic. Cap. 32.									
John Daval .....	Amount payable to the British and Canadian School at Quebec, for the year 1849 .....	200	0	0			2808	15	0	
W. G. Cook and C. Jackson .....	do to the Society of Education, at do for do .....	280	0	0			6514	18	2	
Ichabod Smith and Wm. Pierce .....	do to the Charlestown Academy, for do .....	100	0	0						
William Badgley .....	do to the Stanstead Seminary, for do .....	100	0	0						
do .....	do to the High School at Durham Village, Missisquoi, for do .....	100	0	0						
do .....	do to the Academy and Bedford School, for do .....	100	0	0						
Rev. F. Boucher .....	do Three months' Salary as Master of the Indian School at Lorette, to the 31st December, 1849 .....	12	10	0						
Rev. J. Mauranit .....	do as do at St. Francis, to do .....	12	10	0						
Representatives of the late Andrew W. Cochrane, Queen's Counsel .....	To this Sum, being the proportion chargeable to this Fund for the Educational Institutions in Canada East, for the year 1850, as per Estimate .....	£2905	0	0						
	Being the amount due the late Mr. Cochrane, for Professional Services, &c., rendered on account of the Jesuits' Estates .....	2592	4	7						
	Total Payments .....	168	4	10	8665	9				
	To Balance carried to next year .....				2961	9				
	Total Currency .....				9318	8				
	By Cash credited by the Receiver General, being Interest on Debentures held on account of the Jesuits' Estates .....									
	By Amount received from the Commissioner of Crown Lands for Rents, Commutations, Lods et Ventes, &c. ....									
	Total Currency .....									
	By Balance brought down .....									

F. HINCKS,

Inspector General.

INSPECTOR GENERAL'S OFFICE,

Toronto, April, 1851.

## No. 22.

STATEMENT of Tonnage Duties collected during the Season of the Navigation of the year 1850, at Quebec and Montreal, under the Act 6 Will. IV. Cap. 35, continued by Act of Canada, 13 & 14 Vic. Cap. 10, and the sums paid thereout to provide for the Medical Treatment of Sick Mariners.

## QUEBEC.

TO WHOM PAID.	EXPENDITURE.			RECEIPTS.			Currency.		
	£	s.	d.	£	s.	d.	£	s.	d.
	1250	0	0	1894	0	7			
To Balance brought from last year.....				91	14	0			
On account of the Expenditure incurred for the Marine Hospital, at Quebec, for the year 1850.....									
Henry Jessopp, and Archibald Campbell .....	100	0	0						
Commissioners for Shipwrecked Seamen, being towards the relief of the same .....									
To Balance carried to next year.....							1742	6	7
Total Currency.....			£						
							1742	6	7
							By Balance brought down.....£ 371   19   11		

## MONTREAL.

TO WHOM PAID.	EXPENDITURE.			RECEIPTS.			Currency.		
	£	s.	d.	£	s.	d.	£	s.	d.
Samuel Gerrard.....							98	8	5
President of the Montreal General Hospital, being on account of the Expenses of that Institution.....				118	13	1			
To Balance carried to next year.....							207	1	6
Total Currency.....			£						
							118	13	1
							By Balance brought down.....£ 118   13   1		

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851

F. HINCKS,  
Inspector General.

Appendix (B.) 1851.

Appendix (B.) 1851.

No. 23.

STATEMENT of Monies arising from the Sale of School Lands in that part of the Province heretofore called Upper Canada, pursuant to an Act of Canada, 4th and 5th Vic. cap. 19, and of Warrants issued thereon between the 1st February, 1850, and the 31st January, 1851, on account of the year ended the 31st December, 1850.

NAMES.	SERVICE.	Currency.		RECEIPTS.		Currency.	
		£	s. d.	£	s. d.	£	s. d.
Rev. W. M. Herchmer...	Being amount of the Appropriation in Aid of Grammar Schools in the Midland District, for 1849.....	270	0 0				
do	do for the same, in 1850 .....	180	0 0				
Ven'ble. G. O'Kill Stuart	do the balance due the same, for the year 1847 .....	90	0 0				
Rev. A. Palmer.....	do the amount appropriated for the Wellington District for 1849 .....	80	0 0				
do	do for the County of Waterloo, for 1850 .....	120	0 0				
John P. Roblin .....	do to pay the Master of the Grammar School at Consecon, in the County of Prince Edward.....	12	10 0	1000	17 6		
C. Mortimer .....	do the balance due the same County for the year 1849 .....	15	0 0	250	0 0		
J. W. D. Moodie .....	do the amount appropriated for the same County for 1850.....	75	0 0	1993	15 0		
do	do towards the erection of a School-house at Belleville, an equal amount having been raised by subscription as was required.....						
Rev. H. J. Grasett .....	do for the support of three additional Grammar Schools in the County of York for the year 1849, as authorized by the Act 13 and 14 Vic. cap. 91.....	112	10 0				
do	do the amount appropriated for do in the do, for the year 1850.....	225	0 0				
Rev. H. Urquhart .....	do do for the late Eastern District, for the years 1845 and 1847, at £30 p. ann.	390	0 0				
do	do the amount appropriated towards the support of Grammar Schools in the united Counties of Stormont, Dundas, and Glengary, for the year 1850.....	60	0 0				
Rev. M. Harris .....	do do for the do of Lanark and Renfrew, for do.....	127	10 0				
William McKay.....	do do for the County of Carlton, for do .....	120	0 0				
James Morris.....	do do for the united Counties of Leeds and Grenville, for do .....	75	0 0				
Rev. J. M. Rogers.....	do do for the County of Peterborough, for do .....	180	0 0				
Rev. J. Gamble.....	do do for the united Counties of Wentworth and Halton, for do.....	75	0 0				
Rev. Thomas Green .....	do the balance of do due the do of Lincoln, Haldimand, and Welland, for the year 1849 .....	210	0 0				
do	do the amount appropriated for the do, for the year 1850 .....	70	0 0				
Rev. F. Evans .....	do do for the County of Norfolk, for do .....	180	0 0				
Rev. W. Betteridge .....	do do for the do of Oxford, for do .....	75	0 0				
Rev. B. Cronyn.....	do do for the do of Middlesex, for do .....	112	10 0				
Arthur Ackland.....	do do for the united Counties of Huron, Perth, and Bruce, for do .....	180	0 0				
Francis Baby .....	do do for the do of Essex, Kent, and Lambton, for do .....	40	0 0				
Rev. S. B. Ardagh .....	do do for the County of Simcoe, for do .....	120	0 0				
	do do for the County of Simcoe, for do .....	75	0 0				
	Total Payments.....	£	3270 0 0				
	To Balance carried to next year .....		6419 16 8				
	Total Currency.....	£	9689 16 8				
	By Balance brought down.....	£	6419 16 8				
	Total Currency.....	£	9689 16 8				

F. HINCKS, Inspector General.

INSPECTOR GENERAL'S OFFICE, Toronto, April, 1851.

No. 24.

STATEMENT of the Monies paid the Receiver General of the Province of Canada, by the District and County Treasurers, Canada West, between the 1st February, 1850, and the 31st January, 1851, pursuant to an Act of the Legislature of Upper Canada, 2 Vic. Cap. 11, "An Act to authorize the erection of an Asylum within " that part of the Province, for the reception of Insane Persons,"—shewing also, the payments made therefrom.

P A Y M E N T S.	C u r r e n c y.			R E C E I P T S.	A m o u n t.			T o t a l C u r r e n c y.		
	£	s.	d.		£	s.	d.	£	s.	d.
To Balance from last year.....			1½	By amount paid by the Treasurer of the County of Huron, during the year 1850 .....	2	13	2			
Receiver General .....	1882	8		do of Colborne, do .....	153	5	8			
Amount of Interest paid by him during the year 1850, on Debentures issued for the Lunatic Asylum, at Toronto, under Act 9 Vic. Cap. 61.....	1320	0	0	do United Counties of Stormont, Dundas, and Glengary, do .....	287	3	2			
Chairman of the Directors of the Provincial Lunatic Asylum, at Toronto, being the Balance of the Expenses of that Institution payable out of this Fund, for the quarter ended the 31st December, 1850 .....	613	11	2	do County of Middlesex, do .....	451	10	11			
To Balance carried to next year .....	146	9	0½	do do Hastings, do .....	329	4	1			
				do United Counties of Prescott and Russell, do .....	41	10	0			
				do County of Simcoe, do .....	226	1	11			
				do United Counties of Leeds and Grenville, do .....	249	4	8			
				do do Wentworth and Halton, do .....	981	0	6			
				do do of Frontenac, Lennox, and Addington, do .....	229	8	8			
				do do of Lincoln, Haldimand, and Welland, do .....	393	0	8			
				do do of Northumberland and Durham, do .....	60	1	4			
				do do of Essex, Kent, and Lambton, do .....	196	2	11			
				do County of Carlton, do .....	109	19	4			
				do do Waterloo, do .....	242	4	5			
				do do Prince Edward, do .....	140	3	7			
				By this sum received from the Estate of the late David John Smith, Treasurer of the late Midland District, being the amount of Arrears due by him on account of this Fund.....	529	13	9			
Total Currency.....	3962	8	4	Total Currency.....	3962	8	4			
				By Balance brought down.....						
					£		146			9   0½

F. HINCKS, Inspector General.

INSPECTOR GENERAL'S OFFICE, Toronto, April, 1851.

**No. 25.**

STATEMENT of the amount of Fees received on Marriage Licenses issued during the year ended the 31st December, 1850, in Canada West, and of the Payments made therefrom as authorized by the Act 9 Vic. Cap. 65.

TO WHOM PAID.	EXPENDITURE.	Currency.			RECEIPTS.	Currency.		
		£	s.	d.		£	s.	d.
W. M. Westnacott .....	To Balance brought from last year .....							
John Conner, Mayor of Kingston.....	Being the usual Annual Grant to the Toronto House of Industry, for the year 1850 .....	500	0	0	3134	0	0	
do .....	do towards the relief of Indigent Sick, at Kingston, for do .....	500	0	0	369	1	8	2764 18 4
J. W. Brent .....	do to the Kingston General Hospital, for do .....	300	0	0				200 13 7
Christopher Widmer.....	do to the Toronto do, for do .....	750	0	0				
	On account of the Expenses of the Lunatic Asylum, at Toronto, for the quarter ended the 31st Dec., 1850.	750	0	0				
	Total Currency.....			£				2965 11 11
	To Balance brought down .....			£				200 13 7

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

F. HINCKS,  
Inspector General.

**No. 26.**

STATEMENT of the Amount of Fees received on Marriage Licenses, issued during the year ended the 31st December, 1850, in Canada East, and appropriated towards the Payment of Rebellion Losses, in Lower Canada, by Act 9 Vic. Cap. 65.

EXPENDITURE.	Currency.			RECEIPTS.	Currency.			
	£	s.	d.		£	s.	d.	
To Balance brought from last year.....	38	16	6					
To this Amount paid by the Receiver General on account of Interest due on Debentures issued under this Act, for the Payment of the said Losses.....	109	12	8	480	0	0		
To Balance carried to next year .....	242	17	6	48	18	4		
Total Currency.....	386	6	8				386 6 8	
			£				386 6 8	
							By Balance brought down..... £	242 17 6

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

F. HINCKS,  
Inspector General.

Appendix (B.) 1851.

Appendix (B.) 1851.

No. 27.

STATEMENT of the Monies received from the Rate or Duty imposed by the Provincial Act 12 Victoria, chap. 6, on Passengers or Emigrants arriving at the Ports of Quebec and Montreal, including an amount received from the Imperial Government, &c. and the Sums paid thereout for providing Medical Assistance, and enabling Indigent Persons of that description to proceed to the place of their destination during the season of the navigation of the year 1850, including also the Expenses of Quarantine at Grosse Isle and Quebec.

TO WHOM PAID.	EXPENDITURE.	Currency.		RECEIPTS.		Currency.	
		£	s. d.	£	s. d.	£	s. d.
A. C. Buchanan, Chief Agent, Emigrants	<i>Payments out of the Balance from the year 1849.</i>	571	12 9				
Rev. C. F. Cazeau	Balance of the expenses for Emigration, for the year 1849	18	15 8	9348	3 9	975	3 7
John C. Fisher	Being the expenses of a horse and carriage, maintained at Grosse Isle, for the use of the Priests stationed there	23	3 1				
Francis Mullins	do for publishing Quarantine Proclamation, for 1849, in the Quebec Gazette.	35	0 0				
Nelson Mott, Mayor, St. Johns, Canada East	do for the Rent of his house at Montreal, used for the destitute Emigrants			211	0 0		
John Fisher, do, Hamilton	do the amount allowed him for assistance afforded to Emigrants at St. Johns	50	0 0				
Geo. Gurnett, do, Toronto	do do at the City of Hamilton	150	0 0				
Wm. Weller, do, Cobourg	do do do Toronto	50	0 0				
P. Vanbroecklyn, do, Brantford	do do at the Town of Cobourg	25	0 0	187	17 4		
	do do do Brantford	25	0 0				
A. C. Buchanan, Chief Agent, Emigrants	<i>Emigration, 1850.</i>	4232	17 1				
Thomas G. Ridout	On account of the expenses of Emigration, for 1850	33	5 6			1825	0 0
A. Conlan, Sub-Agent, Montreal	do for the same service						
	To enable him to pay the Salary of the Keeper of the Sheds at Point St. Charles, for the Quarter ended the 31st March, 1851, including rent of an office, to the 31st January, 1851	20	0 0				
Napoleon Casault, Secretary	On account of the expenses attending the Emigrant Hospital at Quebec, for 1850	250	0 0				
Joseph Bourret	Being to pay the Grey Nuns, at Montreal, for the Lease of the Burial Ground at the Emigrant Sheds, due the 1st July, 1851	158	10 0				
	<i>Quarantine.</i>	882	9 4				
Thomas A. Begly	For repairs to buildings at Grosse Isle	432	4 5				
A. C. Buchanan	For the same service	2611	0 0				
F. E. Knowles, Com'y Gen.	On account of the Salaries and other expenses at Grosse Isle, for the year 1850						
Joseph Parent, Inspecting Physician, Quebec	The same at Quebec	105	14 0				
Rev. C. F. Cazeau	Being for the hire of a horse, servant, &c., for the Roman Catholic Missionary, at Grosse Isle	19	4 0				
	Total Payments			4000	11 9		
	To Balance carried to next year	9643	15 10				
	Total Currency	2853	8 10				
	Total Currency	12497	4 8				
	By Balance brought down	£		11522	1 1	£	
		2853	8 10			12497	4 8

INSPECTOR GENERAL'S OFFICE,

Toronto, April, 1851.

F. HINCKS,  
Inspector General.



Appendix  
(B.)  
1851.

Appendix  
(B.)  
1851.

No. 27½.

STATEMENT of the Revenue derived from Law Fees received in Canada West, in virtue of the Act of Canada 9 Vic. cap. 33, by various Officers of the Courts of Queen's Bench and Common Pleas, and Court of Chancery, between the 1st February, 1850, and 31st January, 1851, including a Balance of £2824 12s. from former years; the same being applicable to the Interest and redemption of £6000, issued in Debentures, for the Law Society of Upper Canada, under the authority of the said Act.

EXPENDITURE.	Total Currency.		RECEIPTS.		Currency		Total Currency.		
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	
To amount of Interest paid by the Receiver General, on the Sum of £6000 issued in Debentures under this Act, for the year ended the 1st February, 1851, at 6 per cent. per annum .....	960	0 0	By Balance from last year .....	399	0 0	2824	12 0		
To Balance carried to next year .....	3432	19 5	Courts of Queen's Bench and Common Pleas. Received from the Clerk of the Crown and Pleas of the Court of Queen's Bench for the County of York.....	31	15 0				
			do do of Common Pleas, for do.....			480	15 0		
			Received from the Deputy Clerk of the Crown and Pleas of the Court of Queen's Bench and Common Pleas for the County of Carleton.....	34	19 9				
			do do of Essex and Kent.....	29	15 1				
			do do of Frontenac, Lennox, and Addington .....	58	1 3				
			do do of Hastings .....	36	3 9				
			do do of Huron, Perth, and Bruce.....	8	18 6				
			do do of Lincoln, Haldimand, and Welland.....	76	7 6				
			do do of Leeds and Grenville.....	84	7 10				
			do do of Lanark and Renfrew.....	5	18 9				
			do do of Middlesex .....	44	18 9				
			do do of Northumberland and Durham.....	53	15 0				
			do do of Norfolk .....	10	5 0				
			do do of Oxford .....	32	11 0				
			do do of Prince Edward .....	11	2 6				
			do do of Prescott and Russell.....	3	16 3				
			do do of Stormont, Dundas, and Glengary .....	26	10 0				
			do do of Simcoe .....	5	10 5				
			do do of Waterloo .....	8	6 3			481	7 7
			Court of Chancery. Received from the Master .....	12	4 10				
			do do Registrar .....	44	0 0			56	4 10
			Total Currency.....	3792	19 5	3792	19 5		
			By Balance brought down .....			3492	19 5		

F. HINCKS,  
Inspector General.

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

STATEMENT of the Revenue arising from Tavern Licenses in Canada West, during the year applicable to Municipal purposes in Canada West,

		P A Y M E N T S .			Currency.		
		£	s.	d.	£	s.	d.
A. Simpson, Cashier, Bank of Montreal .....	Being to enable him to pay certain Claimants for Rebellion Losses in Upper Canada, still outstanding.....	150	0	0			
William Wilson, Cashier, Bank Montreal, Toronto	do for the redemption of 40 Debentures of the Province, of £500 each, numbered from 1 to 40 inclusive, issued under this Act, for the payment of Rebellion Losses in Upper Canada .....	20000	0	0			
do	do the Interest on the same, from the 2nd January to the 30th May, 1850, at 6 per cent. per annum.....	489	16	8	20639	16	8
<i>Payments to Municipalities, Canada West, authorized by 3rd Section, 8 Vic. Cap. 72.</i>							
D. O'Connor .....	Treasurer of the Municipal Council, County of Carleton, being the amount of Revenue arising from Duties on Tavern Licenses, collected in that Municipality, on account of the year 1850...	86	1	3			
George Bullock.....	do do united Counties of Essex, Kent, and Lambton, for do .....	130	3	9			
W. iam Ferguson .....	do do do of Frontenac, Lennox, and Addington, for do .....	373	16	5			
N. G. Reynolds.....	do do County of Hastings, for do .....	178	7	6			
George Brown .....	do do united Counties of Huron, Perth, and Bruce, for do .....	103	10	0			
Thomas M. Radenhurst...	do do do of Lanark and Renfrew, for do...	231	5	0			
J. L. Schofield .....	do do do of Leeds and Grenville, for do...	368	3	9			
D. McDonald.....	do do do of Lincoln, Haldimand and Wel-						
John S. Buchanan.....	do do land, for do .....	586	15	0			
Z. Burnham .....	do do County of Middlesex, for do .....	294	12	3			
Henry Groff .....	do do united Counties of Northumberland and Durham, for do .....	371	18	9			
H. C. Barwick .....	do do County of Norfolk, for do .....	231	5	0			
David Smith .....	do do do Oxford, for do .....	231	5	0			
Thomas H. Johnson .....	do do do Prince Edward, for do .....	57	0	0			
R. McDonald.....	do do united Counties of Prescott and Russell, for do ..	78	11	3			
Frederick Ferguson .....	do do do Stormont, Dundas, and Glen-						
Edmund Lally .....	do do gary, for do .....	187	12	6			
James Kirkpatrick .....	do do County of Peterborough, for do .....	27	16	3			
William Hewatt.....	do do do Simcoe, for do .....	219	0	0			
J. S. Howard .....	do do united Counties of Wentworth and Halton, for do.	512	12	6			
John Brown .....	do do County of Waterloo, for do .....	340	17	5			
William Anglin .....	do do do York, for do .....	844	3	9			
A. T. McCord .....	do do City of Hamilton, for do .....	152	5	0			
D. McKay .....	do do do Kingston, for do .....	785	17	5			
M. Sawyer .....	do do do Toronto, for do ..	834	8	9			
Edward Masse .....	do do Town of Brantford, for do ..	91	0	0			
A. S. Burnham .....	do do do Belleville, for do ..	135	11	3			
William Mattice .....	do do do Bytown, for do ..	272	12	6			
Robert Suter .....	do do do Cobourg, for do ..	96	13	9			
Thomas McCormick .....	do do do Cornwall, for do ..	47	11	3			
Charles Hughes.....	do do do Dundas, for do ..	51	15	0			
L. Murray .....	do do do Niagara, for do ..	32	12	6			
H. Mittleberger.....	do do do Port Hope, for do ..	48	11	3			
W. Nicholson.....	do do do Picton, for do ..	31	3	9			
Adam Ker .....	do do do St. Catharines, for do ..	58	13	9			
Thomas Allechin.....	do do Village of Chippewa, for do ..	39	3	9			
R. W. Evans .....	do do do, Galt, for do ..	51	15	0			
George Keefer .....	do do do Paris, for do ..	58	11	3			
	do do do Richmond, for do ..	6	8	9			
	do do do Thorold, for do ..	45	11	3			
To Balance carried to next year .....					8295	3	6
					2728	17	9½
Total Currency.....		£	91663	17	11½		

ended the 5th January, 1851, received between the 1st February, 1850, and the 31st January, 1851, under the Act of the Province, 8 Vic. Cap. 72.

RECEIPTS.										Currency.						
By Net Amount unexpended, from last year.....										£	s.	d.				
COUNTIES.	No. of Licenses.	Amount.			Expenses of Collection.			Net Revenue.								
		£	s.	d.	£	s.	d.	£	s.	d.						
CARLETON .....	104	582	0	0	88	16	6	493	3	6	£	s.	d.			
ESSEX .....	73	333	10	0	46	13	9	286	16	3						
FRONTENAC, LENNOX, AND ADDINGTON...	215	1392	10	0	134	5	0	1258	5	0						
HASTINGS .....	87	454	10	0	63	19	3	390	10	9						
HURON, PERTH, AND BRUCE...	55	239	0	0	34	17	6	204	2	6						
KENT .....	76	354	10	0	49	6	3	305	3	9						
LINCOLN, HALDIMAND, AND WELLAND.....	181	979	10	0	105	0	0	874	10	0						
LEEDS AND GRENVILLE .....	98	512	0	0	69	1	4	442	18	8						
LANARK AND RENFREW .....	72	324	0	0	45	14	7	278	5	5						
MIDDLESEX, First Division .....	127	823	0	0	107	17	6	715	2	6						
Do Second do .....	42	173	0	0	26	12	6	146	7	6						
NORTHUMBERLAND .....	63	360	0	0	50	0	0	310	0	0						
DURHAM .....	59	343	0	0	49	15	9	293	4	3						
NORFOLK .....	70	313	10	0	45	16	6	267	13	6						
OXFORD .....	67	369	5	0	61	3	1	308	1	11						
PRINCE EDWARD .....	20	109	10	0	18	13	9	90	16	3						
PETERBORO' .....	59	257	10	0	50	1	2	207	8	10						
PRESCOTT AND RUSSELL.....	23	116	0	0	19	10	0	96	10	0						
STORMONT, DUNDAS, AND GLENGARY .....	86	386	10	0	53	12	1	332	17	11						
SIMCOE .....	76	331	10	0	46	8	9	285	1	3						
WENTWORTH AND HALTON, South Division...	158	918	7	6	97	13	4	820	14	2						
Do North do .....	132	693	0	0	91	12	6	601	7	6						
WATERLOO.....	139	669	15	0	88	14	5	581	0	7						
YORK, Centre Division .....	122	908	0	0	103	17	1	804	2	11						
Do East do .....	137	831	10	0	108	7	6	723	2	6						
Do West do .....	182	1110	10	0	119	10	3	990	19	9						
<b>Totals.....</b>	<b>2523</b>	<b>£ 13885</b>	<b>7</b>	<b>6</b>	<b>1777</b>	<b>0</b>	<b>4</b>	<b>12108</b>	<b>7</b>	<b>2</b>						
Less—So much credited thereof, in account, for the year 1849 .....					5317	14	7									
do So much unpaid, for the year 1850 .....					297	6	8									
					£ 5615	1	3									
Off—Amount deducted as unpaid, for the year 1849.....					415	8	10									
								5199	12	5						
Add—Amount received during the month of January, 1851, being part of the Revenue of 1850, but received within the period of this Account .....								£ 6908	14	9						
								456	0	5						
											7364	15	2			
<b>Total Currency.....</b>											£ 31663	17	11½			
By Balance brought down .....											£ 2728	17	9½			

F. HINCKS,  
Inspector General.

STATEMENT of the Revenue arising from Tavern Licenses in Canada East, received between the 1st Municipal Districts in Lower Canada, during the year ended 31st

		P A Y M E N T S.			C u r r e n c y.		
		£	s.	d.	£	s.	d.
Wolfred Launière .....	Secretary-Treasurer, Municipal Council, County of Bellechasse, being the amount of the Revenue arising from Duties on Tavern Licenses collected in that Municipality in the year 1848-9 .....	16	0	0			
Louis Hainault .....	do do Division No. 1, County of Beauharnois, for do .....	76	0	0			
James Botham .....	do do do No. 2, do, for the year 1849-50..	56	0	0			
Edward Martel .....	do do do No. 1, County of Bonaventure, for do .....	24	0	0			
Joseph Eden .....	do do do No. 2, do, for do .....	24	0	0			
R. Trudell .....	do do County of Champlain, for do .....	4	0	0			
F. Ployart .....	do do Division No. 1, County of Drummond, for the years 1845-6-7-8-9—1850.....	76	0	0			
P. Lainesse.....	do do do No. 2, do of Dorchester, for the year 1849-50 .....	48	0	0			
P. B. De la Bruère .....	do do County of St. Hyacinthe, for do .....	28	0	0			
Pierre Bénéoit .....	do do do Huntingdon, for do .....	104	0	0			
Thomas Bédard .....	do do Division No. 1, County of Lotbinière, for the years 1848-9 and 1849-50 .....	20	0	0			
Edward Butler .....	do do do No. 2, do, for do and do .....	36	0	0			
C. Archambault.....	do do County of Leinster, for the year 1849-50 ..	36	0	0			
A. C. D. DeCelles.....	do do do Montreal, for do.....	116	0	0			
David Brown .....	do do do Missisquoi, for do .....	52	0	0			
Paschal Pepin.....	do do do Nicolet, for do .....	16	0	0			
John Stars .....	do do Division No. 2, County of Ottawa, for do.	28	0	0			
Nicolas Gauthier .....	do do County of Portneuf for do.....	20	0	0			
P. L. Giroux .....	do do do Quebec, for do .....	108	0	0			
Fabien LeSage .....	do do do Rouville, for do .....	60	0	0			
F. X. Laforce.....	do do do Richelieu, for do .....	8	0	0			
L. H. Benton.....	do do do Stanstead, for do .....	52	0	0			
J. G. Robertson.....	do do do Sherbrooke, for do.....	40	0	0			
H. L. Robinson.....	do do do Shefford, for do .....	20	0	0			
F. S. R. Bellefeuille .....	do do do St. Maurice, for do .....	16	0	0			
M. P. DeSalles Laterrière	do do do Saguenay, for the year 1848.....	4	0	0			
Léandre Demouchelle ...	do do do Two Mountains, for year 1849-50	72	0	0			
Alex. Gorrie .....	do do do Terrebonne, for do.....	24	0	0			
A. Berthelot .....	do do do Vaudreuil, for do .....	40	0	0			
L. G. C. De St. François	do do do Yamaska, for do.....	12	0	0			
Pierre Vezina.....	do do Town of Three Rivers, for do .....	48	0	0			
Jacob W. Dorje .....	do do do William Henry, for do .....	24	0	0			
Thomas Hickey .....	do do Village of Chambly, for do .....	24	0	0			
Joseph Dubreuil .....	do do do Lachine, for do .....	48	0	0			
J. A. Barbeau .....	do do do Laprairie, for do.....	44	0	0			
F. X. Gendreaux .....	do do do Montmagny, for do .....	8	0	0			
D. F. R. Nye .....	do do do Phillipsburgh, for do.....	8	0	0			
Charles Basin.....	do do do St. Ours, for do .....	8	0	0			
Thomas R. Jobson.....	do do do St. Johns, for do .....	44	0	0			
V. Champigny .....	do do do Côte St. Louis, for do .....	8	0	0			
C. Dolbreck .....	do do do St. Eustache, for do .....	8	0	0			
E. R. Fabre, Mayor .....	Balance of the same, due the City of Montreal, for the year 1849-50 .....	381	13	6			
E. Demers, Treasurer ...	do do due the do, for the year 1848-9 .....	8	0	0			
V. P. W. Dorion .....	do to the Commissioners of Roman Catholic Schools in Montreal, being the amount payable to them out of the Tavern Licenses, for the year ended 30th June, 1850.....	266	16	4			
William Lunn .....	do to the do of Protestant Schools in do, being the do for the six months ended do.....	139	10	2			
J. Crémazie .....	do to the do of the Roman Catholic Schools at Quebec, being a portion of the same due and payable to them for the year ended 1st July, 1850 .....	357	11	6			
Wm. H. Bréhaut, Joint Clerk of the Peace, Montreal .....	Being for expenses attending the revoking of the Tavern License held by F. X. Malette .....	3	10	0			
	To Balance carried to next year .....				2665	1	6
					3492	6	8
	Total Currency.....			£	6157	8	2

29.

February, 1850, and the 31st January, 1851, and of the Payments made thereout to the different January, 1851, as authorized by Act of the Province, 8 Vic. cap. 72.

RECEIPTS.										Currency.														
By Balance unexpended from last year .....										£	s.	d.												
										3588	10	1												
DISTRICTS.	No. of Licenses.	Gross Collections			Expenses of Collection.			Net Revenue.																
		£	s.	d.	£	s.	d.	£	s.	d.														
MONTREAL, No. 1 Division .....	256	1106	15	0	178	3	7	928	11	5														
do No. 2 do .....	191	825	17	6	139	10	3	686	7	3														
QUEBEC .....	196	833	0	0	129	18	10	703	1	2														
THREE RIVERS.....	23	100	12	6	29	5	0	71	7	6														
ST. FRANCIS .....	28	121	10	0	26	16	1	94	13	11														
GASPE' .....	13	56	17	6	9	15	0	47	2	6														
Totals.....	707	3044	12	6	513	8	9	2531	3	9														
Less—So much credited thereof in account for the year 1849 .....													4	2	6									
Add—Balances at credit of Inspectors, 31st January, 1851 .....																£	2527	1	3					
do Balances outstanding 31st January, 1850 .....													14	5	0				41	16	10			
																			2568	18	1			
Total Currency.....										£											6157	8	2	
By Balance brought down.....										£												3492	6	8

F. HINCKS,  
Inspector General.

## No. 30.

STATEMENT of Payments made by the Receiver General of the Province of Canada, on Warrants issued between the 1st February, 1850, and the 31st January, 1851, on account of the Expenditure under the Estimates for the years 1845, 1846, 1847, 1848, and 1849, as provided for by Acts 8 Vic. Cap. 69, 9 Vic. Cap. 63, 10 & 11 Vic. Cap. 34, 11 Vic. Cap. 8, and 12 Vic. Cap. 5.

TO WHOM PAID.	SERVICE.	Amount.						Total Currency.		
		£	s.	d.	£	s.	d.	£	s.	d.
<i>Estimate 1845, 8 Vic. Cap. 69.</i>										
Thomas A. Begly .....	Being on account of work performed on the Belleville Bridge .....				44	16	11			
James Cross, and others..	do on account of their Contracts for work performed on L'Original and Bytown Road.....				600	0	0			
Thomas G. Ridout .....	do to enable him to pay for work done on the Scugog Road .....				551	10	7			
								1196	7	6
<i>Estimate 1846, 9 Vic. Cap. 63.</i>										
Thomas G. Ridout.....	To pay R. Francis, for Damages sustained on the River Trent.....				20	2	0			
James Slate, and others..	For work performed in deepening the Channel of Lake St. Peter .....	112	4	5						
John Molson .....	Three-quarters Rent of the Ship-yard occupied at Sorel, to the 1st May, 1850, at £100 per annum .....	75	0	0						
					187	4	5			
								207	6	5
<i>Estimate 1847, 10 &amp; 11 Vic. Cap. 34.</i>										
K. Tully .....	Being for Superintending the Erection of the Toronto Custom House.....				19	4	0			
Thomas A. Begly .....	To enable him to pay Claims against the Chambly Canal .....				30	12	6			
Valentine Hall, and others	To pay for work performed on the Chatham Bridge .....				407	3	3			
Thomas G. Ridout.....	Being on account of the Grant for Building the Pier and Leading Light at Presque Isle .....				60	0	0			
William B. Hamilton, and others .....	do for work in progress on the Nottawasaga Bridges and Hills .....				71	8	6			
William McDonell.....	do do on the Peterborough and Lindsay Road .....				235	0	0			
J. C. Taché .....	do do on the Gaspé Roads.....				135	2	2			
Thomas G. Ridout.....	do do on the Metis and Matane Road .....				1679	5	6			
James H. Price, Commissioner, Crown Lands..	do to cover this sum advanced to Mr. Sims for Exploration of the Route of the Quebec and Halifax Railroad .....				236	16	10			
								2874	12	9
<i>Estimate 1848, 11 Vic. Cap. 8.</i>										
G. W. Wicksteed .....	Being for Services as Law Clerk to the Government, for the year 1848 .....				100	0	0			
B. Bradley .....	Salary as Keeper of the Provision Dépôt at Shallop Creek, on the Island of Anticosti, from 16th October to 31st December, 1848, at £50 per annum .....				10	9	8			
Representatives of the late A. W. Cochrane, Queen's Counsel .....	Being for Services performed by the late Mr. Cochrane, out of Term, in Criminal Cases, and Miscellaneous matters connected with Criminal Justice, between 30th June, 1845, and — October, 1848 .....				270	2	1			
								389	11	4
<i>1849, 12 Victoria, Chapter 5.</i>										
J. B. Meilleur, Superintendent of Schools, Canada East .....	On account of Common Schools, for the last half-year of 1848 .....				345	12	2			
do .....	do for Repairs and Erection of School-houses.....				16307	10	0			
								16653	2	2
	Less—Cash received on account of the Sale of the Steamer St. Peter .....							£ 21321	0	2
								695	5	0
	Total Payments, Currency.....				£			20625	15	2

F. HINCKS,

Inspector General.

INSPECTOR GENERAL'S OFFICE,

Toronto, April, 1851.

No. 31.

COMPARATIVE STATEMENT of the Net Revenue and Expenditure of the Consolidated Fund of the Province, for the years 1849 and 1850.

Heads of Revenue.	1849. Currency.		1850. Currency.		Causes of Increase or Decrease.	1849. Currency.		1850. Currency.		Heads of Expenditure.	1849. Currency.		1850. Currency.		Increase.		Decrease.		Explanations on Increase or Decrease.
	£	s. d.	£	s. d.		£	s. d.	£	s. d.		£	s. d.	£	s. d.	£	s. d.	£	s. d.	
Net Customs .....	412626	18 5	588580	10 3	Increase of Duties and Trade.	180125	1 7	197029	3 5	Interest on Public Debt .....	180125	1 7	197029	3 5	16904	1 10	.....	.....	.....
Net Excise .....	21131	16 8	20017	13 0	Considerable decrease in the quantities of Whiskey distilled in the District of Montreal.	38604	14 2	32126	12 9	A. Provincial Act, Civil List, Schedule B, Provincial Act, Permanent Charges under Acts, Canada East .....	38604	14 2	32126	12 9	.....	.....	1478	1 5	.....
Territorial .....	9568	14 7	21714	18 8		5387	19 3	8069	15 1	B. Provincial Act, Permanent Charges under Acts, Canada West .....	5387	19 3	8069	15 1	2681	15 10	.....	.....	.....
Light House Duty .....	1009	9 7	1020	17 1		11268	9 5	9459	7 11	Permanent Charges under Acts, Canada West .....	11268	9 5	9459	7 11	.....	.....	1804	1 6	.....
Bank Imposts .....	10763	4 6	13312	5 0		67194	19 9	105489	14 8	Permanent Charges under Acts of Canada .....	67194	19 9	105489	14 8	38294	14 11	.....	.....	.....
Public Works .....	42615	1 7	52563	17 7						Additional Expenses of the Administration of Justice, Canada West .....					.....	.....	.....	.....	.....
Militia Commissions.	21	5 1	16	5 0						Arrears Common Schools, Canada East .....					.....	.....	.....	.....	.....
Fines and Forfeitures, including Seizures.	1315	9 2	1173	18 3						do Agricultural Societies, Canada E. and W. ....					.....	.....	.....	.....	.....
Casual Revenue .....	14379	3 4	6923	4 8	No payment of Surplus Post- age this year.					Members' Sessional Allowance .....					.....	.....	.....	.....	.....
Law Fee Fund .....	.....	.....	3982	8 9	This is the first year of the Funding of these Fees.										.....	.....	.....	.....	.....
Totals, Currency .....	512431	2 11	704235	18 3		117355	18 7	11423	9 8	Estimate of 1849 .....	117355	18 7	11423	9 8	.....	.....	105932	8 11	.....
						.....				Estimate of 1850 .....	.....		131121	2 10	131121	2 10	.....	.....	.....
						8716	19 4			Totals, Currency .....	450919	8 2	532063	12 4	190864	16 0	109214	11 10	.....

F. HINCKS,  
*Inspector General.*

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

## No. 32.

STATEMENT of Payments made by the Receiver General of the Province of Canada, on Warrants issued between the 1st February, 1850, and the 31st January, 1851, on account of the undermentioned Public Works, as provided for by Acts of Canada, 4 and 5 Victoria. cap. 28, and 9 Victoria, cap. 63, and subsequent Acts.

TO WHOM PAID.	SERVICE.	Amount.			Total Currency.		
		£	s.	d.	£	s.	d.
Richard O. Duggan and others .....	4 and 5 Victoria, cap. 28. On account of Work performed for the Burlington Bay Canal.....	260	0	8			
James Kirby and others...	do do for the Brantford Road .....	495	0	0			
T. A. Begly .....	do do of Bridges between Montreal and Quebec.....	25	17	9			
P. Laurencel .....	do do of the Gosford Road.....	150	19	10			
	9 Victoria, cap. 63, and subsequent Acts.				931	18	8
	St. Lawrence Canals.						
Hector Munro and others	On account of Work performed and Materials furnished for the above Canals .....	45088	8	1			
	LESS—This Sum received from Mr. Levy, as Rent of a building Leased him, on the line of the Lachine Canal.....	570	0	0			
					44518	8	1
	Welland Canal.						
John Clark and others ..	On account of their Contract for Work in progress on the said Canal, and sundries furnished for the same .....				59213	7	1
	Chambly Canal.						
A. G. Lajoie and others...	For payment of Work done and performed on said Canal .....	3910	15	4			
	River Richelieu.						
Michael Borne and others	To enable them to pay for Work done, and Materials furnished for the same .....	6949	17	6			
					9660	12	10
	Harbours and Light Houses.						
Thomas G. Ridout and others .....	For certain Work performed for the same .....	88	2	2			
Valentine Hall and others	To enable them to pay Labourers for Work done at Port Stanley Harbour .....	155	16	9			
Alfred Gough and others	do for the Erection of Light Houses .....	1984	7	6			
Thomas A. Begly .....	For certain Work done at the Grosse Isle Wharf .....	35	0	11			
do .....	To pay Contractors, &c., for Dover Light House .....	53	12	6			
					2316	19	10
	Roads and Bridges—Canada West.						
Thomas G. Ridout.....	To pay Thomas Keefer, for Services performed by him for the Hamilton and Dover Road.....	25	0	0			
do .....	To enable him to pay sundry parties for Work performed on the Main North Toronto Road .....	692	8	9			
Sundry Persons .....	On account of certain Work done on the Rond Eau Road.....	1	10	6			
Hiram Johnson and others	On account of their Contract for Work done on the Road from L'Original to Bytown .....	2186	18	3			
Sundry Persons .....	do for the London and Chatham Road .....	403	9	7			
					3309	7	1
	Roads and Bridges—Canada East.						
William Wilson.....	To pay certain Contractors for Work performed on the Granby Road..	804	0	0			
Thomas A. Begly .....	do for certain Work done at the Jacques Cartier Bridge .....	118	17	10			
do .....	do F. L. Poudrière, for Expenditure on the Arthabaska Road .....	43	2	0			
William Wilson.....	do Contractor for Work done on the Stanstead Road .....	241	0	6			
Thomas A. Begly .....	For Work performed on the Melbourne Bridge .....	420	14	4			
					1627	14	8
	Ottawa Works.						
William Wilson.....	To pay for certain Work done for the St. Ann's Lock and Dam .....				271	13	5
	Miscellaneous.						
Sundry Persons .....	For Land taken, and Damages sustained by them, on various Public Works .....	4962	3	0			
Jean Chabot, Chief Com. Public Works.....	Being for the Purchase of the Property adjoining the Government House at Montreal .....	4000	0	0			
Sundry Persons .....	On account of the Survey of the Champlain Canal.....	22	2	10			
Anthony H. Sims .....	do of the Expenses attending the Collecting of Railroad Statistics .....	32	14	4			
					9017	0	2
	Total Payments.....		£		130867	1	5

F. HINCKS,  
Inspector General.

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.



## No. 33.

STATEMENT of Warrants issued on the Receiver General of the Province of Canada, between the 1st February, 1850, and the 31st January, 1851, in payment of various indispensable Expenses of the Civil Government of Canada, and for which a Supply is required.

TO WHOM PAID.	SERVICE.	Amount.			Total Currency.		
		£	s.	d.	£	s.	d.
William B. Robinson.....	Being the sum of £5,000, for distribution among the Indians on Lake Superior, including £30 for freight .....	5030	0	0			
	Less—The following sum refunded by W. Robinson.....	800	0	0			
					4230	0	0
William Wilson.....	To enable him to pay the Seminary of St. Sulpice, at Montreal, being for commutation on the Property purchased at Montreal from the Heirs of McGill Desrivieres.....				240	4	3
W. H. Robinson, Deputy Commissary General...	Being for expenses incurred by the Commissariat for the transport of Troops, &c., in Aid of the Civil Power, from the 1st April to the 30th September, 1850 .....				25	19	0
do .....	do for do of a detachment of the Rifle Brigade, from Sault St. Marie to Toronto .....				143	16	8
Capt. H. J. M. Campbell.	do to compensate him for the extra expenses which he has been subjected while with a detachment of the 19th Regiment at Three Rivers, in Aid of the Civil Power, during the recent Riots .....				18	10	0
Lieut. G. B. Jennings ...	For the same service .....				18	10	0
Jacques Viger.....	Treasurer, and one of the Commissioners appointed under the Act 12 Vic. Cap. 58, being on account of the Salaries and Contingent Expenses of the Commission for Rebellion Losses in Lower Canada, from 1st September, 1850.....				1528	0	0
Thomas C. Keefer.....	Being on account of the Survey of the River St. Lawrence, above and below Quebec .....	650	0	0			
Thomas A. Begly .....	do of the same .....	19	19	6			
					669	19	6
Rev. G. M. Ross .....	do 1 year's Interest, to the 29th September, 1850, on £69 15s. 7d. remaining unpaid on the purchase of a piece of Land for a Site for a Lunatic Asylum at Montreal.....				4	3	9
William Bristow, William Snaith, and C. E. Belle.	To enable them, as Commissioners appointed to Enquire into the Montreal Provident and Savings Bank, to meet the Expenses of that Commission .....				350	0	0
Robert Baldwin, Attorney General, West .....	On account of Special Service .....				10	0	0
Thomas A. Begly .....	Being to pay William Higman for repairs to the Dundas and Waterloo Road .....				334	9	2
Lewis Shicklune .....	do for a Scow for the Burlington Bay Canal.....				75	0	0
Wm. K. McCord, Supt. of Police, Quebec .....	do for the Payment and Contingent Account of the Quebec River Police, for the month of November last—which amount is to be refunded to the Receiver General when received from the Board of Trade.....				* 110	18	7
R. B. Johnson, Special Magistrate .....	Amount of the Pay-list and Contingent Expenses of the Rural Police at Nicolet, for the month ending the 10th January, 1851 .....				149	3	3
Hugh Allan .....	do for Gas supplied to the Troops in the Bonsecour Market .....				74	4	0
D. G. McDonell and A. DeSalaberry, Dy. Adj. Generals, Militia .....	Contingent Expenses of their Department in the quarter ended 31st December, 1850, being an excess of the sum estimated for that service in 1850 .....				164	10	8
C. Berezy, Post Master, Toronto .....	Balance of the Postages of the same Department in the quarter ended 5th October, 1850.....				19	7	0
John King .....	Salary as Guardian of the Public Buildings at Quebec, from 24th October to the 31st December, 1850, at £100 per annum .....				18	15	0
Thomas G. Ridout and J. W. Brent.....	For Repairs and Insurance of Public Buildings at Toronto .....				101	18	9
William Wilson.....	Being to pay Willis Russell for an advance of Rent of Buildings, at Quebec, to be used as Public Offices.....				625	0	0
H. Thompson, and others	do for repairs, alterations, &c., to Public Buildings at Toronto, incident to the removal, being so much in excess of the Grant for that Service in the Estimate for the year 1850.. .....				798	17	9
	Total Payments, Currency... ..			£	9711	2	4

\* This amount has been repaid, by the Board of Trade at Quebec, since the closing of this account.

F. HINCKS,  
Inspector General.

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

No. 34.

STATEMENT of the Affairs of the Province of Canada, on the 31st January, 1851, in which the year 1850 is included.

Table with columns: DR., Loans to Incorporated Companies, Provincial Works, and Currency. It lists various accounts such as 'Cobourg Harbour Company', 'St. Lawrence Canals', and 'Rebellion and Invasion Claims' with corresponding monetary values in pounds, shillings, and pence.

Table with columns: Special Funds Investments, Special Funds, and Currency. It lists various funds such as 'Clergy Reserves Fund', 'Cash Account', and 'Clergy Suspended Sales' with corresponding monetary values.

## No. 35.

STATEMENT of the Particulars of the Payments and Deductions made from the Revenues constituting the Consolidated Fund of the Province of Canada, for Expenses of Management, Collection, Return Duties, &c., for the year ended 5th January, 1851.

NAME.	SERVICE.	Amount.		Total Currency.	
		£	s. d.	£	s. d.
OUT OF CUSTOMS REVENUE.					
<i>Port of Montreal.</i>					
Late William Hall.....	Salary as Collector, from 6th January to the 5th April, 1850, at £750 currency, per annum .....	187	10 0		
R. H. Hamilton.....	do as Acting ditto, from 6th April to the 30th April, 1850, at £750 currency, per annum .....	51	10 2		
T. Bouthillier.....	do as Collector, from 1st May, 1850, to the 5th January, 1851, at £600 currency, per annum .....	408	15 9		
R. H. Hamilton.....	do as Landing Surveyor, from 6th January to the 5th April, 1850, at £400 sterling, per annum .....	121	13 4		
do .....	do as ditto, from 1st May, 1850, to the 5th January, 1851, at £400 sterling, per annum.....	331	11 0		
Thomas Thain .....	do as 1st Landing Waiter, for the year ended the 5th January, 1851, at £200 sterling .....	243	6 8		
Henry Pratt .....	do as 2nd ditto, from the 6th January to the 28th October, 1850, at £200 sterling, per annum .....	193	15 10		
do .....	do as ditto, from the 29th October, 1850, to the 5th January, 1851, at £100 sterling, per annum, being half-pay, as absent on leave .....	24	15 6		
James Mills .....	do as Tide Surveyor, for the year ended 5th January, 1851, at £150 sterling, per annum.....	182	10 0		
J. W. Oliver .....	do as 1st Clerk and Warehouse Keeper, for the year ended 5th January, 1851, at £200 sterling, per annum .....	243	6 8		
John Lewis.....	do as 2nd Clerk, for the year ended the 5th January, 1851, at £175 sterling .....	212	18 4		
John N. Travers .....	do as 3rd Clerk, for the ditto, at £150 sterling.....	182	10 0		
C. P. Stone.....	do as 4th do for the ditto, at £100 do .....	121	13 4		
H. W. King .....	do as Clerk to Landing Surveyor, for the ditto, at £100 ditto .....	121	13 4		
Henry Fletcher .....	do as Tide Water, for ditto, at £20 ditto .....	24	6 10		
Late A. Henderson .....	do as do, from 6th January to the 5th July, 1850, at £20 sterling, per annum.....	12	3 5		
William Scholes.....	do as Locker, from the 6th January to the 5th July, 1850.....	37	4 9		
Robert Hampson .....	do as Clerk, for the year ended the 5th January, 1851, at £150 currency, less £2 9s. 4d. deducted .....	147	10 8		
E. Vennor .....	do as ditto, for ditto .....	130	0 0		
J. J. King .....	do as Appraiser, for the year ended the 5th January, 1851, at £150 currency, less £2 1s. 1d. deducted .....	147	18 11		
Léon Globenskey .....	do as ditto, for ditto .....	125	0 0		
William McNider .....	do as ex-Warehouse Keeper, for ditto.....	125	0 0		
John Gray .....	do as Preventive Officer, from 6th January to the 14th July, 1850, and from 6th October, 1850, to the 5th January, 1851, at £100 per annum .....	78	1 8		
William Eden.....	do as Landing Waiter, from 6th July, 1850, to the 5th January, 1851, at £75 per annum.....	37	10 0		
J. H. Smith .....	do as ditto at Lachine, from 6th July to the 5th October, 1850, at £75 per annum.....	18	15 0		
John Douglas.....	do as Assistant Landing Waiter and Weigher, for the year ended 5th January, 1851 .....	44	10 0		
A. Drysdale .....	do as Messenger, from 6th January to the 5th July, 1850, at £50 per annum .....	25	0 0		
William Scholes.....	do as ditto and House-keeper, from the 6th July, 1850, to 5th January, 1851, at £80 per annum.....	40	0 0		
Jane Scholes .....	do as House-keeper, for the year ended 5th January, 1851.....	54	15 0		
T. Bouthillier.....	To enable him to pay the Salaries of Ten Tide Waiters, for ditto, ditto .....	199	15 6		
do .....	do do to pay Tide Waiters for Boarding Vessels, for ditto, ditto.....	404	15 9		
do .....	do do to pay do attendance at Bonded Warehouse, for ditto, ditto.....	349	2 6		
do .....	do do to pay for Fuel, Stationery, Postages, &c., for ditto, ditto .....	290	8 2		
do .....	do do to pay for Repairs, Printing, Furniture, &c. for ditto, ditto .....	152	0 7		
				5071	8 8
	<i>Carried forward.....</i>			5071	8 8

NAME.	SERVICE.	Amount.			Total Currency.		
		£	s.	d.	£	s.	d.
	<i>Brought forward</i> .....				5071	8	8
	<i>Port of Quebec.</i>						
Henry Jessopp	Salary as Collector, for year ended 5th January, 1851	750	0	0			
Charles G. Stuart	do as Landing Surveyor, for do do, at £500 sterling	610	0	0			
John Bruce	do as 1st Clerk, for do do, at £300 do	366	0	0			
James Prendergast	do as 2nd do, for do do, at £250 do	305	0	0			
Charles Secretan	do as 3rd do, for do do, at £200 do	244	0	0			
Francis Thompson	do as 4th do, for do do, at £100 do	122	0	0			
Edward Bartlett	do as Clerk to Landing Surveyor, from the 6th January to 17th May, 1850, at £100 sterling, per annum	44	11	6			
do	do as Acting Landing Waiter and Searcher, from 18th May to 17th June, 1850, at £175 sterling, per annum	18	3	7			
do	do as Clerk to Landing Surveyor, from the 18th June, 1850, to 5th January, 1851, at £100 sterling, per annum	67	0	8			
James E. Walsh	do as Acting do, from 20th May to 17th June, 1850, at £100 sterling, per annum	9	14	5			
John Fletcher	do as Landing Waiter and Searcher, 1st Class, from 6th January to 17th May, 1850, at £350 sterling, per annum	156	0	3			
do	do as do, from 18th May, 1850, to the 6th January, 1851, at £175 sterling, per annum, being half-pay, as absent on leave	135	9	10			
John P. Meara	do as do, 2nd Class, for the year ended 5th January, 1851, at £200 sterling	244	0	0			
Charles E. Allan	do as do, for do, at £200 sterling	244	0	0			
John Fife	do as Tide Surveyor, for do, at £150 sterling	183	0	0			
Thomas Lambert	do as Tidesman, for do, at £20 sterling	24	8	0			
James Carmichael	do as do for do, at do do	24	8	0			
H. McCauley	do as Messenger, for do, 365 days, at 4s. sterling	89	1	2			
H. Kavanagh	do as Sub-Collector at Gaspé, for the year ended 5th January, 1851, at £150 sterling	183	0	0			
John Fraser	do as do, at New Carlisle, for do, at £120 sterling	146	8	0			
E. Flynn	do as Coast Officer, at Percé, for do, at £40 sterling	48	16	0			
P. Gauvreau	do as do, at Father Point, for do, at £50 sterling	61	0	0			
Henry Jessopp	To enable him to pay for Boat at Gaspé, season of 1849, £83 3s. 6d. sterling	101	9	5			
do	do do do Four Boatmen, do do £89 16s. do.	109	11	1			
do	do do do Boat Repairs and Fuel, do, £37 2s. 4d. do.	45	6	8			
do	do do do Office Rent, at Gaspé, £13 17s. 9d. do.	16	18	10			
do	do do do do, at New Carlisle, £13 17s. 10d. do.	16	18	11			
George Henderson	Salary as Clerk, for year ended 5th January, 1851	182	10	0			
N. N. Ross	do as do, for do do	186	17	6			
J. C. Belleau	do as Acting Sub-Collector, Magdalen Islands, for do	146	0	0			
James Sealy	do as Head Locker, for do	125	0	0			
E. Mann	do as Coast Officer, at New Carlisle, for do	50	0	0			
H. McHugh	do as Weigher, for do	50	0	0			
James Gillard	do as do, from 6th January to the 12th June, 1850, at £50 currency, per annum	22	5	1			
John Turner	do as Packer, Examining Warehouse, for the year ended 5th January, 1851	100	0	0			
A. Gaudry	do as Appraiser, balance due him on account of Salary for the year 1849	65	0	0			
do	do as do, from 1st May, 1850, to the 5th January, 1851, at £125 per annum	85	3	3			
Thomas Lambert	do as Assistant Tide Surveyor, balance due for the seasons of 1849 and 1850	50	0	0			
A. C. Tashercau	do as 1st Landing Waiter, from 18th June, 1850, to the 5th January, 1851, at £150 per annum	82	7	11			
George Barnston	do as Preventive Officer, at Tadousac, from the 2d November, 1849, to 30th April, 1850	30	8	4			
J. Radford	do as do do, at do, from the 1st May, 1850, to 5th January, 1851	41	6	10			
P. Ahern	For Steamboat Duty, for the year ended the 5th January, 1851	47	5	0			
Henry Jessopp	To enable him to pay for use of Steamboat, for the do	41	13	4			
do	do do to pay the Wages of Lockers and Weighers, for the do	186	2	8			
do	do do to pay Extra Tide Waiters, for do	100	0	0			
do	do do to pay Boarding Bills, for do	471	15	0			
do	do do to pay for Boatmen, at New Carlisle, for do	60	0	4			
do	do do to pay Extra Boatmen, for do	21	5	6			
do	do do to pay Fuel, Postages, Stationery, &c., for do	130	15	4			
do	do do to pay Rent of Custom House, for year ended 1st November, 1850. £250 0 0						
	Less—Received from C. E. Levey, for Rent of Vault, for do 40 0 0						
do	do do to pay Rent of Examining Warehouse, for year ended 1st November, 1850	210	0	0			
do	do do to pay Rent of Examining Warehouse, for year ended 1st November, 1850	110	0	0			
Thomas Lambert	Salary as Tide Waiter, for year ended 31st December, 1850	50	0	0			
James Carmichael	do as do, for do do do do	50	0	0			
					7012	2	5
	<i>Carried over</i> .....				12083	11	1

NAME.	SERVICE.	Amount.		Total Currency.		
		£	s. d.	£	s.	d.
<i>Brought over</i> .....				12083	11	1
<i>Port of St. Johns.</i>						
William Macrae.....	Salary as Collector, for year ended 5th January, 1851 .....	500	0 0			
do .....	Office Rent, from 6th January to 12th May, 1850, at £40 per annum.....	14	1 1			
do .....	do from 18th May, 1850, to 5th January, 1851, at £60 do .....	38	18 0			
do .....	do Extra Allowance.....	10	0 0			
do .....	Rent of ex-Warehouse, for year ended 31st March, 1850 .....	12	10 0			
do .....	Office Furniture, Fuel, Postages, &c., for year ended 5th January, 1851...	104	15 9			
James W. Taylor .....	Salary as Surveyor, for do do.....	200	0 0			
Thomas Watkins .....	do as Clerk, for do do .....	125	0 0			
L. C. Vandal .....	do as Landing Waiter, for do do .....	70	0 0			
Francis Crispo .....	do as Assistant Clerk, for do do .....	75	0 0			
Benjamin Burland.....	do as Gauger, for do do .....	125	0 0			
William Leggatt .....	do as Landing Waiter, for do do.....	100	0 0			
do .....	Allowance for taking charge of Custom House Building, from the 18th May, 1850, to the 5th January, 1851, at £15 per annum .....	9	10 6			
Léon Fournier .....	Salary as Appraiser, for the year ended 5th January, 1851 .....	125	0 0			
				1509	15	4
<i>Port of Philipsburgh.</i>						
P. P. Russell .....	Salary as Collector, for year ended 5th January, 1851 .....	200	0 0			
do .....	Allowance for Office Rent and Fuel, for do do.....	25	0 0			
do .....	Stationery, &c., for do do .....	2	4 3			
J. Henderson .....	Salary as Surveyor, for year ended 1st January, 1851 .....	75	0 0			
				302	4	3
<i>Port of Côteau du Lac.</i>						
J. Perrigo .....	Salary as Collector, from the 24th January, 1850, to 5th January, 1851, at £75 per annum.....			71	0	6
<i>Port of Stanstead.</i>						
James Thompson .....	Salary as Collector, from the 1st January, 1850, to the 5th January, 1851, at £125 per annum .....	126	14 5			
do .....	Office Rent, from do to do, at £25 do .....	25	6 10			
do .....	Travelling Expenses, Postages, &c., for the year 1850 .....	4	19 2			
Andrew Patton .....	Salary as Surveyor, from the 1st January, 1850, to 5th January, 1851, at £50 per annum.....	50	13 9			
F. J. Parker .....	do as Preventive Officer, from 1st January, 1850, to the 5th January, 1851, at £50 per annum .....	50	13 9			
William McGowan ...	do as do from 1st January to 31st August, 1850, at £40 per annum; and from the 1st September, 1850, to 5th Janu- ary, 1851, at £30 per annum .....	37	1 6			
Matthew Dixon .....	do as do at Georgeville, from the 1st January to the 31st August, 1850, at £30 per annum; and from the 1st Septem- ber, 1850, to the 5th January, 1851, at £40 per annum.....	33	17 8			
				329	7	1
<i>Port of Beauce.</i>						
T. J. Taschereau .....	Salary as Collector, for the year ended 5th January, 1851.....			75	0	0
<i>Port of Dundee.</i>						
L. H. Masson.....	Salary as Collector, from the 6th January to the 21st April, 1850, at £200 per annum.....	59	9 8			
do .....	Stationery, &c., from do to do .....	2	5 11			
John Cameron .....	Salary as Collector, from the 22nd April, 1850, to the 5th January, 1851, at £125 per annum .....	88	3 11			
do .....	Fuel, Stationery, &c., from do to do .....	10	1 0			
J. H. Smith .....	Salary as Landing Waiter, from the 6th January to the 5th July, 1850; and from the 10th October, 1850, to the 5th January, 1851, at £75 per annum.....	56	5 0			
do .....	Travelling Expenses, to and from Lachine .....	6	5 0			
				222	10	6
<i>Port of Lacolle.</i>						
Thomas Gordon.....	Salary as Collector, for the year ended 5th January, 1851.....	100	0 0			
do .....	Office Rent, for do do .....	20	0 0			
do .....	Allowance for a Boat at the River Station, for do .....	10	0 0			
do .....	Stationery, &c., for the years 1849 and 1850 .....	3	6 9			
Edward Marsh .....	Salary as Landing Waiter, for the year ended 5th January, 1851.....	50	0 0			
				183	6	9
<i>Port of Compton.</i>						
R. Vincent .....	Salary as Collector, from the 6th January to the 5th April, 1850, at £75 per annum.....	18	15 0			
do .....	Office Rent, from do to do, at £10 do .....	2	10 0			
A. Workman .....	Salary as Preventive Officer, from the 19th February to the 5th April, 1850, at £50 per annum .....	6	5 0			
				27	10	0
<i>Carried forward</i> .....				£ 14804	5	6

NAME.	SERVICE.	Amount.			Total Currency.	
		£	s.	d.	£	s. d.
	<i>Brought forward</i> .....				14804	5 6
	<i>Port of Clarenceville.</i>					
Charles Stewart.....	Salary as Collector, for the year ended 5th January, 1851.....	100	0	0		
do .....	Office Rent, for do do .....	20	0	0		
Andrew Holden.....	Salary as Preventive Officer, for do do .....	16	0	0		
	<i>Port of Hemmingford.</i>				136	0 0
G. N. Johnson .....	Salary as Collector, for the year ended 5th January, 1851.....	75	0	0		
do .....	Office Rent, for do do .....	10	0	0		
do .....	Fuel, Stationery, &c., for do do.....	4	10	0		
	<i>Port of Huntingdon.</i>				89	10 0
James Botham .....	Salary as Collector, for the year ended 5th January, 1851.....	100	0	0		
do .....	Office Rent, &c., for do do .....	12	0	0		
	<i>Port of Russeltown.</i>				112	0 0
John Davidson .....	Salary as Collector, for the year ended 5th January, 1851.....	125	0	0		
do .....	Office Rent, Fuel, and Stationery, for do do .....	20	0	0		
	<i>Port of Eaton.</i>				145	0 0
H. F. Moore .....	Salary as Collector, from the 5th January to the 25th May, 1850, at £75 per annum.....	29	1	0		
do .....	Office Rent, from do to do, at £10 do .....	3	17	6		
do .....	Fuel, &c., from do to do.....	4	5	3		
	<i>Port of Frelighsburgh.</i>				37	3 9
A. Kemp.....	Salary as Collector, for the year ended 5th January, 1851.....	100	0	0		
do .....	Office Rent, Fuel, and Stationery, for do do .....	20	0	0		
	<i>Port of Potton</i>				120	0 0
J. H. McVey .....	Salary as Collector, for the year ended 5th January, 1851.....	100	0	0		
do .....	Office Rent and Fuel, for do do.....	18	0	0		
	<i>Port of Sutton</i>				118	0 0
Benjamin Seaton .....	Salary as Collector, for the year ended 5th January, 1851.....	75	0	0		
do .....	Office Rent, Fuel, and Stationery, for do do .....	20	0	0		
	<i>Port of St. Regis.</i>				95	0 0
W. B. Gwyn .....	Salary as Collector, for the year ended 5th January, 1851.....	125	0	0		
do .....	Office Rent, Fuel, and Stationery, for do do .....	25	0	0		
do .....	Travelling Expenses of Family and Furniture, from Belleville to this Port .....	5	12	6		
H. J. Macdougall .....	Salary as Landing Waiter, for the year ended 5th January, 1851.....	75	0	0		
	<i>Port of Amherstburgh.</i>				280	12 6
F. Caldwell.....	Salary as Collector, for the year ended 5th January, 1851.....	100	0	0		
do .....	Store and Office Rent, for do do .....	12	0	0		
James Hamilton.....	Salary as Landing Waiter, for do do.....	50	0	0		
	<i>Port of Belleville.</i>				162	0 0
S. S. Finden .....	Salary as Collector, for the year ended 5th January, 1851.....	125	0	0		
do .....	Office Rent, for do do .....	15	0	0		
do .....	Fuel, Stationery, &c., for do do.....	20	14	2		
do .....	Travelling Expenses, &c., investigating Cobourg Harbour Accounts .....	34	0	0		
Henry Easton.....	Salary as Landing Waiter, for the year ended 5th January, 1851.....	75	0	0		
	<i>Port of Bath.</i>				269	14 2
Late C. McKenzie.....	Salary as Collector, from the 6th January to the 2nd November, 1850, at £100 per annum .....	82	13	4		
John Cameron .....	do as Acting Collector, from the 3d November, 1850, to the 5th January, 1851, at £100 per annum .....	17	6	8		
do .....	do as Landing Waiter, from the 6th January to the 2nd November, 1850, at £50 per annum .....	41	6	8		
do .....	Office Rent for the year ended 5th January, 1851 .....	6	0	0		
	<i>Carried over</i> .....			£	16466	12 7

1851.

1851.

NAME.	SERVICE.	Amount.			Total Currency.			
		£	s.	d.	£	s.	d.	
<i>Brought over.....</i>					16466	12	7	
<i>Port of Brockville.</i>								
William B. Simpson	Salary as Collector, for year ended 5th January, 1851	300	0	0				
do	Office Rent, for do do do	25	0	0				
do	Fuel, Stationery, Postages, &c., for do do	29	12	5				
do	Travelling and Freight Expenses, removing Family and Furniture from Côteau du Lac.....	26	10	0				
H. J. Duff	Salary as Surveyor, from 6th January to the 5th August, 1850, at £75 per annum.....	43	15	0				
A. Dixon	do as Acting Surveyor, from 6th August to the 17th September, 1850, at £75 per annum.....	8	15	3				
William Adamson	do as Surveyor, from 18th September to the 9th December, 1850, at £75 per annum.....	16	16	7				
J. A. Walker	do as do, from 10th December, 1850, to the 5th January, 1851, at £100 per annum.....	7	2	6				
A. Dixon	do as Landing Waiter, from 6th January to the 5th August, 1850, at £50 per annum.....	29	4	1				
do	do as do, from 18th September, 1850, to the 5th January, 1851, at £50 per annum.....	14	19	8				
William Dunham	do as Preventive Officer, from the 20th April, 1850, to the 5th January, 1851, at £50 per annum.....	35	11	0				
R. A. Kelly	do as Extra Landing Waiter, from the 1st October, 1850, to the 5th January, 1851, at 5s. per day.....	24	5	0				
<i>Port of Bond Head.</i>					501	11	6	
Edward Clark	Salary as Collector, for year ended 5th January, 1851				50	0	0	
<i>Port of Chippawa.</i>								
O. T. Macklem	Salary as Collector, for year ended 5th January, 1851	200	0	0				
do	Office Rent and Fuel, for do do do	25	0	0				
do	do at Bridge, Falls of Niagara, for do do	7	10	0				
do	do at Ferry, do do for do do	6	0	0				
do	do at do, for Arrears	12	19	1				
J. McDonald	Salary as Landing Waiter, for year ended 5th January, 1851	100	0	0				
G. Nicholson	do as Surveyor, for do do do	50	0	0				
H. N. Warren	do as Landing Waiter, for do do do	50	0	0				
J. Wilkinson	Allowance while attending during Mr. Warren's sickness.....	9	0	0				
<i>Port of Cornwall.</i>					460	9	1	
Guy C. Wood	Salary as Collector, for year ended 5th January, 1851	100	0	0				
do	For Bank Discount on Deposits.....	0	2	11				
Angus McDonnell	Salary as Landing Waiter, for year ended 5th January, 1851	50	0	0				
<i>Port of Cobourg.</i>					150	2	11	
W. H. Kittson	Salary as Collector, for year ended 5th January, 1851	226	10	0				
do	Office Rent, for do do do	12	10	0				
do	Fuel, Stationery, Postages, &c., for the years 1849 and 1850	22	4	4				
J. McCarroll	Salary as Landing Waiter, for year ended 5th January, 1851	50	0	0				
<i>Port of Chatham.</i>					311	4	4	
William Cosgrave	Salary as Collector, for year ended 5th January, 1851	125	0	0				
do	Warehouse Rent, for do 1st September, 1850.....	20	0	0				
<i>Port of Dickenson's Landing.</i>					145	0	0	
John Verner	Salary as Collector, for year ended 5th January, 1851	100	0	0				
do	Office Rent, for do do do	18	0	0				
do	Fuel, Stationery, &c., for do do do	5	1	10				
<i>Port of Dunville.</i>					123	1	10	
W. B. Sheehan	Salary as Collector, for year ended 5th January, 1851	100	0	0				
do	Office Rent, for do do do	12	0	0				
do	Fuel, Stationery, Postages, &c., for do do	17	1	9				
William Benson	Row-boat for use of Customs Department	5	12	6				
do	Fuel, Stationery, Postages, &c., for Office at Port Maitland, for year ended 5th January, 1851	15	14	3				
S. Amsden	Salary as Landing Waiter, for do do	75	0	0				
James Wright	do as do for do do	75	0	0				
<i>Port of Fort Erie.</i>					300	8	6	
Honble. James Kirby	Salary as Collector, for year ended 5th January, 1851	150	0	0				
do	Office Rent, for do do do	15	0	0				
<i>Carried forward.....</i>		£	165	0	0	18568	10	9

No. 35.—(Continued.)

NAME.	SERVICE.	Amount.			Total Currency.			
		£	s.	d.	£	s.	d.	
<i>Brought forward.....</i>		165	0	0	18568	10	9	
<i>Port of Fort Erie.—(Continued.)</i>								
Honble. James Kirby...	Fuel, for year ended 5th January, 1851 .....	3	15	0				
Edward Anderson .....	Salary as Surveyor, for do do .....	75	0	0				
O. Schryer .....	do as Landing Waiter, for do do .....	50	0	0				
					293	15	0	
<i>Port of Gananoque.</i>								
E. Webster.....	Salary as Collector, for year ended 5th January, 1851 .....	100	0	0				
do .....	Office Rent, for do do .....	6	0	0				
do .....	Fuel, &c., for do do do .....	2	5	9				
Edward Nulty .....	Salary as Collector, for do do do .....	50	0	0				
					158	5	9	
<i>Port of Goderich.</i>								
John Galt .....	Salary as Collector, for year ended 5th January, 1851 .....	100	0	0				
do .....	Office Rent, for do do do .....	15	0	0				
					115	0	0	
<i>Port of Hallowell or Picton.</i>								
John P. Roblin .....	Salary as Collector, for year ended 5th January, 1851 .....	100	0	0				
do .....	Office Rent, for do do do .....	10	0	0				
Thomas Kennedy .....	Salary as Preventive Officer, for do do do .....	50	0	0				
					160	0	0	
<i>Port of Hamilton.</i>								
John Davidson .....	Salary as Collector, for year ended 5th January, 1851 .....	500	0	0				
do .....	Office Rent, for do do do .....	20	0	0				
do .....	Fuel, Stationery, Postages, &c., for do do .....	103	17	3				
William Pring .....	Salary as Surveyor, for do do .....	200	0	0				
J. W. Mills.....	do as Appraiser, for do do .....	125	0	0				
H. Vallance .....	do as Clerk, for do do .....	125	0	0				
William Beatty .....	do as 2nd do, from 19th January, 1850, to the 5th January, 1851, at £75 per annum.....	72	1	5				
J. H. Palmer .....	do as 1st Landing Waiter, from 6th January to the 5th October, 1850, at £75 per annum.....	56	5	0				
Joseph Wetherall .....	do as do, from 28th November, 1850, to the 5th January, 1851, at £75 per annum.....	7	19	0				
do .....	do as 2nd do, from 6th January to the 27th November, 1850, at £50 per annum .....	44	11	3				
James Cutler .....	do as do, from 28th November, 1850, to the 5th January, 1851, at £50 per annum.....	5	8	9				
David Leahey.....	do as Extra do, from 5th January to the 5th December, 1850, at £50 per annum.....	45	16	8				
William Adamson .....	do as do, from 10th December, 1850, to the 5th January, 1851, at £50 per annum.....	3	13	4				
do .....	Travelling Expenses from Port of Brockville .....	5	10	0				
George Maxwell .....	Salary as Preventive Officer, for year ended 5th January, 1851 .....	75	0	0				
J. H. Boyle.....	do as Temporary Landing Waiter, for 14 days, at 5s. ....	3	10	0				
Robert McDonald .....	do as Packer and Searcher, 157 days, at 5s. ....	39	5	0				
					1432	17	8	
<i>Port of Kingston.</i>								
James Hopkirk .....	Salary as Collector, for year ended 5th January, 1851 .....	500	0	0				
do .....	Office Rent, for do do do .....	60	0	0				
do .....	Examining Warehouse, Rent, for do do .....	12	10	0				
do .....	Fuel, Postages, Stationery, &c., for do do .....	104	2	11				
G. A. Mailleue .....	Salary as Surveyor, for do do .....	175	0	0				
B. Horner .....	do as 1st Clerk, for do do .....	125	0	0				
do .....	Travelling Expenses of self and family from Port Dalhousie to this Port... ..	8	0	0				
P. Carberry.....	Salary as 2nd Clerk and Landing Waiter, for year ended 5th January, 1851 .....	75	0	0				
G. H. Detlor .....	do as Appraiser, for do do .....	125	0	0				
D. Lynch .....	do as Landing Waiter, for do do .....	75	0	0				
R. A. Kelly.....	do as do for do do .....	50	0	0				
A. E. McKee.....	do as Packer and Messenger, for do do .....	60	0	0				
					1369	12	11	
<i>Port of Maria Town.</i>								
Alexander McDonell ..	Salary as Collector, for year ended 5th January, 1851 .....	100	0	0				
do .....	Office Rent, Fuel, and Stationery, for do do .....	17	10	0				
William Rose.....	Salary as Preventive Officer, for do do .....	50	0	0				
					167	10	0	
<i>Port of Maitland.</i>								
Dunham Jones .....	Salary as Collector, for year ended 5th January, 1851 .....	75	0	0				
do .....	Office Rent and Fuel, for do do do .....	15	0	0				
Arthur Delmage.....	Salary as Landing Waiter, for do do do .....	50	0	0				
					140	0	0	
<i>Carried over.....</i>					£	22405	12	1



Appendix  
(B.)  
1851.

No. 35.—(Continued.)

Appendix  
(B.)  
1851.

NAME.	SERVICE.	Amount.			Total Currency.		
		£	s.	d.	£	s.	d.
<i>Brought over</i> .....					22405	12	1
<i>Port of Niagara.</i>							
Thomas McCormick...	Salary as Collector, for year ended 5th January, 1851 .....	150	0	0			
do .....	Fuel, Stationery, &c., for do do do .....	14	15	1			
D. C. O'Brien .....	Salary as Surveyor, from 6th January to the 5th April, 1850, at £100 per annum .....	25	0	0			
J. Hemphill .....	do as Surveyor, from 6th April, 1850, to 5th January, 1851, at £100 per annum.....	75	0	0			
do .....	Travelling Expenses from Toronto, self and family.....	5	5	7			
John Hall .....	Salary as Landing Waiter, for year ended 5th January, 1851 .....	50	0	0			
<i>Port of Newcastle.</i>					320	0	8
Joseph Bertram.....	Salary as Collector, for year ended 5th January, 1851 .....	75	0	0			
do .....	Office Rent, for do do do .....	10	0	0			
do .....	Fuel, Stationery, Postages, &c., for do do .....	3	10	7			
H. Lennon .....	Salary as Landing Waiter, for do do .....	50	0	0			
do .....	Travelling Expenses.....	6	10	0			
<i>Port of Oakville.</i>					145	0	7
R. K. Chisholm.....	Salary as Collector, for year ended 5th January, 1851 .....	125	0	0			
do .....	Office Rent, for do do do .....	15	0	0			
do .....	Fuel, Stationery, &c., for do do do .....	8	13	5			
<i>Port of Owen's Sound.</i>					148	13	5
Richard Carney .....	Salary as Collector, for year ended 5th January, 1851 .....				75	0	0
<i>Port of Penetanguishene.</i>							
William Simpson .....	Salary as Collector, for year ended 5th January, 1851 .....				25	0	0
<i>Port of Prescott.</i>							
Alpheus Jones .....	Salary as Collector, for year ended 5th January, 1851 .....	125	0	0			
do .....	Postages, &c., for do do do .....	1	1	10			
Alexander Home .....	Salary as Landing Waiter, for do do do .....	50	0	0			
William Armstrong ...	do as Preventive Officer, for do do do .....	50	0	0			
<i>Port Burwell.</i>					226	1	10
J. P. Bellairs .....	Salary as Collector, for year ended 5th January, 1851 .....				100	0	0
<i>Port Credit.</i>							
J. R. Yielding .....	Salary as Collector, for year ended 5th January, 1851 .....	75	0	0			
do .....	Office Rent, Fuel, and Stationery, for do do .....	20	0	0			
do .....	Postages, &c., for do do .....	2	2	6			
<i>Port Colborne.</i>					97	2	6
Thomas Parke .....	Salary as Collector, for year ended 5th January, 1851 .....				200	0	0
<i>Port Dover.</i>							
F. H. Haycock .....	Salary as Collector, for year ended 5th January, 1851 .....	150	0	0			
do .....	Office Rent, for do do do .....	9	0	0			
do .....	Fuel, Postages, Stationery, &c., for do do .....	9	11	1			
Henry Forbes.....	Salary as Landing Waiter, from 6th January to the 31st May, 1850, at £50 per annum.....	20	2	2			
James Ryerse .....	do as do, for year ended 5th January, 1851 .....	50	0	0			
<i>Port Darlington.</i>					238	13	3
H. S. Reid .....	Salary as Collector, for year ended 5th January, 1851 .....	100	0	0			
do .....	Office Rent, for do do do .....	8	0	0			
do .....	Fuel and Stationery, for do do do .....	4	0	0			
William Mitchell .....	Salary as Landing Waiter, for do do do .....	50	0	0			
<i>Port Dalhousie.</i>					162	0	0
John Clark.....	Salary as Collector, for year ended 5th January, 1851 .....	150	0	0			
do .....	Fuel, Stationery, Postages, &c., for do do .....	26	8	11			
Thomas Adams .....	Salary as Surveyor, for do do .....	150	0	0			
<i>Carried forward</i> .....					926	8	11
					£ 24469	13	3

NAME.	SERVICE.	Amount.			Total Currency.		
		£	s.	d.	£	s.	d.
<i>Brought forward</i> .....					24469	13	3
<i>Port Hope.</i>							
M. F. Whitehead ...	Salary as Collector, for year ended 5th January, 1851 .....	125	0	0			
do .....	Office Rent, for do do .....	12	0	0			
do .....	Fuel, Stationery, Postages, &c., for do do .....	8	11	0			
W. R. McLaughlin ...	Salary as Landing Waiter, for do do .....	50	0	0			
					195	11	0
<i>Port Milford.</i>							
R. K. Bullock.....	Salary as Collector, for year ended 5th January, 1851 .....	75	0	0			
do .....	Office Rent and Fuel, for do do .....	20	0	0			
do .....	Stationery, for do do .....	0	10	6			
					95	10	6
<i>Port Sarnia.</i>							
R. E. Vidal.....	Salary as Collector, for year ended 5th January, 1851 .....	100	0	0			
do .....	Office Rent, for do do .....	10	0	0			
do .....	Fuel, Stationery, Postages, &c., for do do .....	7	2	9			
Thomas Forsyth.....	Salary as Landing Waiter, for do do .....	50	0	0			
					167	2	9
<i>Port Rowan.</i>							
G. J. Reid .....	Salary as Collector, for the year ended 5th January, 1851 .....	75	0	0			
do .....	Office Rent, for do do .....	8	15	0			
James Cowan.....	Salary as Landing Waiter, for do do .....	50	0	0			
					133	15	0
<i>Port Stanley.</i>							
Richard Smith .....	Salary as Collector, for the year ended 5th January, 1851 .....	300	0	0			
do .....	Office Rent, for do do .....	12	10	0			
do .....	Fuel, Stationery, &c., for do do .....	6	16	8			
Late H. F. Sheehan ...	Salary as Surveyor, from the 6th January to the 10th October, 1850, at £100 per annum .....	75	0	0			
Charles M. Smith .....	do as Acting do, from the 11th October to the 4th December, 1850, at £100 per annum .....	16	18	4			
— Bennett .....	do as Surveyor, from the 5th December, 1850, to the 5th January, 1851, at £100 per annum .....	8	6	8			
					419	6	3
<i>Port of Queenston.</i>							
G. McMicken .....	Salary as Collector, for the year ended 5th January, 1851.....	150	0	0			
do .....	Office Rent, for do do .....	15	0	0			
do .....	Fuel, &c., for do do .....	5	0	0			
S. Purdon .....	Salary as Landing Waiter, for do do .....	50	0	0			
					220	0	0
<i>Port of Rivière aux Raisins.</i>							
William Robinson ....	Salary as Collector, for the year ended 5th January, 1851.....	75	0	0			
do .....	Office Rent, for do do .....	20	0	0			
					95	0	0
<i>Port of Rond Eau.</i>							
Thomas Cronyn.....	Salary as Collector, for the year ended 5th January, 1851.....	75	0	0			
George Duck.....	do as Preventive Officer for do do .....	30	0	0			
					105	0	0
<i>Port of Sandwich.</i>							
J. F. Elliott .....	Salary as Collector, for the year ended 5th January, 1851.....	150	0	0			
do .....	Office Rent, for do do .....	15	0	0			
do .....	Fuel, Stationery, Postages, &c., do do .....	8	11	8			
James Haggerty .....	Salary as Landing Waiter, for do do .....	50	0	0			
J. Johnstone .....	do as Surveyor, from the 6th January to the 1st May, 1850, at £50 per annum.....	15	18	6			
					239	10	2
<i>Port of Sault Ste. Marie.</i>							
Joseph Wilson .....	Salary as Collector, for the year ended 5th January, 1851.....	100	0	0			
do .....	Office Rent, Fuel, and Stationery, for do do .....	10	0	0			
do .....	Travelling Expenses to Michipocoton and Bruce Mines, for do do .....	31	13	10			
John Bowker .....	Salary as Landing Waiter, for do do.....	50	0	0			
					191	13	10
<i>Port of Toronto.</i>							
W. F. Meudell .....	Salary as Collector, for the year ended 5th January, 1851.....	500	0	0			
do .....	Fuel, Stationery, Postages, &c., for do do .....	123	6	7			
Thomas C. Scott .....	Salary as Surveyor, for do do .....	175	0	0			
do .....	do as do, for Extra Service .....	10	0	0			
Christopher Walsh ...	do as 1st Clerk, for the year ended 5th January, 1851.....	125	0	0			
					933	6	7
<i>Carried over</i> .....		£			26332	2	9

NAME.	SERVICE.	Amount.		Total Currency.	
		£	s. d.	£	s. d.
	<i>Brought over</i> .....	933	6 7	26332	2 9
	<i>Port of Toronto.—(Continued.)</i>				
H. McCarty .....	Salary as Appraiser, for year ended 5th January, 1851 .....	125	0 0		
J. Hemphill .....	do as 1st Landing Waiter, from the 6th January to 5th April, 1850, at £100 per annum .....	25	0 0		
D. O'Brien.....	do as do, from the 6th April to 1st July, 1850, at £100 per annum .....	23	15 10		
do .....	Travelling Expenses from Niagara .....	3	10 0		
Alexander Stewart.....	Salary as 2nd Landing Waiter, from the 24th January, 1850, to the 5th January, 1851, at £50 per annum.....	47	2 3		
James Sinclair .....	do as 2nd Clerk, from 14th May to 25th September, 1850, at £75 per annum .....	27	11 2		
do .....	Travelling Expenses .....	2	10 0		
James Courtney.....	Salary as 2nd Clerk, from 26th September, 1850, to 5th January, 1851, at £75 per annum .....	21	0 3		
James Stitt.....	do as Locker, from the 16th April, 1850, to the 5th January, 1851, at £75 per annum.....	54	3 0		
F. Callaway .....	do as Acting Landing Waiter, from the 16th May to the 5th Novem- ber, 1850 .....	38	5 0		
R. Emery .....	do as Tide Waiter, from the 26th September, to 5th October, 1850...	12	10 0		
John Gray .. .....	do as Preventive Officer, from the 15th July to 3rd October, 1850, at £100 per annum .....	21	18 4		
D. McDougall .....	do as Landing Waiter, for the quarter ended 5th January, 1851, at £75 per annum.....	18	15 0		
J. P. Dunn.....	do as Gauger, and Acting Landing Waiter, for the year ended 5th January, 1851 .....	68	8 9		
William McKay.....	do as Messenger for do.....	60	0 0		
				1482	16 2
	<i>Port of Whitby.</i>				
William Warren .....	Salary as Collector, for the year ended 5th January, 1851.....	100	0 0		
do .....	Office Rent, for do do .....	10	0 0		
Wellesley Richey .....	Salary as Surveyor, for do do .....	50	0 0		
				160	0 0
	<i>Port of Wallaceburgh.</i>				
John Bell .....	Salary as Collector, for the year ended 5th January, 1851 .....	75	0 0		
do .....	Office Rent .....	10	0 0		
				85	0 0
	<i>Port of Wellington.</i>				
Thomas Worthington...	Salary as Collector, for the year ended 5th January, 1851 .....	100	0 0		
do .....	Office Rent, for do do .....	5	0 0		
do .....	Fuel, Postages, &c., for do do .....	1	8 10		
				106	8 10
	<i>Port of Grafton.</i>				
S. S. Wash.....	Salary as Collector, for year ended 5th January, 1851 .....	75	0 0		
do .....	Office Rent, for do do do .....	12	0 0		
do .....	Fuel, for do do do .....	2	5 0		
				89	5 0
	<i>Port of Hereford.</i>				
R. Vincent .....	Salary as Collector, from 6th April, 1850, to the 5th January, 1851, at £75 per annum.....	56	5 0		
do .....	Office Rent, from do to do, at £10 per annum .....	7	10 0		
do .....	Travelling Expenses, removing Office and Household Furniture from Compton .....	26	14 5		
A. Workman .....	Salary as Preventive Officer, from 6th April, 1850, to the 5th January, 1851, at £50 per annum .....	37	10 0		
				127	19 5
	<i>Port of Bruce.</i>				
H. Acton.....	Salary as Collector, from 6th April, 1850, to the 5th January, 1851, at £75 per annum.....	56	5 0		
do .....	Travelling Expenses, while on Duty .....	9	1 0		
				65	6 0
	<i>Port of Bytown.</i>				
D. Graham.....	For Postages, &c., for the year ended 5th January, 1851 .....			1	9 0
	<i>Return Duties.</i>				
	At the Port of Montreal.....	1637	8 0		
do do St. Johns .....		116	7 9		
do do Cobourg .....		3	18 11		
do do Brockville .....		3	7 5		
do do Hamilton .....		133	2 5		
	<i>Carried forward</i> ..... £	1894	4 6	28450	7 2

No. 35.—(Continued.)

NAME.	SERVICE.	Amount.			Total Currency.		
		£	s.	d.	£	s.	d.
<i>Brought forward.....</i>		1894	4	6	28450	7	2
<i>Return Duties.—(Continued.)</i>							
<i>At the Port of Kingston.....</i>							
do	do Prescott .....	26	4	8			
do	do Philipsburgh .....	15	3	6			
do	do Port Darlington.....	2	13	8			
do	do Port Stanley .....	65	15	3			
do	do Queenston .....	13	15	0			
do	do St. Regis.....	1	0	5			
do	do Sandwich .....	0	3	2			
do	do Toronto .....	425	6	2			
do	do Niagara .....	8	11	9			
do	do Port Dover.....	3	6	4			
					2458	12	10
<i>Customs Management Branch.</i>							
J. W. Dunscomb .....	To enable him to pay sundry claims for Contingencies of his Office, for the year ended 5th January, 1851 .....	194	17	6			
do	To amount paid him for Trip to Washington .....	100	0	0			
A. S. Menzies.....	To enable him to pay for conveyance of Parcels, and certain other expenses .....	158	3	8			
H. H. Duffill .....	do do do do .....	72	1	9			
M. Ryan.....	do do do do .....	150	0	0			
James Porteous .....	For Postages, from 6th October to 21st November, 1849 .....	117	3	3			
C. Berezy .....	do, from October, 1849, to 5th October, 1850 .....	695	14	10			
Desbarats & Derbishire	For Printing and Stationery, for half-year ended 31st December, 1849 ...	196	11	7			
do	do, on account of half-year ended 30th June, 1850...	250	0	0			
George Brown .....	For amount paid him, on account, for Printing Blank Forms, &c., during the year 1850 .....	682	8	7			
A. Manning .....	For Repairs, &c. ....	13	18	9			
Allen & Co.....	For conveying Parcels, per express, to the several Ports in Canada East and West .....	141	16	5			
					2772	16	4
<i>Miscellaneous.</i>							
C. Berezy .....	For Postage Account, Inspector General's Office, to the 5th October, 1850 .....	471	6	5			
R. Campbell .....	Advertisements in the "Pilot" Newspaper .....	17	9	3			
S. Bregar .....	do in Hamilton "Journal and Express" .....	31	2	8			
A. Dixon.....	For Travelling Expenses, in attending the Niagara Assizes, as a Witness for the prosecution of H. H. Hamer, for a Penalty.....	9	2	6			
Benjamin Seaton and M. Child.....	Being for their Services and Disbursements, as Commissioners appointed to inquire into a certain Seizure made by McGowen and Dixon, Preventive Officers of Customs, at Stanstead .....	90	12	4			
T. D. Harington .....	Being so much advanced to Mr. Thomas Ross for his Expenses, proceeding to Vermont, on Service connected with the Customs .....	24	0	0			
W. C. Crofton .....	Salary as Statistical Clerk, for the year ended 31st December, 1850.....	200	0	0			
George Ironside.....	do as Preventive Officer, from the 1st October, 1849, to the 31st December, 1850, at £25 per annum ...	31	5	0			
A. McDonell .....	For Writing done for Customs .....	6	0	0			
					880	18	2
Total from Customs.....					£ 34562	14	6
OUT OF REVENUE FROM PUBLIC WORKS.							
<i>Welland Canal.</i>							
O. T. Macklem .....	Commission of 5 per cent. as Collector of Tolls at Chip-pawa, on £8 17s. 4d., collected in December, 1849...	0	8	7			
do	Repairs to Bridge, in the year 1850 .....	2	15	0			
James Wright.....	For Stationery and Postage, at the Port of Dunnville, for the years 1849 and 1850.....	8	13	0			
John Clark.....	Salary as Collector of Tolls at Port Dalhousie, for the year ended 31st December, 1850 .....	150	0	0			
do	Office Rent, for do do.....	9	0	0			
do	Fuel, Stationery, Postages, &c., for do do .....	12	18	4			
William Benson.....	Salary as Collector of Tolls at Port Maitland, for the year ended 31st December, 1850 .....	150	0	0			
do	Office Rent, for do do .....	25	0	0			
do	This amount short credited for Contingencies, for the year 1849 .....	2	1	7			
do	Amount allowed for an Assistant .....	21	0	0			
Andrew Murray.....	Salary as Collector of Tolls at Port Robinson, for the year ended 31st December, 1850 .....	50	0	0			
Thomas Farke .....	do as do at Port Colborne, for the do do .....	200	0	0			
Carried over.....		£ 681	16	6			
					34562	14	6

Appendix  
(B.)  
1851.

No. 35.—(Continued.)

Appendix  
(B.)  
1851.

NAME.	SERVICE.	Amount.			Total Currency.		
		£	s.	d.	£	s.	d.
	<i>Brought over</i> .....	681	16	6	.....	.....	.....
	<i>Welland Canal.—(Continued.)</i>						
Thomas Parke .....	Postages, Fuel, Stationery, &c., for the year ended 31st December, 1850 .....	22	0	8			
John Clark... ..	To enable him to pay the Salaries of Lock Tenders, &c., for do do .....	2327	14	10			
T. A. Begly and John Clark .....	For Repairs during the year do do .....	4030	5	8	7011	17	8
	<i>Lachine Canal.</i>						
Alfred Gough.....	Salary as Collector of Tolls, for the year ended 31st December, 1850 .....	200	0	0			
do .....	Office Rent, for year ended 1st May, 1850 .....	50	0	0			
do .....	House Rent, for do 1st November, 1850.....	40	0	0			
do .....	Stationery, Printing, Moiety of Fines, &c., for year ended 31st December, 1850 .....	98	10	7			
do .....	To enable him to pay Tide Waiters, Warehousemen, &c., for do do .....	150	14	3			
do .....	To do do, Lock Tenders, Labourers, &c., for do do .....	489	7	6			
T. A. Begly .....	To do do, for do do.....	1124	10	0			
Donald Duff .....	Salary as Deputy Collector of Tolls at Lachine, for the year ended 31st December, 1850 .....	125	0	0			
do .....	For Stationery, for do do .....	1	4	0			
James White .....	Salary as Wharfinger, for do do.....	100	0	0			
James Smith .....	do as Clerk, from 1st January to 31st March, 1850, at £60 per annum.....	15	0	0			
William Cooper.....	do as do, from 1st April to 30th Sept., 1850, at £60 do...	30	0	0			
do .....	do as do, from 1st October to 31st December, 1850, 92 days, at 5s. per day .....	23	0	0			
A. Gough and T. A. Begly .....	For Repairs during the year to the Old Line .....	740	7	9	3182	14	1
	<i>Burlington Bay Canal.</i>						
John Davidson .....	Salary as Collector of Tolls, for the year ended 31st December, 1850 .....	125	0	0			
do .....	For printing Manifests, &c., for do do .....	7	10	0			
George Thompson.....	Salary as Ferryman, for do do .....	60	0	0	192	10	0
	<i>Beauharnois Canal.</i>						
George Ellis .....	Salary as Collector of Tolls, for the year ended 31st December, 1850 .....	100	0	0			
do .....	Fuel, Postages, Stationery, &c., for do do .....	11	10	4			
T. A. Begly .....	To enable them to pay the Wages of Lock Tenders, &c., for do do .....	1450	15	8			
do .....	For Repairs during the year do.....	291	5	4	1853	11	4
	<i>Chambly Canal.</i>						
Michel Borne.....	Salary as Collector of Tolls, for year ended 31st Dec., 1850 .....	210	0	0			
do .....	To enable them to pay the Wages of Lock Tenders, &c., for do do .....	929	13	6	539	13	6
T. A. Begly .....							
	<i>Cornwall Canal.</i>						
Daniel Phelan .....	Salary as Collector of Tolls, for the year ended 31st December, 1850 .....	100	0	0			
do .....	Fuel, Postages, &c., for do do .....	8	8	6			
T. A. Begly .....	To enable them to pay the Wages of Lock Tenders, &c., for do do .....	1310	8	1			
do .....	To do do for Repairs during the year .....	2338	2	2	3756	18	9
	<i>Williamsburgh Canal.</i>						
Alexander McMillen...	Salary as Collector of Tolls, for the year ended 31st December, 1850 .....	100	0	0			
do .....	Office Rent, for the year ended 1st September, 1850 .....	15	0	0			
J. Jellyman .....	Salary as Clerk, for the year ended 31st December, 1850...	50	0	0			
A. McMillen and T. A. Begly .....	To enable them to pay the Wages of Lock Tenders, &c., for do do .....	1028	1	0			
do .....	To do do for Repairs during the do .....	188	16	11	1381	17	11
	<i>Carried forward</i> .....				£ 17919	3	3
					84562	14	6

NAME.	SERVICE.	Amount.			Total Currency.					
		£	s.	d.	£	s.	d.			
	<i>Brought forward</i> .....				17919	8	3	34562	14	6
	<i>Cobourg Harbour.</i>									
W. H. Kittson .....	Salary as Collector of Tolls, from the 6th January to the 5th April, 1850, at £100 per annum.....	25	0	0						
J. Bertram .....	do as Light House Keeper, from the do to do, at £25 per annum.....	6	5	0						
J. McCarroll .....	Allowance as Collector of Tolls, to 5th July, 1850.....	62	10	0						
do .....	Repairs, &c. ....	29	10	4						
	<i>Port Maitland Harbour.</i>				123	5	4			
William Benson.....	Commission of 5 per cent. as Collector of Tolls, on £39 8s. 3d.....				1	19	6			
	<i>Oakville Harbour.</i>									
R. K. Chisholm.....	Salary as Collector of Tolls, from the 6th January to the 5th July, 1850, at £75 per annum.....				37	10	0			
	<i>Port Stanley Harbour.</i>									
Cotton & Rowe .....	On account of Contract .....				1807	9	8			
	<i>Port Dover Harbour.</i>									
William Fifield .....	Salary as Light House Keeper, for the year ended the 5th January, 1851 .....	65	0	0						
W. Ruthven .....	For a Toll Book .....	7	5	0						
	<i>Toronto Harbour.</i>				72	5	0			
James Hickman.....	Salary as Light House Keeper, for year ended 31st December, 1850 .....				62	10	0			
	<i>Whitby Harbour.</i>									
William Warren.....	Commission of 5 per cent. as Collector of Tolls, on £499 15s. 4d. ....	24	19	10						
Cotton & Rowe .....	On account of Contract .....	224	18	1						
	<i>Rond Eau Harbour.</i>				249	17	11			
Thomas Cronyn.....	Commission of 5 per cent. as Collector of Tolls, on £28 10s. 0d. ....				1	8	6			
	<i>Chaudière Bridge.</i>									
Hugh McReavy.....	Salary as Collector of Tolls, for the year ended 31st December, 1850 .....				50	0	0			
	<i>Delaware Bridge.</i>									
V. Hall .....	For Repairs .....				11	10	0			
	<i>Chatham Bridge.</i>									
Peter J. Flood .....	Salary as Collector of Tolls, from 11th April to the 31st December, 1850, at £60 per annum .....	43	12	3						
do .....	Fuel, Candles, &c., from do to do .....	3	10	4						
do .....	Erecting a Toll House. ....	4	5	1						
	<i>Brantford Bridge.</i>				51	7	8			
Valentine Hall .....	To enable him to pay Toll-Gate Keeper's Wages, from 1st January to 15th October, 1850 .....				38	0	0			
	<i>Caledonia Bridge.</i>									
W. H. Higman .....	To enable him to pay Toll-Gate Keeper's Wages, from 1st January to 15th October, 1850 .....	38	0	0						
do .....	do do for Swinging Bridge, to do .....	16	10	0						
do .....	For Chain, &c.....	0	13	3						
do .....	For Repairs .....	1	5	4						
	<i>Jacques Cartier Bridge.</i>				56	8	7			
François Delisle.....	Salary as Collector of Tolls, for the year ended 31st December, 1850 .....				50	0	0			
	<i>Carried over</i> .....				£ 20532	15	5	34562	14	6

NAME.	SERVICE.	Amount.			Total Currency.					
		£	s.	d.	£	s.	d.			
	<i>Brought over.....</i>				20532	15	5	34562	14	6
	<i>Melbourne Bridge.</i>									
William Montgomery..	Salary as Collector of Tolls, for the year ended 31st December, 1850.....				50	0	0			
	<i>Trent Bridge.</i>									
Stephen Young .....	Salary as Collector of Tolls, for the year ended 31st December, 1850 .....	50	0	0						
do .....	Postages, for do .....	0	2	9						
	<i>St. Ann's Lock.</i>									
John Barrett .....	Salary as Collector of Tolls, for the year ended 31st December, 1850 .....	75	0	0						
do .....	Postages, Stationery, &c., for do .....	6	16	9						
do and T. A. Begly .....	To enable them to pay the Wages of Lock Tenders, &c., for the year ended 31st December, 1850 .....	111	3	6						
	<i>St. Ours Lock.</i>									
J. LeBœuf.....	Salary as Collector of Tolls, from the 1st April to the 31st December, 1850, at £50 per annum.....	37	10	0						
Lyman, Kneeshaw & Co	Oil furnished for do .....	8	19	11						
T. A. Begly and M. Borne .....	To enable them to pay the Wages of Lock Tenders, for the year ended 31st December, 1850 .....	92	3	0						
	<i>Ottawa Slides.</i>									
Duncan Graham .....	Salary as Slide-Master and Collector of Tolls, for the year ended 31st December, 1850 .....	250	0	0						
do .....	Postages, Printing, &c., for do do.....	18	2	8						
do .....	To enable him to pay the Wages of Deputy Slide-Masters, Labourers, &c., for do do .....	801	7	2						
do .....	To do do of Superintendent .....	125	0	0						
do .....	To do do Messrs. Workman & Griffin, for Chains, &c. ....	39	9	9						
do and T. A. Begly.....	To enable them to pay for Repairs, during the year ended the 31st December, 1850 .....	1093	2	3						
	<i>Trent Slides.</i>									
William Davis .....	Salary as Collector of Slide Dues, for the year ended 31st December, 1850 .....	150	0	0						
do .....	To enable him to pay M. H. Kelly, for attendance, looking after Lumber .....	12	10	0						
do .....	Printing Slide Certificates .....	1	0	0						
G. W. Ranney .....	To enable him to pay the Wages of Deputy Slide-Masters, Labourers, &c., for the year ended 31st December, 1850 .....	384	10	0						
do .....	To do do for Repairs .....	257	1	1						
William Wilson.....	To do do for do .....	192	2	2						
	<i>Cascades Road.</i>									
J. Perrigo .....	To enable him to pay the Wages of three Toll-Gate Keepers, from 6th January to 31st August, 1850 .....	86	14	3						
do .....	Travelling Expenses, visiting gates, &c. ....	1	12	5						
do .....	For Repairs, and keeping the Road free from Snow .....	28	4	10						
	<i>Chambly and Granby Road.</i>									
Washington Frost .....	Salary as Secretary and Treasurer, from 16th December, 1849, to the 31st December, 1850, at £75 per annum .....	78	2	6						
do .....	To enable him to pay the Wages of four Toll-Gate Keepers, from the 16th December, 1849, to the 31st December, 1850 .....	209	11	0						
do .....	For keeping the Road free from Snow, &c.....	111	2	4						
Sundry Persons .....	For Repairs to Road during the year .....	829	2	3						
	<i>Dundas and Waterloo Road.</i>									
W. H. Higman .....	For proportion of his Salary as Secretary and Treasurer, for the year ended 31st December, 1850, at £250 per annum .....	83	8	0						
	<i>Carried forward.....</i>	83	8	0	25627	6	0	34562	14	6

NAME.	SERVICE.	Amount.						Total		
		£	s.	d.	£	s.	d.	£	s.	d.
	<i>Brought forward</i> .....	88	8	0	25627	6	0	34562	14	6
	<i>Dundas and Waterloo Road.—(Continued.)</i>									
W. H. Higman	To enable him to pay the Wages of Toll-Gate Keepers, from 1st January to 15th October, 1850	190	0	0						
do	Postages, Stationery, &c.	9	12	3						
do	For a Toll-House	57	5	0						
T. C. Keefer	For Services performed on this Road	12	10	0						
W. H. Higman and R. Gillespie	For Repairs during the year	2540	10	2						
	<i>Hamilton and Port Dover Road.</i>				2898	5	5			
W. H. Higman	For proportion of his Salary as Secretary and Treasurer, for the year ended 31st December, 1850, at £250 per annum	83	6	0						
do	To enable him to pay the Wages of Toll-Gate Keepers, from 1st January to 15th October, 1850	275	10	0						
do	For a Stove, Postages, &c.	6	16	7						
do	For Repairs during the year	966	16	6						
	<i>Hamilton and Brantford Road.</i>				1332	9	1			
W. H. Higman	For proportion of his Salary as Secretary and Treasurer, for the year ended 31st December, 1850 at £250 per annum	83	6	0						
do	To enable him to pay the Wages of Toll-Gate Keepers, from 1st January to 15th October, 1850	213	0	2						
do	Postages, Stationery, &c.	9	7	7						
do	and									
T. A. Begly	For Repairs during the year £1029 17 6 Less—Proceeds of Old Toll-House 9 14 0	1020	3	6						
T. C. Keefer	For Services performed on this Road	12	10	0						
	<i>London and Brantford Road.</i>				1338	7	3			
Valentino Hall	For proportion of his Salary as Secretary and Treasurer, for the year ended 31st December, 1850, at £250 per annum	125	0	0						
do	To enable him to pay the Wages of Toll-Gate Keepers, from 1st January to 15th October, 1850	394	0	0						
do	Postages, Printing, &c.	16	14	0						
do	For Repairs during the year	933	9	1						
W. J. Geary	For Repairs	22	10	0						
T. C. Keefer	For Services performed on this Road	12	10	0						
	<i>London and Port Stanley Road.</i>				1504	9	1			
Valentino Hall	For proportion of his Salary as Secretary and Treasurer, for year ended 31st December, 1850, at £250 per annum	125	0	0						
do	To enable him to pay the Wages of Toll-Gate Keepers, from the 1st January to the 31st August, 1850..	228	0	0						
do	and									
T. A. Begly	do do for Repairs during the year	1499	5	6						
W. J. Geary	do do do	266	19	10						
T. C. Keefer	For Services performed on this Road	12	10	0						
	<i>Kingston and Napanee Road.</i>				2131	15	4			
Peter O'Reilly	Salary as Secretary and Treasurer, for the year ended 31st December, 1850	100	0	0						
do	To enable him to pay the Wages of Toll-Gate Keepers, from the 1st January to the 31st October, 1850	231	5	0						
do	Office Rent and Stationery	14	3	9						
do	Amount paid Auctioneer for Selling Road	6	0	0						
do	Travelling Expenses	15	0	0						
do	and									
T. A. Begly	To enable them to pay for Repairs during the year	1004	5	7						
	<i>Port Hope and Rice Lake Road.</i>				1370	14	4			
James McKibbin	Commission of 5 per cent. as Secretary and Treasurer, on amount of Tolls collected, £445 5s. 2d. currency	22	5	3						
do	To enable him to pay the Wages of Two Toll-Gate Keepers, from the 1st January to the 18th December, 1850	95	14	0						
do	For Advertising, &c.	1	1	7						
T. A. Begly	For Repairs during the year	323	7	3						
					442	8	1			
	<i>Carried over</i> .....				36640	8	7	34562	14	6



NAME.	SERVICE.	Amount.			Total Currency.						
		£	s.	d.	£	s.	d.				
	<i>Brought over</i> .....				36640	8	7	34562	14	6	
	<i>Queenston and Grimsby Road.</i>										
G. McMicken.....	To enable him to pay the Wages of Toll-Gate Keeper, from 6th January to the 1st December, 1850 .....	27	13	2							
do .....	To Rent of Toll-House, to 1st December, 1850.....	7	10	0							
T. A. Begly .....	For Repairs .....	32	0	0							
	<i>Toronto Roads.</i>				67	3	2				
Joseph Lesslie .....	Salary as Secretary and Treasurer, for the year ended 31st December, 1850 .....	250	0	0							
do .....	To enable him to pay the Wages of Toll-Gate Keepers, from the 1st January to the 15th October, 1850 .....	578	12	6							
do .....	Stationery, Printing, Oil, &c., from do to do .....	100	11	11							
do .....	To paid man for working Float, from do to do .....	24	11	10							
do .....	do Beekman, for Selling Roads.....	8	0	7							
T. C. Keefer .....	For Services performed on this Road .....	25	0	0							
Jos. Lesslie and others.	To enable them to pay for Repairs during the year... ..	9996	16	5				4983	13	3	
	<i>Windsor and Scugog Road.</i>										
Joseph Lesslie .....	To enable him to pay the Wages of Toll-Gate Keepers, from the 13th December, 1849, to the 15th October, 1850.	84	4	0							
do .....	Travelling Expenses, &c .....	12	8	0							
Cotton and Rowe .....	On account of Contract .....	2402	18	4				2499	10	4	
	<i>St. Athanas and Speir's Corner Road.</i>										
William Butler .....	Salary as Collector of Tolls, for the year ended the 31st December, 1850 .....	75	0	0							
do .....	To enable him to pay the Wages of Toll-Gate Keeper, for do do .....	50	0	0							
do .....	For Oil, and Travelling Expenses to and from Montreal with Deposits .....	8	4	1							
do .....	For keeping the Road free from Snow.....	41	17	5				175	1	6	
	<i>Longueuil and Chambly Road.</i>										
William Willson.....	To enable him to pay the Wages of Toll-Gate Keepers.....	21	8	6							
do .....	For Repairs .....	16	13	1							
J. D. Bernard.....	Commission for Selling the "Longueuil" Steamer ..	15	16	3							
M. Borne .....	For Repairs .....	272	13	7							
J. F. Allard .....	On account of Bridge, &c.....	367	9	0				694	0	5	
	<i>Miscellaneous.</i>										
T. A. Begly .....	For Repairs to Stanstead Road .....	110	16	1							
do .....	Being to reimburse that amount expended during the half-year ended 31st December, 1845, on sundry Public Works .....	96	16	6							
do .....	For the Maintenance of the St. Lawrence Canals .....	78	18	8							
John Wilcock.....	Being on account of his Contract for Repairs to Queen's Wharf, at Toronto .....	104	19	10							
R. Kneeshaw .....	For Oil supplied for the St. Lawrence Canals.....	76	16	5							
Carter & Cowan.....	For Supplies furnished the do do .....	73	15	7							
L. J. Belliveau .....	For do do do do .....	13	5	3							
Lyman, Kneeshaw & Co	For Oil do do do .....	165	8	11							
T. G. Ridout .....	To enable him to pay Charles W. Cooper, for Expenses of Suit in Chancery, (Ottawa Slides) .....	108	11	5							
Wilson & Smith.....	Being the balance of a Chancery Bill, due them in the Case of Boggs and his Sureties .....	34	14	7							
R. Lafamme .....	do to cover his Expenses in proceeding to Côteau du Lac, to conduct a Trial between W. B. Simpson, Collector of Customs, and G. Beaudet, for an infraction of the Department of Public Works.....	15	0	0							
W. B. Richards .....	For Advertising Rates of Tolls, in the "Brockville Recorder" .....	10	13	4							
J. Cauchon.....	do do in the "Journal de Québec".....	13	6	0							
D. L'Amitage... ..	do do in the "Kingston Herald" .....	37	13	4							
T. Holmes .....	do do in the "St. Catharines Journal" .....	5	5	0							
E. R. Jowett & Co.....	do do in the "Commercial Advertiser" .....	36	11	8							
H. Patterson .....	do do in the "Cornwall Freeholder," Notices of Inland Navigation Regulations, for 1850 .....	27	9	11							
John Steele.....	do do in the "Port Hope Watchman," Notice of the Sale of Public Works .....	4	4	8							
W. H. Higman .....	To enable him to pay T. N. Best, Auctioneer, at Hamilton, his Commission for Selling certain Public Works ...	10	0	0				1024	7	2	
	<i>Carried forward</i> .....				£	46084	4	5	34562	14	6

NAME.	SERVICE.	Amount.						Total Currency.			
		£	s.	d.	£	s.	d.	£	s.	d.	
	<i>Brought forward</i> .....				46084	4	5	34562	14	6	
	<i>Dues Refunded.</i>										
	At Welland Canal .....	5	0	0							
	At Beauharnois do .....	5	0	0							
	At Lachine do .....	35	0	0							
					45	0	0				
	Total from Public Works.....						£	46129	4	5	
	<i>Out of Excise Revenue.</i>										
	Commission and Travelling Allowance to the several Inspectors of Licenses in the Province of Canada, on the amount of Excise collected, applicable to the Consolidated Fund, for the year 1850 .....				3282	18	5				
	<i>Payments by Warrant.</i>										
Monk & Buchanan, Advocates .....	Being for Services rendered in the case of D. S. Stuart, Revenue Inspector, No. 1 Division, District of Montreal, vs. Gaspard DeLaronde, for an infraction of the Revenue Laws .....	17	5	0							
Thomas G. Ridout ...	do Costs of a Protest on a Check drawn by John Eden, Revenue Inspector, at Gaspé.....	2	13	11							
					19	18	11				
	Total from Excise.....						£	3302	17	4	
	<i>Out of the Territorial Revenue, by the Commissioner of Crown Lands.</i>										
	For part of Cost of St. Gabriel Street Premises.....				1000	0	0				
Sundry Persons .....	For Land Scrip, redeemed .....				15854	19	8				
do .....	For Militia do, do .....				547	11	6				
	<i>Surveys—Canada West.</i>										
C. Rankin .....	Survey of Township of Holland.....	165	10	3							
D. Gibson .....	do Durham Town Plot .....	200	9	6							
C. Rankin .....	do Sydenham Town Lots, East side Marsh Street..	3	0	9							
T. W. Walsh .....	do Marsh, Front of Lot 14, Concession B, Walsingham.....	11	5	6							
J. Lyons .....	do Damaged Lands on River Trent ..	130	16	0							
A. P. Brough.....	do Penetengor Town Plot .....	70	2	6							
C. Rankin .....	do Township of Osprey and Artimesia ..	150	0	0							
J. W. Bridgehouse.....	do do Kincardine .....	316	0	0							
A. P. Brough.....	do do Brant.....	208	7	0							
Robert Bell.....	do Bytown Water Lots 3 and 4 front, Letter O. ....	2	15	0							
D. Harvey .....	Aldborough examination Survey .....	52	2	0							
					£	1310	8	6			
	Less—This Amount paid to the Receiver General for so much expended on the Drowned Lands on the River Trent, by J. Lyons .....	210	10	3							
								1099	18	3	
	<i>Crown Inspections—Canada West.</i>										
J. Alexander .....	Inspecting Lots 13 and 14, Concession of Oro.....	1	10	0							
A. McPherson .....	do do 1, 3, and 4, Concession of Fredericksburgh	1	10	0							
	do between Lot 42, in 5th Concession of Ernestown and Boundary Line of Kingston .....	0	15	0							
								3	15	0	
Sundry Persons ...	For Advertisements and Printing .....				106	14	1				
	<b>GENERAL DISBURSEMENTS.</b>										
	<i>Canada West.</i>										
	<i>Office Expenses.</i>										
Patrick Gaul and others .....	For payment of Fuel and Coals, including cutting, sawing, &c.....	49	19	0							
do .....	For Tinsmith's work .....	10	19	10							
do .....	For Wages of Tradesmen, washing Towels, freight of sundry Packets, cleaning Office, &c. ....	40	16	5							
Toronto Telegraph Office .....	Amount paid them for Telegraph Reports .....	11	10	4							
Drummond & Thompson .....	For a Writing Desk.....	1	2	6							
	<i>Carried over</i> .....	£	114	8	1	18612	18	6	89994	16	3

Appendix (B.) 1851.

Appendix (B.) 1851.

Appendix  
(B.)  
1851.

No. 35.—(Continued.)

Appendix  
(B.)  
1851.

NAME.	SERVICE.	Amount.			Total Currency.								
		£	s.	d.	£	s.	d.						
	<i>Brought over</i> .....	114	8	1	18612	18	6	83994	16	3			
	<i>Office Expenses.—(Continued.)</i>												
P. Paterson.....	For Carpeting .....	13	14	11									
Troughton & Sims... ..	Standard Measures for the Surveyor General's Office.....	20	13	2									
J. B. Timpson .....	do do do .....	9	5	0									
Toronto Water Works..	For Water.....	3	15	0									
	£161 16 2												
	<i>Stationery, &amp;c.</i>												
Brewer & McPhail ...	Amount of their Account for Stationery, &c. ....	57	6	3									
Desbarats & Derbishire	do do do .....	432	5	1									
H. Rowsell.....	For 4 Copies of Toronto Directory .....	1	10	0									
A. H. Armour .....	Books for the Surveyor General's Office .....	2	0	9									
A. McPherson .....	For Advertisements respecting Clergy .....	0	12	6									
	£493 14 7												
	<i>Miscellaneous.</i>												
T. Allen & Co. ....	For Transport of certain parcels, boxes, &c. ....	1	12	6									
A. Manning .....	For Freight of Standard Measures .....	2	5	0									
	For sundry Carpenter's Work done for the Department.....	14	5	7									
	£18 3 1												
	<i>Office Postages.</i>												
Charles Berczy, Post Master, Toronto. ....	Postages of the Department, from the 21st December, 1849, to the 5th October, 1850.....	443	1	9									
	<i>Postages of Agencies.</i>												
J. Alexander and others	Amount of their Postages as Agents of the Crown Land Department .....	12	14	7									
	<i>Salaries—Western Branch.</i>												
James H. Price .....	Twelve months' Salary as Commissioner of Crown Lands, to the 31st December, 1850 .....	1000	0	0									
A. McNab .....	do as Cashier and Accountant...	250	0	0									
J. C. Tarbutt.....	do as Corresponding Clerk .....	250	0	0									
C. W. Shay.....	do as Assistant Accountant .....	150	0	0									
C. W. Maçon.....	do as do .....	150	0	0									
D. H. Morphy .....	Three do as Registrar, to the 31st March, 1850 .....	42	10	0									
W. F. Whitcher.....	Salary as Clerk, from the 1st to the 31st January, at £125 per annum; and from the 1st February to the 31st December, 1850, at £150 per annum .....	147	18	4									
J. McDonagh.....	Twelve months' Salary as Clerk, to the 31st December, 1850, at 7s. 6d. per diem.....	136	17	6									
D. G. McLellan.....	Salary as Clerk, from the 21st August to the 18th December, 1850, at 6s. 3d. per diem .....	41	11	3									
W. M. D. Dawson.....	Twelve months' Salary as Clerk, to the 31st December, 1850, at 10s. per diem.....	182	10	0									
G. A. Holmes.....	do as do, to do, at 6s. 3d. per diem .....	114	1	3									
	<i>Surveying Department—Western Branch.</i>												
Andrew Russell.....	Twelve months' Salary as Senior Surveyor and Draftsman, to the 31st December, 1850 .....	325	0	0									
Wm. Spragge.....	do as Chief Clerk, to do .....	325	0	0									
Thomas Hector .....	do as 2nd do, to do .....	275	0	0									
H. J. Jones.....	do as 3rd do, to do .....	200	0	0									
Thomas Devine .....	Salary as Assistant Surveyor and Draftsman, from the 1st to 31st January, at 7s. 6d. per diem; and from the 1st February to the 31st December, 1850, at £170 per annum .....	167	9	2									
F. T. Roche .....	Twelve months' Salary as 4th Clerk, to 31st December, 1850 .....	150	0	0									
	<i>Carried forward</i> ..... £	3907	17	6	1129	10	2	18612	18	6	83994	16	3

NAME.	SERVICE.	Amount.						Total Currency.					
		£	s.	d.	£	s.	d.	£	s.	d.			
	<i>Brought forward.....</i>	3907	17	6	1129	10	2	18612	18	6	83994	16	3
	<i>Surveying Department—Western Branch— (Continued.)</i>												
Jeremiah Alley .....	Twelve months' Salary as 5th Clerk, to 31st December, 1850, at 7s. 6d. per diem.....	136	17	6									
Fred. A. Hall.....	Salary as Clerk, from the 21st March to do, at do .....	107	5	0									
William Walker.....	Twelve do as Messenger, to do.....	66	0	0									
P. Gaul .....	Salary as Office Keeper .....	17	6	8									
	£ 4235 6 8												
	Less—Advanced in December, 1849, on account of removal .....	333	17	6	3901	9	2						
	<i>Commission.</i>												
Sundry Agents .....	Amount allowed to them on their Collections. ....				2136	4	4						
	£ 7167 3 8												
	Less—6 per cent. Commission on the Clergy Collections .....	3224	5	1									
	do do do School Lands....	194	7	2	3418	12	3						
	<i>Miscellaneous Items.</i>							3748	11	5			
J. K. Roche .....	Reporting on Lots 16 and 17, in the 8th Concession of Douro .....				5	0	0						
J. Elliott.....	Copying Report of Boundary, New Brunswick Road and Canada .....				5	8	0						
K. McKenzie .....	For drawing out Deeds, &c., of J. and P. Henrys' Lands, in Sheffield .....				10	0	0						
Joseph Bouchette .....	Expenses incurred reporting on Boundary Line between New Brunswick and Canada .....				48	10	0						
C. W. Fadden .....	Duties allowed him for Timber cut on Lot 20, 1 McNab, in 1844-45, now applied in McNab sale, 54.....				9	15	5						
W. J. Scott.....	Crown Sale of Park Lot 2, 7 East Johnstown, cancelled ... Expenses incurred on Sale of Park Lot 29, 2 Edwardsburgh, N. E. Kemptville Road .....				10	0	0						
					0	19	0						
								84	12	5			
	<i>Woods and Forests—Western Branch.</i>							£ 22446	2	4			
J. Waddell .....	For looking after Trespassers in the Western District .....				21	10	0						
Indian Department ...	For Timber cut in Roxborough.....				4	6	8						
— McMullen .....	For looking after Trespassers in Brock and Zora .....				9	15	0						
A. McPherson .....	For Forest Ranging, &c.....				10	7	0						
								45	18	8			
	<i>Salaries and Disbursements—Eastern Branch.</i>												
T. Bouthillier.....	Salary as Assistant Commissioner of Crown Lands, for four months ended 30th April, 1850 .....				222	4	5						
Joseph Bouchette .....	Twelve months' do as Senior Surveyor and Draftsman, to the 31st December, 1850 .....				975	0	0						
Jean Langevin .....	do do as Corresponding Clerk, to do .....				325	0	0						
W. F. Collins.....	do do as Assistant Accountant, to do .....				170	0	0						
E. T. Fletcher .....	do do as 2nd Surveyor and Draftsman, to do ...				175	0	0						
Thomas Hammond ...	do do as Copying Clerk, to do .....				150	0	0						
P. L. Morin .....	do do as 3rd Surveyor and Draftsman, to do ...				175	0	0						
N. F. Laurent.....	do do as Clerk, to do .....				125	0	0						
J. C. Gibb .....	do do as do, to do .....				125	0	0						
A. E. LaBrosse ...	do do as do, to do .....				125	0	0						
J. E. Poitras .....	Four do as do, to the 30th April, 1850, at 7s. 6d. per diem .....				45	0	0						
Felix Fortier ...	Twelve months' Salary as Clerk to Jesuits' Estates and Queen's Domain, to the 31st December, 1850.....				150	0	0						
C. J. Bouchette .....	Salary as Clerk, from the 1st February to the 31st March, and from the 1st July to 31st December, 1850 .....				102	7	6						
F. T. Judah ...	do as do, from the 1st April to do .....				85	18	9						
George Fisher .....	Twelve months' do as Messenger, to do .....				66	0	0						
John Ryan .....	Pay as Labourer about the Premises, from the 1st January to 30th April, 1850 .....				13	6	8						
B. Deschamps .....	do as do, from the 1st October to 31st December, 1850 .....				6	10	0						
	<i>Carried over.....</i>	£ 2436	7	4	22492	1	0	83994	16	3			

NAME.	SERVICE.	Amount.			Total Currency.					
		£	s.	d.	£	s.	d.			
	<i>Brought over</i> .....	2436	7	4	22492	1	0	83994	16	3
	<i>General Disbursements.—Stationery, &amp;c.</i>									
R. Graham and others	For Stationery furnished the Department, in the year ended 31st December, 1850 .....	131	9	11						
E. Garth and others ...	For Repairs, Insurance, Fuel, and sundry other trifling Disbursements .....	123	4	8						
Thomas Cary.....	For Advertisements in the "Quebec Mercury" and "L'Canadien".....	5	4	10						
T. Bouthillier.....	For Travelling Expenses to Toronto.....	19	12	0						
do .....	For a Map, forwarded to Branch, Canada West .....	2	10	0						
W. F. Collins .....	Travelling Expenses to Huntingdon.....	2	5	0						
	£284 6 5									
	<i>Office Postages.</i>									
J. Porteous, Post Master, Montreal ...	Postages paid him during the year 1850 .....	330	19	0						
Sundry Agents .....	Amount of their Postages .....	2	1	0						
	<i>Printing and Advertisements.</i>									
Sundry Persons .....	Amount of their accounts for the same.....	74	1	5						
	<i>Commission.</i>									
Sundry Agents .....	Amount allowed them on their Collections .....	533	5	9						
William Hall .....	This amount allowed as Agent at Broughton, per Order in Council, 18th November, 1850 .....	15	0	0						
John Kane .....	Salary as Agent at the Saguenay, for the year ended 31st December, 1850 .....	£200	0	0						
	Less—Amount included in Commission Account .....	106	1	3						
F. Rice .....	Salary as Agent at Madawaska, for the year ended the 31st December, 1850 .....	93	18	9						
	£ 3869 19 8									
	Less—Six per cent. on Clergy Collections .....	126	7	10						
					3743	11	10			
Sundry Persons .....	Amount of Land Scrip Redeemed.....				3969	1	8			
do .....	Amount of Militia Scrip Redeemed .....				1015	0	0			
	<i>Surveys—Canada East.</i>									
J. Newman .....	Amount of his Account for the Survey of outlines of the Township of Mainawakie .....	217	13	0						
D. Sinclair .....	Balance of do for do of the Meridian Line in rear of the Gatineau .....	184	7	3						
O. Wells .....	On account of the do of part of Hereford and the Province Line .....	264	19	0						
do .....	do of the do of the 9th, 10th, and 11th Ranges of Shefford.....	76	0	0						
J. A. Snow.....	For Verification of Survey of the 6th and 7th Ranges in Ditchfield .....	108	2	3						
A. Driscoll .....	For Survey of the residue of Eardley .....	84	8	4						
C. F. Fournier .....	do of the Exploratory Line from Fief Reaume to the Province Line .....	40	11	6						
J. J. Rooney .....	do of the River DuMoine.....	193	2	3						
					1169	3	7			
	<i>Special Services under Act 12 Vic. cap. 31.</i>									
E. A. Genereux.....	Salary for Copying Field Notes, from November, 1849, to 30th November, 1850 .....	147	7	0						
F. T. Judah .....	do for do, from the 1st January to the 31st March, 1850 .....	28	2	6						
Desbarats & Derbishire	For Stationery, &c.....	2	18	0						
					178	8	0			
	<i>Carried forward</i> .....				£ 32567	6	1	83994	16	3

NAME.	SERVICE.	Amount.			Total Currency.		
		£	s.	d.	£	s.	d.
	<i>Brought forward</i> .....	325	6	1	8399	16	3
	<i>Miscellaneous.</i>						
T. Cookman .....	Repaid him for deficiency of Land in N. E. front 20—1 in Sherrington .....	11	8	0			
J. Thompson .....	Amount paid for Enregistering Deed of Caldwell's Lands... Repaid him amount deposited on account of Village Lot in Huntingdon .....	1	15	6			
Joseph Bouchette .....	Travelling Expenses to, at, and from, Toronto, attending Surveyor's Board .....	1	0	0			
G. Duborger .....	For Protecting Pigments at Saguenay .....	19	10	2			
J. Crémazie .....	On account of the Saguenay Commission .....	48	7	10			
Representatives of the late J. B. Taché.....	This sum authorized to be paid them by Order in Council, 29d July, 1850.....	62	15	0			
	Total, Eastern Branch.....£10241 11 7	27	10	0	166	6	6
	<i>Woods and Forests.</i>						
	* Salaries and Disbursements of the Collector's Office, Bytown .....	902	18	8			
	* do and do, Surveyor's Office, do .....	381	5	9			
McLean Stewart .....	Twelve months' Salary as Sub-Collector at Quebec, to 31st December, 1850 .....	350	0	0			
	* Miscellaneous Items ..	5	7	6			
	Total Deductions, Territorial Revenue.....				1639	11	11
	<i>Payment by Warrant.</i>						
F. W. Primrose .....	Twelve months' Salary as Clerk of the Terrars of the Queen's Domain, to 31st December, 1850 .....				100	0	0
	Total Deductions, Territorial Revenue.....				£	34473	4 6
	<i>Out of Fines and Forfeitures.</i>						
James Hagerty .....	Being his proportion of a Seizure, made at Sandwich, in November, 1845 .....				29	5	10
James Wright.....	do his Share of a Penalty recovered from H. H. Warren, on a Seizure made at Port Colborne, in May, 1846.....				57	15	10
Charles Rowan .....	do a Fine imposed upon him at the Spring Assizes of 1850, for the County of Carleton .....				10	0	0
	Total from Fines and Forfeitures.....				£	97	1 8
	<i>Casual Revenue.</i>						
Thomas D. Harington.	Commission of 5 per cent. as Receiver of Fees, on the Sum of £871 19s. 3d. ....					43	11 11
	Total Deductions, Currency.....				£	118608	14 4

\* No Details furnished this Department by the Crown Lands Office.

F. HINCKS,  
Inspector General.

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

PROVINCE OF CANADA.

ABSTRACT STATEMENT OF THE REVENUE AND EXPENDITURE OF THE CONSOLIDATED FUND, FOR THE YEAR 1850.

Main table for the Province of Canada, showing Revenue and Expenditure by region (Canada East, Canada West, Province, Totals) and category (Civil List, Permanent Acts and Ordinances, Permanent Acts of the Province).

ADD—Losses of Revenue over Expenditure.....

Total Currency.....

Recapitulation table showing detailed breakdown of Revenue and Expenditure, including categories like Salaries and Allowances, Militia, Judges, and Interest of Public Debt.

ABSTRACT STATEMENT OF THE

Partial table on the right side of the page, showing Revenue and Expenditure details for various categories.

Bottom section of the main table, providing a detailed breakdown of Revenue (Customs, Internal Duties, etc.) and Expenditure (Interest on Provincial Debt, Civil Government, etc.) by region.

Bottom section of the partial table on the right, showing detailed Revenue and Expenditure data for various categories.

## ESTIMATE

OF

## CERTAIN EXPENSES OF THE CIVIL GOVERNMENT

OF THE

## PROVINCE OF CANADA,

FOR THE YEAR 1851, FOR WHICH A SUPPLY IS REQUIRED.

SERVICE.	Currency.			Currency.		
	£	s.	d.	£	s.	d.
<i>Militia Staff.</i>						
Salaries of two Deputy Adjutants General of Militia .....	1000	0	0			
do of three Clerks in the Office .....	490	0	0			
do of a Messenger in do .....	66	0	0			
Contingent Expenses of Printing, Postage, Stationery, &c. ..	300	0	0			
Salary of one Provincial Aide-de-Camp .....	200	0	0			
				2056	0	0
<i>Expenses of the Legislature.—Legislative Council.</i>						
Salary of the Speaker .....	1000	0	0			
do of the Clerk .....	500	0	0			
do of the Assistant Clerk and French Translator .....	400	0	0			
do of the Law Clerk .....	250	0	0			
do of the Chaplain and Librarian.....	200	0	0			
do of the Gentleman Usher of the Black Rod.....	100	0	0			
do of the Serjeant-at-Arms .....	100	0	0			
do of the Head Messenger .....	100	0	0			
do of the Door Keeper .....	60	0	0			
do of three Messengers for the Session, at £45 each .....	135	0	0			
Contingent Expenses .....	4500	0	0			
				7845	0	0
<i>House of Assembly.</i>						
Salary of the Speaker .....	1000	0	0			
do of the Clerk .....	500	0	0			
do of the Assistant Clerk .....	400	0	0			
do of the English Translator and Law Clerk.....	350	0	0			
do of the French Translator .....	250	0	0			
do of the Clerk of the Crown in Chancery.....	150	0	0			
do of the Serjeant-at-Arms .....	100	0	0			
Contingent Expenses (exclusive of Indemnity to Members) . .	30000	0	0			
				32750	0	0
<i>Pensions to Officers of late Legislative Bodies of Upper and Lower Canada.</i>						
William Ginger, as late Serjeant-at-Arms to the Legislative Council of Lower Canada	66	13	4			
Louis Noreau, as Messenger to do .....	20	0	0			
Pierre La Croix, as do to do .....	18	0	0			
L. B. Pinguet, as late Clerk of Committees of House of Assembly of do .....	66	13	4			
Samuel Waller, as do of do .....	100	0	0			
William Coates, as late Writing Clerk to do of Upper Canada ...	133	6	8			
François Rodrigue, as Messenger to do of Lower Canada ...	18	0	0			
John Bright, as do to Legislative Council, Upper Canada .....	20	0	0			
Louis Gagné, as do to House of Assembly, Lower Canada.....	18	0	0			
				460	13	4
<i>Carried over</i> .....			£	42611	13	4



Appendix  
(B.)  
1851.

Appendix  
(B.)  
1851.

SERVICE.	Currency.			Currency.		
	£	s.	d.	£	s.	d.
<i>Brought over</i> .....				42611	13	4
<i>Other Pensions.</i>						
Jacques Brien, for wounds received in the Public Service .....	20	0	0			
Margaret Powell, as late Keeper of the Public Offices, Toronto .....	35	0	0			
do allowance to her in lieu of Rooms occupied by her in the Buildings...	20	0	0			
Mrs. McDonell, allowance to her during her life, on her claims for Dower on certain Property taken by the late Welland Canal Commissioners.....	50	0	0			
Antoine Hamel and his wife, allowance for the use of their Land on Anticosti, by the Trinity House .....	25	0	0			
				150	0	0
<i>Hospitals and other Charities.</i>						
To the Commissioners for the relief of Foundlings and Indigent Sick Persons in the District of Quebec .....	1000	0	0			
To the same, in the District of Montreal .....	1000	0	0			
To the same, in the District of Three Rivers .....	700	0	0			
Aid to the Corporation of the General Hospital at Montreal.....	1000	0	0			
do to the Managers of the Protestant Female Orphan Asylum, Quebec ..	100	0	0			
do to the Ladies' Benevolent Society, Montreal, for Widows and Orphans .....	100	0	0			
do to the Roman Catholic Orphan Asylum at Quebec.....	100	0	0			
do to the Montreal Protestant Orphan Asylum.....	100	0	0			
do to the Male Orphan Asylum at Quebec .....	100	0	0			
do to the Charitable Association of the Ladies of the Roman Catholic Asylum, at Montreal .....	100	0	0			
do to the University Lying-in Hospital, at Montreal .....	50	0	0			
do to the Lying-in Hospital under the care of the Sœurs de la Miséricorde .....	50	0	0			
do towards the Support of the Lunatic Asylum, Toronto .....	5000	0	0			
do to Temporary Lunatic Asylum, at Beauport, near Quebec .....	5000	0	0			
do to do do due on the Expenditure of last year .....	213	3	11			
do to the Hamilton Hospital.....	300	0	0			
do to the Toronto General Hospital .....	750	0	0			
do to the Toronto House of Industry .....	500	0	0			
do for the Relief of Indigent Sick, at Kingston.....	500	0	0			
do to the Kingston General Hospital .....	300	0	0			
				16063	3	11
<i>Various Public Institutions.</i>						
Aid to the Medical Faculty of McGill College, Montreal .....	250	0	0			
do to the School of Medicine, at Montreal .....	250	0	0			
do to the same, at Quebec ..	250	0	0			
do to the Literary and Historical Society, at Quebec ..	50	0	0			
do to the Natural History Society, at Montreal .....	50	0	0			
do to the Mechanics' Institute, at Quebec.....	50	0	0			
do to the same, at Montreal .....	50	0	0			
do to the same, at Kingston .....	50	0	0			
do to the same, at Toronto .....	50	0	0			
do to the same, at London, Canada West .....	50	0	0			
do to the same, at Niagara .....	50	0	0			
do to the Atheneum, at Toronto.....	100	0	0			
do to the Provincial Agricultural Association of Upper Canada .....	1000	0	0			
do to the same, in Lower Canada ..	600	0	0			
				2850	0	0
<i>Contingent Expenses of Administration of Justice.</i>						
Contingent Expenses of Administration of Justice in Upper and Lower Canada, not otherwise provided for .....	30000	0	0			
Towards the Support of the Provincial Penitentiary, at Kingston .....	5000	0	0			
For the Salaries of Four Judges, in Lower Canada, over and above those provided for in the Civil List ..	4000	0	0			
Addition to the Salary of the Provincial Judge, District of St. Francis .....	194	9	0			
				39194	9	0
<i>Miscellaneous Items.</i>						
Towards paying the Salary of the Deputy Provincial Registrar, and French Translator to Government .....	116	13	0			
For the Allowance of Keepers of Dépôts of Provisions on the River St. Lawrence, for Relief of Shipwrecked persons .....	200	0	0			
For the Purchase of Provisions for such Dépôts .....	150	0	0			
Allowance to Pierre Brochu, for residing on the Kempt Road, to assist Travellers on that Road .....	25	0	0			
do to Jonathan Noble, for the same purpose ..	25	0	0			
Expense of Printing the Laws, and other Printing for the Public Service .....	6000	0	0			
do of the Distribution of the Laws .....	600	0	0			
For the Ordinary Repairs, Alteration, Rent, Insurance and Care of Public Buildings ..	2500	0	0			
To meet Unforeseen Expenses in the various branches of the Public Service ..	500	0	0			
Contingent Expenses of the Office of the Clerk of the Crown in Chancery.....	100	0	0			
Proportion of the Expense of Keeping up Light Houses on the Isles of St. Paul and Scatterie, in the Gulf .....	750	0	0			
To Defray Expenses of Commissioners who may be appointed under the authority of the Act 9 Vic., cap. 38, for enquiring into matters connected with the Public Service, and take Evidence on Oath .....	200	0	0			
To Defray Expenses of the Observatory at Quebec.....	300	0	0			
<i>Carried forward</i> .....	£ 11466	13	0	101769	6	3

SERVICE.

Currency.

Currency.

	£	s.	d.	£	s.	d.
<i>Brought forward</i> .....	11466	18	0	101769	6	8
<i>Miscellaneous Items.—(Continued.)</i>						
Salary of W. R. Wright, as Clerk in the Office of the Provincial Secretary .....	175	0	0			
For Addition to the Salary of J. Drysdale, Clerk in the Office of the Inspector General	25	0	0			
Salary of the Messenger in the Office of the Provincial Registrar.....	66	0	0			
For Additional Salary of Five Messengers; two for the Office of Provincial Secretary, one for the Governor's Secretary, one for the Receiver General, and one for the Inspector General, £10 each .....	50	0	0			
Salary of the Secretary of the Board of Statistics .....	75	0	0			
Aid for the Parliamentary Library.....	2000	0	0			
Salary of the Clerk attached to the Inspector General's Department, resident in Quebec, to look after the interests of the Crown in respect of the Loans made to the Sufferers by the great Fires in that City, in 1845 .....	200	0	0			
do of a Clerk in the Customs Branch of the Inspector General's Department, at 10s. per diem.....	182	10	0			
do of two other Extra Clerks in the same Office, at £150 each .....	300	0	0			
For an addition to the Salary of C. E. Anderson, Confidential Clerk in the Receiver General's Office, for the year .....	100	0	0			
Salary of the Keeper of the Parliament Buildings, at Quebec .....	100	0	0			
To enable Her Majesty to pay to John Arthur Roebuck, Esquire, in full, compensation for his services as Agent to the late House of Assembly of Lower Canada, £1,500 sterling.....	1666	18	4			
To compensate W. L. Mackenzie, Esquire, for his services as a Director of the Welland Canal Company, in 1835, he having been appointed as such by the House of Assembly of Upper Canada, in accordance with an Act of the Provincial Parliament.....	250	0	0			
To the Executors of the late Robert Randall, in remuneration of Services rendered by him to the Province of Upper Canada, the same being voted to him by the House of Assembly of that Province.....	500	0	0			
For opening a Road to the Tract of Land laid apart for Schools, the same to be refunded by the Settlers ..	1500	0	0			
To enable the Government to pay the purchase money of a Lot of Land for Mrs. Martha Wilson and her children, of the Township of Wellesley, Widow of late John H. Wilson, who was murdered whilst in the execution of a magistrate's warrant .....	186	2	6			
For arrears of Circuit Allowance due to the Representatives of the late George Pyke, formerly Judge of the King's Bench, at Montreal .....	310	8	8			
To enable the Government to indemnify certain Public Officers, Clerks, &c, whose Salaries do not exceed £400, for the Losses sustained by them on the Removal of the Public Departments of Government from Montreal to Toronto, in November, 1849, in consequence of being subjected to the payment of double Rents, &c.....	729	11	2			
Towards Expenses of the Industrial Exhibition, in London .....	1500	0	0			
To satisfy the claims of Jos. Turton, Contractor, for the Erection of the Parliament Buildings at Toronto, the same having been acknowledged on three occasions by the Assembly of Upper Canada.....	290	15	0			
To enable Her Majesty to pay the Salaries of W. B. Jarvis and J. McLean, Sheriffs of the late Home and Midland Districts, for four years, at £100 sterling, each, per annum. Sterling £800 .....	888	17	9			
For the Maintenance of Tow Boats on the River St. Lawrence.....	1750	0	0			
For building a Residence for the Governors, at Toronto, and Repairs to the Parliament Buildings .....	10000	0	0			
For Rent of Public Buildings, &c.....	1350	0	0			
For Alterations and Repairs to Spencer Wood, at Quebec.....	3000	0	0			
For the Purchase of that Property for the Province .....	8000	0	0			
Balance of Expense of Removal to Toronto... ..	1250	0	0			
Expense of Removal to Quebec .....	5000	0	0			
Fitting up General Post Office .....	169	6	0			
Expenses of maintaining the Rural Police in the District of Three Rivers .....	750	0	0			
Expenses of Enquiry into the State of the Montreal Provident and Savings' Bank.....	600	0	0			
				54381	12	5
<i>Education.—Upper Canada.</i>						
Usual aid to Upper Canada College .....	1111	2	2			
do to Victoria College .....	500	0	0			
do to Queen's College .....	500	0	0			
do to Regiopolis College, Kingston .....	500	0	0			
Grant to the Toronto Academy, one half to be paid in 1851, and the other in 1852... ..	1000	0	0			
				3611	2	2
<i>Lower Canada.</i>						
Salary of Secretary to Royal Institution for the Advancement of Learning.....	100	0	0			
Allowance to the same for a Messenger and Contingencies .....	67	15	7			
Allowance heretofore made to the Master of the Grammar School, at Montreal, now al- lowed to the Directors of the High School in that City, in consideration of their educating 20 Free Scholars ..	282	4	6			
The same at Quebec .....	£282	4	6			
Less.—Amount of Pension paid to the Reverend R. R. Burrage, formerly Master of that School.....	111	2	2			
	171	2	4			
Aid to the National School at Quebec .....	111	2	3			
do to the same at Montreal .....	111	2	3			
do to the Society of Education at Quebec ..	280	0	0			
<i>Carried over</i> .....	£ 1123	6	11	159762	0	10

Appendix  
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1851.

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SERVICE.	Currency.			Currency.		
	£	s.	d.	£	s.	d.
<i>Brought over</i> .....	1123	6	11	159762	0	10
<i>Education.—Lower Canada.—(Continued.)</i>						
Aid to the British and Canadian School at Quebec.....	200	0	0			
do to the Education Society at Three Rivers .....	125	0	0			
do to the British and Canadian School at Montreal .....	200	0	0			
do to St. Andrew's School at Quebec .....	100	0	0			
do to St. Jacques School at Montreal .....	250	0	0			
do to the Montreal American Presbyterian Free School .....	100	0	0			
do to the College of Ste. Anne de la Pocatière .....	300	0	0			
do to the College of St. Hyacinthe .....	300	0	0			
do to the College of L'Assomption .....	300	0	0			
do to the College of Chambly .....	300	0	0			
do to the Academy at Berthier .....	100	0	0			
do to the Academy at Charlestown .....	100	0	0			
do to the Shefford Academy .....	100	0	0			
do to the Stanstead Seminary .....	100	0	0			
do to the Sherbrooke Academy.....	111	2	2			
do to the Granby Academy .....	50	0	0			
do to the Bedford School .....	50	0	0			
do to the Three Rivers Academy .....	45	0	0			
do to the British North American School Society at Sherbrooke.....	50	0	0			
do to the High School at Durham Village, Missisquoi.....	100	0	0			
do to the Infant School at Quebec .....	55	11	1			
do to the Female School at Indian Lorette, near Quebec.....	50	0	0			
do to the Indian School at Caughnawaga .....	50	0	0			
do to the same at St. Regis .....	50	0	0			
do to the same at St. Francis .....	50	0	0			
do to the College at Ste. Thérèse.....	300	0	0			
do to the College at Nicolet .....	200	0	0			
do to the Bishop's College at Lennoxville .....	250	0	0			
do to the Joliette College.....	100	0	0			
do to the Clarenceville Academy .....	50	0	0			
do to the Masson College, Terrebonne .....	250	0	0			
do to the Rigaud College, Vandreuil .....	150	0	0			
To the College at St. Hyacinthe, as an aid to the building of the new College .....	1000	0	0			
To the College at Ste. Thérèse, do do do .....	500	0	0			
Total, for Lower Canada..... £	7160	0	2			
Of which it is proposed to charge against the Fund of the Jesuits' Estates .....	4000	0	0			
				3160	0	2
Total Currency.....			£	162922	1	0

F. HINCKS,  
Inspector General.

INSPECTOR GENERAL'S OFFICE,  
Toronto, June, 1851.

GENERAL ESTIMATE

Of the probable Amount of the PUBLIC EXPENDITURE and NET REVENUE of the CONSOLIDATED FUND of the PROVINCE of CANADA, for the year 1851.

UNDEE WHAT ACTS AUTHORIZED.	HEADS OF EXPENDITURE.	Amount Currency.			HEADS OF REVENUE.			Amount Currency.			
		£	s.	d.	£	s.	d.	£	s.	d.	
Act 9 Vic. Cap. 114	Appropriation for the Sinking Fund	75000	0	0	Estimated Balance at credit of the Consolidated Fund, after providing for charges against the same, about	600000	0	0	10000	0	0
	Interest on Public Debt	210000	0	0	Net Customs	20000	0	0			
	Amount of Civil List	79884	11	4	do Excise	20000	0	0			
	<i>Permanent Charges provided for by Legislative Enactments.—Lower Canada.</i>				do Territorial	1100	0	0			
do 55 Geo. III. Cap. 10	Militia Pensions	350	0	0	do Light House Duty, Canada West	12500	0	0			
do 6 Geo. IV. Cap. 8	Fees to Prothonotaries on Returns of Baptisms, Marriages and Burials	150	0	0	do Bank Imposts	25	0	0			
do 1 Will. IV. Cap. 16	Ground Rent of the Bishop's Palace at Quebec	1111	2	2	do Fees on Commissions, &c.	2000	0	0			
do 1 Will. IV. Cap. 6	Rewards for the destruction of Wolves	50	0	0	do Fines, Forfeitures, &c.	12000	0	0			
do 8 Vic. Cap. 6	Expenses of Police Magistrates, &c., in the Cities of Montreal and Quebec	1100	0	0	do Casual Revenue	70000	0	0			
do 2 Vic. Cap 2	Interest on Quebec Turnpike Trust	1600	0	0	do From Public Works	4000	0	0			
do 4 Vic. Cap. 17, and 8 Vic. Cap. 55	<i>Upper Canada.</i>				do Law Fee Fund				741625	0	0
do 47 Geo. III. and other Acts	District Schools	2000	0	0							
do 7 Will. IV. Cap. 96	Maintenance of Lighthouses	5500	0	0							
do 7 Will. IV. Cap. 103, and 1 Vic. Cap. 44	Militia Pensions	4000	0	0							
do 8 Vic. Cap. 18, and 37 and 9 Vic. Cap. 7	<i>Under Acts of the Province of Canada.</i>										
do 12 Vic. Cap. 50, and 83	To make up deficiency of Fund for Salaries of District Judges	2000	0	0							
do 4 and 5 Vic. Cap. 24	Grant for Common Schools	50000	0	0							
do 4 and 5 Vic. Cap. 69	Services of Officers of Criminal Courts on behalf of persons accused of Felony	300	0	0							
do 6 Vic. Cap. 1	Expenses of transporting Convicts to the Provincial Penitentiary at Kingston	300	0	0							
	Fees to Returning Officers	5000	0	0							
	<i>Carried over</i>	492345	13	6					751625	0	0

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(B.)  
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GENERAL ESTIMATE of the probable Amount of PUBLIC EXPENDITURE, &c.—(Continued.)

UNDER WHAT ACTS AUTHORISED.	HEADS OF EXPENDITURE	Amount Currency.			HEADS OF REVENUE.			Amount Currency.		
		£	s.	d.	£	s.	d.	£	s.	d.
	<i>Brought over</i> .....			6						
	<i>Under Acts of the Province of Canada.—(Continued.)</i>									
Act 7 Vic. Cap. 16, and 12 Vic. Cap. 38	Salaries of six Circuit Judges at £550 each, and one at £500	432845	13	6						
do 8 Vic. Cap. 13	Pensions to retired District Judges in Upper Canada.....	3350	0	0						
do 8 Vic. Cap. 53, and 9 Vic. Cap. 24	Allowance to Agricultural Societies in Lower Canada.....	200	0	0						
do 8 Vic. Cap. 54	Allowance to Agricultural Societies in Upper Canada.....	5000	0	0						
do 9 Vic. Cap. 58	Contingent Expenses of the Administration of Criminal Justice in Upper Canada.....	5000	0	0						
do 10 and 11 Vic. Cap. 36	Pension of the Widow of the late Chief Justice Valières de St. Real.....	13000	0	0						
do 12 Vic. Cap. 33	Indemnity to Members for the present Session.....	200	0	0						
do 12 Vic. Cap. 64	Salaries of the Chancellor, Vice-Chancellors, and other Officers established by this Act.....	8000	0	0						
do 12 Vic. Cap. 63	Salaries of the Chief Justice, Judges, and other Officers established by this Act.....	3275	0	0						
do 13 and 14 Vic. Cap. 12	Geological Survey.....	6000	0	0						
do 12 Vic. Cap. 12	Expenses of Commissioners under Montreal Registry Act.....	2000	0	0						
do 9 Vic. Cap. 34	For providing Registry Books for Registrars, Canada West.....	800	0	0						
13 and 14 Vic. Cap. 17	To meet the probable Deficiency of the Post Office Revenues.....	250	0	0						
		15000	0	0						
	Amount of Estimate for Services to be provided for the year 1851.....	£ 494420	13	6						
		162922	1	0						
	Total Estimated Expenditure.....	£ 657342	14	6						
	Total Estimated Funds.....							£ 751625	0	0

F. HINCKS,  
*Inspector General.*

INSPECTOR GENERAL'S OFFICE,  
Toronto, June, 1851.

ESTIMATE of the AMOUNTS for which Appropriations are required for MISCELLANEOUS PUBLIC WORKS, for the Year 1851.

WORKS.	Amount Currency.		
	£	s.	d.
Expenditure on the Welland Canal.....	19499	4	0
do Lachine Canal.....	28789	0	0
do Beauharnois Canal.....	13780	0	0
do Cornwall Canal.....	8513	0	0
do Williamsburg Canal.....	12459	0	0
do Junction Canal.....	35000	0	0
do River Richelieu.....	4500	0	0
do Ottawa Works.....	1812	0	0
do Survey of the St. Lawrence Rapids and Temiscouata Road.....	1800	0	0
do Light Houses from Lake St. Louis to Lake St. Clair.....	3250	0	0
do Melbourne Bridge.....	78	11	2
<i>For Lights, Piers, &amp;c., viz:</i>			
For Pier and Light at Father Point.....	7500	0	0
do the same at Rivière du Loup.....	6000	0	0
do the same at Pointe aux Orignaux.....	4000	0	0
do the same at L'Islet.....	5500	0	0
do the same at Berthier.....	4000	0	0
do Bell Buoy, Gun and Keeper's residence at Manacougan Shoal.....	600	0	0
do Light House at Cape Rosier.....	6000	0	0
do Pier and Light at Petit Eboulemens.....	5000	0	0
do the same at Mal Baie.....	3500	0	0
do For awards and expenses of Arbitrations.....	15000	0	0
Total, for which an appropriation is required, Currency.....£	186580	15	2

F. HINCKS,  
*Inspector General.*

INSPECTOR GENERAL'S OFFICE,  
Toronto, June, 1851.

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TORONTO:—PRINTED BY ROLLO CAMPBELL, SIMCOE STREET.

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# FIRST ANNUAL REPORT

OF THE DIRECTORS OF THE

# PROVINCIAL LUNATIC ASYLUM,

TORONTO, CANADA WEST.

To His Excellency the Right Honorable JAMES, Earl of ELGIN and KINCARDINE, Baron Elgin, K. T., Governor General of British North America, and Captain General and Governor in Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c. &c. &c.

May it please your Excellency :

In obedience to the law in 2nd Victoria, cap. XI. and sections 3 and 11, the Directors of the Provincial Lunatic Asylum, proceed to lay before Your Excellency a Report of the State of that Institution and the Patients therein, and the times of their admission or discharge.

The Institution commenced on the twenty-sixth day of January in the present year, by virtue of the Commission made by Your Excellency appointing this Board. There were immediately received from the Temporary Lunatic Asylum the number of 211 persons who had been in that establishment, together with all its furniture and general property. The officers and servants of that Institution were also temporarily engaged, and its rules adopted. At the same time the very commodious and handsome buildings and premises, which had been provided by the Government of the Province for the Provincial Lunatic Asylum, came into the possession of this Board. The plans upon which these premises had been provided were found not to have been fully carried out, and to require a considerable addition to the expenditure which had been incurred. Those plans, too, appear to have had regard to the treatment of merely Indigent Patients, and to furnish but partial accommodation for those whose friends and habits required, on their behalf, separate attendance and special indulgences. Even for those afflicted parties who are entirely sustained at the expense of the Institution, there cannot be effected a perfect classification, until additions shall be made to the present edifice; and as an exemplification of this deficiency, it is necessary to mention, that Lunatics who have been convicted of the most heinous acts, have to be fed and lodged with the ordinary patients.

At the present time there are as many patients in the men's wards as can be properly accommodated, and almost as many in the women's. Under these

circumstances it has been found necessary to exclude all idiotic and paralytic cases—one of which class might occupy the room which, in a year, might suffice for three or four patients, who, in succession, might be received and cured.—But of these incurable idiots there is now a large number in the Institution; a number which may very soon render it imperative, that hopeful cases should be excluded; and this Board think it a subject well worthy of the attention of the Government, whether Alms' Houses or Houses of Industry, for the residence of harmless and incurable sufferers of that class, might not, with advantage, be established in several parts of the Province.

On entering on their duties the Directors found themselves called upon to appoint a Medical Superintendent for the Institution, and after due notice, in the papers of several cities, they elected to that office John Scott, Esquire, M. D., of the University of Edinburgh, and Member of the Royal College of Surgeons of London; a gentleman who had been resident in this city nearly ten years, and who had obtained considerable experience in a similar Institution in the parent country. They also appointed as Clerk, Mr. James McKirdy, assigning to him the duty of keeping the accounts of the Institution, making purchases, keeping all stores, besides carrying on all the requisite correspondence.

This Board have found it necessary to erect a group of buildings for the storing and consumption of vegetables raised on the spacious grounds belonging to the establishment, together with several offices, as icehouse, dairy, &c. A lodge also, and roads within the grounds, have had to be provided. By these works an outlay of almost £3,000 has been incurred. It will be further requisite to expend a large sum in the perfecting of the grounds, with a view to the recreation and employment of the patients, and in other operations required for the accomplishment of the wishes of Your Excellency regarding the full usefulness and respectability of the Institution. Much of valuable labour is obtained in such an employment of the patients as the Medical Superintendent considers to be favourable to the comfort, health, or recovery of the sufferers under treatment.

From the opening of the Institution, on the 26th January, 1850, to the 5th November, 1850, the admissions have amounted to 97; the total number of



Appendix  
(C.)  
22nd May.

patients remaining at the latter date being 233; viz. 124 males, and 109 females.

Parties who wish to see the Institution, have every facility for that object furnished by the officers, that is compatible with the duties of the servants, and the comfort and tranquillity of the patients. On every day of the week, excepting Sundays and Saturdays, attention is paid to visitors from 12 o'clock till 3, upon their obtaining an order from a Director or the Superintendent. The number of persons who have recorded their names as having passed through the Institution during the period to which this Report refers, is 1,400, and it is satisfactory to the Board to know that the views of such parties have been strongly in its favour. The Directors too, who in terms of a week each, inspect the establishment, with almost entire uniformity, express their pleasure at its order, cleanliness, and general well-being.

Appendix  
(C.)  
22nd May.

A Statement of the Expenditure of the Board, during the period to which this Report relates, and classified Lists of the Patients as required by law to be laid before Your Excellency, are hereto subjoined, together with such Reports from the Medical Superintendent as are thought to be required by Your Excellency.

All which is most dutifully and respectfully submitted.

C. WIDMER,  
Chairman.

Provincial Lunatic Asylum,  
Toronto, 5th November, 1850.

THE PROVINCIAL LUNATIC ASYLUM, TORONTO, for quarter ending 2nd April, 1850.

<i>Dr.</i>				<i>Cr.</i>							
	£	s.	d.	£	s.	d.	£	s.	d.		
<i>To Permanent Improvement :</i>											
Furniture .....				281	1	8	By Amount of Warrant from Govern- ment .....	1521	6	0	
<i>To Current Expenditure :</i>							By Amount received from Paying Pa- tients .....	120	14	9	
Bread .....	118	10	4								
Beef .....	125	11	8								
Groceries ..	156	5	3								
Soap and Candles...	39	18	4								
Milk .....	25	16	7								
Oil .....	4	5	0								
Fuel .....	97	7	3								
Beer .....	27	8	9								
Apples .....	4	4	0								
Dry-goods ..	107	8	6								
Shoes.....	20	2	1								
Straw .....	5	5	0								
Earthenware .....	7	3	4								
Tinware .....	15	14	0								
Hardware .....	44	1	2								
Medicine .....	8	18	2								
Brushes, &c. ....	18	7	3								
Glazing .....	9	16	8								
Repairs, &c. ....	18	16	4								
Stationery .....	10	12	1								
Flour .....	2	5	0								
Undertaker .....	2	4	6								
Incidentals .....	100	6	10								
Officers and Servants, per Pay-list...	395	11	0								
				1360	19	1					
				£	1642	0	9	£	1642	0	9
N.B.—Amount of Liabilities of Commission of Temporary Asylum .....								319	16	1	
Amount of do of Board of Provincial Lunatic Asylum.....								1201	9	11	
Amount of Warrant from Government, as above .....								£	1521	6	0

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THE PROVINCIAL LUNATIC ASYLUM, TORONTO, for quarter ending 2nd July, 1850.

Dr.				Cr.						
	£	s.	d.	£	s.	d.	£	s.	d.	
<i>To Permanent Improvement :</i>										
Furniture .....				278	15	10	By Amount of Warrant from Govern- ment .....	1816	5	0
<i>To Current Expenditure :</i>							By Amount received from Paying Pa- tients .....	72	16	11
Dry-goods .....	124	10	0½				By Amount received for Articles Sold ...	4	0	6
Shoes .....	32	10	0							
Farm .....	37	12	7½							
Earthenware .....	6	15	9							
Fuel .....	102	1	3							
Fish .....	9	0	0							
Bread .....	105	19	8							
Tea .....	87	5	8							
Beef .....	206	7	11							
Beer .....	28	7	0							
Medicine .....	15	6	9							
Candles and Soap .....	40	3	9							
Milk .....	24	8	5							
Oil .....	9	0	9							
Sugar .....	36	5	10							
Butter .....	34	0	6½							
Cheese .....	50	8	6½							
Insurance .....	47	10	0							
Hardware .....	20	17	0							
Incidentals .....	112	18	6							
Officers and Servants, per Pay-list...	377	17	2							
				1509	7	2				
To Cash in hand .....	14	17	7							
To Bank of Upper Canada .....	95	1	10							
				109	19	5				
			£	1898	2	5	£	1898	2	5
By Cash in hand, brought down .....								14	17	7
By Bank of Upper Canada .....								95	1	10
							£	109	19	5

THE PROVINCIAL LUNATIC ASYLUM, TORONTO, for quarter ending 1st October, 1850.

Dr.				Cr.						
	£	s.	d.	£	s.	d.	£	s.	d.	
<i>To Permanent Improvement :</i>										
Furniture .....	5	0	0				By Amount of Warrant from Govern- ment .....	1861	7	11
Plans of Buildings .....	10	0	0				By Amount in Bank of Upper Canada, from July quarter.....	95	1	10
Stones .....	72	11	3	87	11	3	By Amount of Cash in hand, 2nd July ..	14	17	7
<i>To Current Expenditure :</i>							By Amount received from Paying Pa- tients .....	102	13	2
Dry-goods .....	69	18	1½				By Amount received for Articles Sold ...	3	16	8
Shoes .....	14	8	0							
Farm .....	37	19	1½							
Earthenware .....	0	17	6							
Fuel .....	795	6	11							
Tea .....	58	15	11							
Hardware .....	18	11	9							
Sugar .....	37	1	3							
Butter .....	43	0	4½							
Cheese .....	52	5	4							
Fish .....	8	6	9							
Oil .....	0	6	3							
Beef .....	112	4	4½							
Bread .....	140	5	8½							
Milk .....	23	11	3½							
Beer .....	8	0	0							
Soap and Candles.....	33	11	4							
Medicine .....	7	1	7							
Tinware .....	19	2	6½							
Incidentals .....	90	11	4½							
Officers and Servants, per Pay-list...	387	2	0							
				1958	7	6				
To Cash in hand .....				31	18	5				
			£	2077	17	2	£	2077	17	2
By Cash in hand, brought down.....							£	31	18	5

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OFFICERS and SERVANTS' QUARTERLY PAY-LIST, PROVINCIAL LUNATIC ASYLUM, TORONTO, 2nd April, 1850.

No.	NAMES.	DUTIES.	COMPENSATION.	PERIOD OF SERVICE.	REMARKS.	AMOUNT.		
						£.	s.	d.
1	Francis Primrose	Superintendent	£300 per annum	From 1st to 26th January, and from 26th January to 26th February		46	18	4
2	John Scott, M.D.	do	£300 per annum	27th February to 2nd April		28	17	6
3 & 4	William and Eliza Ramsey	Steward and Matron	150 do	1st January to do		38	6	8
5	John Whitehead	Engineer	90 do	7th March to do		6	13	1
6	John Clerks	Stoker	60 do	1st January to do		23	0	0
7	Edward Byrne	Porter	60 do	do do to 25th January		3	7	4
	do	do	42 do	do do to 2nd April		7	16	4
8	John Jackson	Attendant	42 do	1st do to do		10	14	8
9	Adam Sutherland	do	42 do	do do to do		10	14	8
10	Henry Wright	do	60 do	do do to do		3	7	4
	do	do	42 do	do do to 25th do		7	16	4
11	Henry Parr	do	60 do	1st do to 2nd do		3	7	4
	do	do	42 do	do do to 25th January		7	16	4
12	James Ramsey	do	42 do	26th do to do		10	14	8
13	James Smyth	do	60 do	1st do to do		3	7	4
	do	do	42 do	do do to 25th January		7	16	4
14	James Smith	do	60 do	1st do to do		3	7	4
	do	do	42 do	do do to 25th January		7	16	4
15	Thomas McDual	do	60 do	1st do to do		10	14	8
16	William Graham	do	42 do	do do to 2nd April		3	7	4
17	John Coppins	do	60 do	do do to 25th January		7	16	4
	do	do	42 do	do do to 2nd April		3	7	4
18	Samuel Harding	do	42 do	do do to do		10	14	8
19	Samuel Orpin	do	60 do	do do to 25th January		7	16	4
	do	do	42 do	do do to 2nd April		3	7	4
20	William Shackleton	Labourer	30 do	do do to do		7	16	4
21	Francis Peterson	do	3s. 9d. per day	do do to 25th January		7	16	4
22	Arthur Muldoon	Cook	2s. 10d. do	do do to 2nd April		14	16	3
23	Charles B. Sheppard	Clerk of Works	£95 per annum	do do to do		21	9	0
24	Ann Smith	Attendant	18 do	do do to 2nd April		4	12	0
25	Sarah Craig	do	18 do	do do to do		4	12	0
26	Eileen Clifford	do	18 do	do do to do		4	12	0
27	Jane Hamilton	do	18 do	do do to 25th January		1	5	0
28	Mary Doyle	do	18 do	do do to 2nd April		4	12	0
29	Jane Wiggins	do	18 do	do do to do		4	12	0
30	Betsy Turbit	Laundress	21 do	do do to 25th January		1	1	9
31	Bridget Sweeney	do	18 do	do do to do		1	5	0
	do	do	21 do	do do to 2nd April		3	18	2
32	Eileen Corley	do	18 do	do do to do		4	12	0
33	Ann Noon	do	18 do	do do to do		4	12	0
34	Ann Murphy	do	18 do	do do to do		4	12	0
				Carried down		360	19	0

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OFFICERS and SERVANTS' QUARTERLY PAY-LIST, PROVINCIAL LUNATIC ASYLUM, TORONTO, 2nd April, 1850.—(Continued.)

No.	NAMES.	DUTIES.	COMPENSATION.	PERIOD OF SERVICE.	REMARKS.	AMOUNT.		
						£	s.	d.
35	Margaret Larey.....	Cook .....	£15 per annum .....	From 1st January to 2nd April .....	Brought down.....	360	19	0
36	Jessey McLeod .....	do .....	12 and £15 per annum .....	do do to do do .....	.....	3	16	8
37	Ann Freeman.....	do .....	13 per annum.....	do do to 25th January .....	.....	1	0	10
38	Catharine Grogan.....	do .....	15 do .....	do do to 2nd April .....	.....	3	16	8
39	Eliza Smith .....	Housemaid .....	18 do .....	do do to 25th January .....	.....	1	5	0
40	do .....	Laundress .....	18 do .....	do 26th January to 2nd April .....	.....	3	7	0
41	Mary Ann Donnelly .....	Housemaid .....	15 do .....	do 1st do to do do .....	.....	3	16	8
	Norah Halloran .....	do .....	15 do .....	do do to do do .....	.....	3	16	8
						395	11	0

OFFICERS and SERVANTS' QUARTERLY PAY-LIST, PROVINCIAL LUNATIC ASYLUM, TORONTO, 2nd July, 1850.

No.	NAMES.	DUTIES.	COMPENSATION.	PERIOD OF SERVICE.	REMARKS.	AMOUNT.		
						£	s.	d.
1	John Scott, M.D. ....	Superintendent .....	£300 per annum .....	Three months .....	.....	75	0	0
2 & 3	William and Eliza Ramsey .....	Steward and Matron.....	150 do .....	do .....	.....	97	10	0
4	James McKirdy.....	Clerk and Store-keeper .....	100 do .....	Seventy days .....	From 23rd April .....	19	3	6
5	John Whitehead.....	Engineer.....	90 do .....	Three months .....	.....	22	10	0
6	John Clements .....	Stoker.....	90 do .....	do do .....	.....	22	10	0
7	Edward Byrne .....	Porter .....	3 10s. per month .....	do do .....	.....	10	10	0
8	John Jackson .....	Attendant .....	3 10s. do .....	do do .....	.....	10	10	0
9	Adam Sutherland .....	do .....	3 10s. do .....	do do .....	.....	10	10	0
10	Henry Parr.....	do .....	3 10s. do .....	do do .....	.....	10	10	0
11	James Smyth .....	do .....	3 10s. do .....	do do .....	.....	10	10	0
12	James Smith .....	do .....	3 10s. do .....	do do .....	.....	10	10	0
13	John Coppins .....	do .....	3 10s. do .....	do do .....	.....	10	10	0
14	Samuel Orpin.....	do .....	3 10s. do .....	do do .....	.....	10	10	0
15	John Reynolds .....	do .....	3 10s. do .....	Sixty-nine days .....	.....	7	19	4
16	Matthew Brinnon .....	do .....	3 10s. do .....	Three months .....	From 24th April .....	10	10	0
17	Henry Gilpin.....	do .....	3 10s. do .....	Sixty-eight days.....	From 25th April .....	7	16	11
				Carried over.....		286	19	9

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OFFICERS and SERVANTS' QUARTERLY PAY-LIST, PROVINCIAL LUNATIC ASYLUM, TORONTO, 2nd July, 1850.—(Continued.)

No.	NAMES.	DUTIES.	COMPENSATION.	PERIOD OF SERVICE.	REMARKS.	AMOUNT.		
						£	s.	d.
18	Edino Vesey	Attendant	£3 10s. per month	Three months	Brought over	286	19	9
19	Curtis McFarland	do	do	Five days	From 28th June	10	10	0
20	Thomas McDonell	Farmer	3 10s.	Forty-four days	do	0	11	8
21	William Shackleton	Yardman	2 10s.	Three months	do 20th May	5	2	8
22	Ann Smith	Attendant	1 10s.	do		7	10	0
23	Ellen Clifford	do	1 10s.	do		4	10	0
24	Mary Doyle	do	1 10s.	do		4	10	0
25	Jane Wiggins	do	1 10s.	do		4	10	0
26	Hellena Lambath	do	1 10s.	do		4	10	0
27	Ann Cummins	do	1 10s.	Sixty-eight days	From 25th April	3	8	0
28	Bridget Sweeney	do	1 10s.	Fifteen do	do 18th June	0	15	0
29	Ellen Corley	Laundress	1 5s.	Three months		5	5	0
30	Ann Noon	do	1 10s.	do		4	10	0
31	Elizabeth Smith	do	1 10s.	do		4	10	0
32	Ann Murphy	do	1 10s.	do		4	10	0
33	Nora Holloran	Housemaid	1 5s.	do		3	15	0
34	Lucy Sharp	do	1 5s.	do		1	19	3
35	Betsey McEwan	do	1 5s.	Forty-seven days	From 17th May	1	6	8
36	Margaret Larey	Cook	1 5s.	Thirty-two do	do 1st June	3	15	0
37	Catharine Grogan	do	1 5s.	do		3	15	0
38	Jessie McLeod	do	1 5s.	do		3	15	0
39	Mary Macher	do	1 5s.	Eighty-three days	From 11th April	3	9	2
						377	17	2

OFFICERS and SERVANTS' QUARTERLY PAY-LIST, PROVINCIAL LUNATIC ASYLUM, TORONTO, 1st October, 1850.

No.	NAMES.	DUTIES.	COMPENSATION.	PERIOD OF SERVICE.	REMARKS.	AMOUNT.		
						£	s.	d.
1	John Scott, M.D.	Superintendent	£300 per annum	Three months		75	0	0
2 & 3	William and Eliza Ramsey	Steward and Matron	100 do	do		25	0	0
4	James McKirdy	Clerk and Store-keeper	100 do	do		25	0	0
				Carried down		125	0	0

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OFFICERS and SERVANTS' QUARTERLY PAY-LIST, PROVINCIAL LUNATIC ASYLUM, TORONTO, 1st October, 1850.—(Continued.)

No.	NAMES.	DUTIES.	COMPENSATION.	PERIOD OF SERVICE.	REMARKS.	AMOUNT.			
						£	s.	d.	0
5	John Whitehead.....	Engineer.....	£90 per annum.....	Three months.....		125	0	0	0
6	John Clements.....	Stoker.....	90 do.....	do.....		22	10	0	0
7	Edward Byrne.....	Porter.....	3 10s. per month.....	do.....		22	10	0	0
8	John Jackson.....	Attendant.....	3 10s. do.....	do.....		10	10	0	0
9	Adam Sutherland.....	do.....	3 10s. do.....	do.....		10	10	0	0
10	Henry Parr.....	do.....	3 10s. do.....	do.....		10	10	0	0
11	James Smyth.....	do.....	3 10s. do.....	do.....		10	10	0	0
12	James Smith.....	do.....	3 10s. do.....	do.....		10	10	0	0
13	John Coppins.....	do.....	3 10s. do.....	do.....		10	10	0	0
14	Samuel Orpin.....	do.....	3 10s. do.....	do.....		10	10	0	0
15	John Reynolds.....	do.....	3 10s. do.....	do.....		10	10	0	0
16	Matthew Brannon.....	do.....	3 10s. do.....	do.....		10	10	0	0
17	Henry Gilpin.....	do.....	3 10s. do.....	do.....		10	10	0	0
18	William Sampson.....	do.....	3 10s. do.....	do.....		10	10	0	0
19	Thomas McDonell.....	Farmer.....	3 10s. do.....	Two months and a half.....	From 16th July.....	8	15	0	0
20	William Shackleton.....	Yardman.....	2 10s. do.....	Three months.....		10	10	0	0
21	Ann Smith.....	do.....	1 10s. do.....	do.....		7	10	0	0
22	Ellen Clifford.....	Attendant.....	1 10s. do.....	do.....		4	10	0	0
23	Mary Doyle.....	do.....	1 10s. do.....	do.....		4	10	0	0
24	Jane Wiggins.....	do.....	1 10s. do.....	do.....		4	10	0	0
25	Hellena Lambath.....	do.....	1 10s. do.....	do.....		4	10	0	0
26	Mary Burke.....	do.....	1 10s. do.....	do.....		4	10	0	0
27	Mary McWaters.....	do.....	1 10s. do.....	Two months and twelve days.....	From 19th July.....	3	12	0	0
28	Bridget Sweeney.....	do.....	1 10s. do.....	do.....	do 3rd August.....	3	0	0	0
29	Ellen Corley.....	Laundress.....	1 15s. do.....	Three months.....		5	5	0	0
30	Ann Noon.....	do.....	1 10s. do.....	do.....		4	10	0	0
31	Elizabeth Smith.....	do.....	1 10s. do.....	do.....		4	10	0	0
32	Ann Murphey.....	do.....	1 10s. do.....	do.....		4	10	0	0
33	Lucy Sharp.....	Housemaid.....	1 5s. do.....	do.....		3	15	0	0
34	Betsy McEwan.....	do.....	1 5s. do.....	do.....		3	15	0	0
35	Margaret Larey.....	Cook.....	1 5s. do.....	do.....		3	15	0	0
36	Catharine Grogan.....	do.....	1 5s. do.....	do.....		3	15	0	0
37	Jessie McLeod.....	do.....	1 5s. do.....	do.....		3	15	0	0
38	Mary Macher.....	do.....	1 5s. do.....	do.....		3	15	0	0
						387	2	0	0

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## REPORT OF THE MEDICAL SUPERINTENDENT.

To the Honorable the Chairman and Board of Directors of the Provincial Lunatic Asylum, at Toronto.—

GENTLEMEN,

I beg leave respectfully to submit the following Report of the state and proceedings of the Provincial Lunatic Asylum, as required of the Superintendent, from the 26th day of January, 1850, to the 5th of November, 1850.

At the former period there were 211 Insane Persons in the Temporary Asylum, all of whom were transferred to the new Building as a matter of necessity, there being no provision for their disposal in any other way. Of these a very large number had been in the Temporary Asylum for years, and do not admit of any hope of their ultimate recovery.

The number of admissions since has been 97, and in every case the requirements of the Act 2nd Victoria, cap. 11 have been complied with, making a total of 308 persons who have been in the Hospital during the period to which this Report has reference.

Of these 40 recovered, 13 were relieved or improved, 2 eloped, 20 died, and 233 remained on the 5th of November, 1850.

On referring to the accompanying tables, it will be seen that a great proportion of those who recovered were cases where the attack was not of very long duration; and no doubt a great many of those whose recovery is doubtful, and others, where it is out of the question, might possibly not have to suffer their heavy affliction, had they been removed earlier from home and placed under a proper system of moral and medical treatment, in some Institution appropriated to the relief of this unhappy class of sufferers, where alone, the necessary appliances exist, and which course experience has proved to be a most important step towards, if not essential, to their restoration. Still, cases, apparently the most unpromising, do recover after a long lapse of time, as has been exemplified in this Institution during the year in more than one instance. One case may be mentioned in particular, that of a female who had been afflicted with violent mania for nearly four years, during a great part of the time requiring isolation and restraint by the strait waistcoat. She was of the most depraved habits, yet was perfectly restored, and left the Asylum full of gratitude, while she retained a lively recollection of all that had passed during her long illness. Such exceptions do occur every now and then, but do not by any means weaken the principle, that the sooner proper treatment is adopted, the more likely is benefit to follow. Besides the cases cured many became so much improved as to admit of their returning to society with safety, and taking part in many useful avocations, as domestic work, agriculture, &c. These were cases chiefly of *dementia*, subject to paroxysms of excitement, but became subdued and calmed by judicious discipline and regimen.

There were some cases removed during treatment where recovery was probable, who have been classed among those relieved. The friends of patients are frequently prevailed upon by their earnest sollicita-

tions to remove them; this is a most mistaken kindness, any good that has been accomplished is sure to be undone, and in cases where convalescence has commenced, too early removal is very apt to be followed by relapse, leaving a worse and more intractable case to deal with than the previous attack.

Owing to the imperfect enclosure of the grounds, a good many have from time to time effected their escape, although none are permitted out of doors except under the care of an attendant. In almost all cases they have been overtaken and brought back; but one person has effectually baffled all search and was not recovered. In these cases the friends of the patients, or those by whom they were sent, were immediately advised of the circumstance and requested to inform the Superintendent in case they reached their former homes.

It is, however, matter of surprise that the number of escapes were not greater, considering how many were employed on the grounds in various ways and places. During the whole season, when weather permitted, from 40 to 50 men were generally engaged in digging, levelling, draining and in cultivating a large crop of vegetables of various kinds. In this way, during the summer, a good supply of wholesome food was procured, and at a very small cost, and a large store of carrots, parsnips, onions, beets, potatoes, beans, cabbages, &c. has been provided for the winter and spring. While this large number of men were so well and profitably occupied, there were others of both sexes to whom light and ornamental gardening and the cultivation of flowers, would have been an agreeable and salutary employment. The want of pleasant and diversified walks and grounds, with shrubbery and shade has been much felt. The rough and uncultivated state of the grounds, being such as to require all the season's labour to bring them into a state fit for laying out, planting, &c. It is gratifying to think that next summer will probably alter the appearance of the grounds, and that healthful and agreeable, as well as intellectual enjoyment, will be participated in by many who were deprived of such during the past season.

Out-of-door employment is a means of all others most likely to promote the recovery of the Insane, and, to every modern Asylum, a farm is considered a necessary appendage; under proper restriction active employment with the spade, hoe and wheelbarrow is undoubtedly the most conducive to the comfort and recovery of those so engaged. In no case is labour made compulsory or painful, the patient who at first may be averse to work, becomes persuaded by his attendant, or stimulated by the example of others to make a beginning, and in a very short time realizes the advantages and pleasure resulting. It is to be understood that the labour of patients is not reckoned on as a source of gain or profit, but simply as a means likely to promote their well-being of body and mind. As a slight indulgence to those who work regularly and pleasantly, there is served out in the afternoon about 3 o'clock some good coffee and bread: this is much relished, and is a strong inducement to the indolent and moping to take part in the labours of the field. Besides those who work, all who can be trusted, both male and female, are taken out daily for walking exercise, accompanied by their

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attendants, but owing to the absence of roads and walks, as well as shade, there is not that free access to the grounds that could be desired. In visiting the wards at night, one can tell with tolerable accuracy the proportion that has been at work during the day, by the stillness and quiet that prevail. Sound sleep is the almost certain effect of active employment out of doors, and which in many cases cannot be induced by the largest doses of opiates.

Of the deaths recorded, four took place very soon after admission; two were brought to the Hospital in such a state of weakness from incurable bodily disease, as to be unable to stand or support themselves. One of these, and another patient, were admitted when suffering from phthisis in a very advanced stage, and both survived but a very short time; another was a case of *delerium tremens*, and altogether unfit for such an hospital.

It is much to be regretted that a case of suicide occurred during the year; of all cases, the suicidal are the most embarrassing and unsatisfactory, their existence increasing very much the anxiety and responsibility of those in charge of the insane: no matter how narrowly watched, nor how perfect soever the precautions adopted to ensure safety may seem to be, the determined suicide will, sooner or later, accomplish the purpose on which the mind is unceasingly occupied. The unhappy case referred to, was one where the attempt had been made more than once previous to admission, of which we were aware, nor did the patient at all conceal the dreadful purpose and determination to destroy herself; every precaution was taken: she was always through the day under the observation of an attendant, and at night slept in the room with a careful intelligent girl, whose presence did not deter her from her purpose, which she accomplished by suspending herself by a stripe torn from a sheet, and fastened to the top-bar of the window-sash in the sleeping apartment. This was done so quietly and composedly as not to arouse her room-mate, who was unconscious of any thing unusual, until waking in the morning she beheld the poor woman hanging within two feet of where she slept. Nor did the night-nurse hear any thing to attract her attention when this happened, although constantly moving through the several wards, yet the unhappy patient had to break a corner of a pane of glass to enable her to fasten the cord to the rail. There have been many other cases in the house, with suicidal tendency, and it has been only with the closest watching they have been saved. One young woman had all but strangled herself with her handkerchief tied tightly round her neck—while amongst many other patients during the day, and in the open corridor—fortunately an attendant was at hand and rescued her; had this patient chosen the bath-room or water-closet, it is certain she would have perished. Another case is curious and worth recording in a medico-legal point of view; it happened just at the time of my making the usual night-visits, where, on entering a room, from which an attendant had but emerged, and was folding the patients' clothes at the door, I beheld the young man leaning composedly over the bed, and bleeding profusely from a wound in the neck; on examining the wound, which was situated just over and extending down to the large vessels on the left side, and about two inches in length, it had all the appearance of having been inflicted with a sharp-edged, clean-cutting instrument, so perfectly smooth and even were the edges, at first it occurred to me that the attendant had been culpably negligent in allowing the patient to have a knife or some sharp weapon, but

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nothing of the kind could be found on searching; presently the patient pulled from under his shirt one of his gaiters, which he had secreted while undressing, and with the prong of the buckle of which he had attempted and nearly succeeded to destroy himself. There was ample proof on examining the gaiter, as well as by the declaration of the patient, that this was the way the wound had been inflicted. Now, in this case, had I been called on to give an opinion as to how such wound was made, I should have said by a knife or razor, or some such instrument, and not by the prong of a buckle, from which I would have expected a rugged uneven surface however sharp it might have been. The wound was brought together, union by the first intention followed, and very soon after the young man was restored to society.

The number remaining in the Asylum on the 5th day of November is 233, of these a large proportion is in a state of *dementia*, and for the most part harmless; there is no hope of their ever being restored. Their safe-keeping and comfort is of course to be attended to, their being kept employed as far as practicable is also desirable, but now that a want of room is felt in the Asylum, it becomes a matter for consideration whether such patients could not be maintained elsewhere at a much less cost to the public, and the room now permanently occupied by them be appropriated to the accommodation of cases admitting of cure or relief. The accumulation of this incurable class in the Temporary Asylum has been so great as materially to interfere with the usefulness of the new house, many of them are more fit for an Alms' House than for a Lunatic Asylum. It will be seen at a glance how very desirable the removal of such becomes, and how greatly it would relieve the wards, when it is known that the arrangements admit of but three classifications for each sex, and that in one ward are mixed together, from necessity, the violent, the idiotic, the epileptic, the filthy, the mischievous, with a number of quiet, harmless demented patients, who are much annoyed by the excitement of their companions; such a confused and objectionable mixture ought not to exist, yet under present circumstances there is no help for it.

Another evil, to which I may refer, is the inconvenience experienced by patients of a better class, who pay for their support, in associating constantly with the ordinary or pauper patients, as the corridors do not admit of separation. Cases occur where such separation, and the providing extra comforts or luxuries would not be appreciated; but it is equally true that to many patients, this co-mingling with those whose habits and feelings are so different, would be not only very painful but positively prejudicial, and ought by all means to be provided against. The terrible calamity of loss of reason should be mitigated in every possible way, by those on whom devolves the duty of providing Asylums for such as the Almighty has so afflicted.

The health of the inmates during the past year, has been on the whole pretty good; early in the spring erysipelas appeared in the worst ward, and made a circuit of the house, between 60 and 70 persons were attacked, not one of whom, it is pleasant to reflect, was carried off; some troublesome cases of dysentery also occurred, and all gave way to treatment.

The means for heating the establishment are tolerably efficient; the warmth is most agreeable and equable, and is easily maintained at any required



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temperature. The mode adopted is by hot water, conveyed through every apartment in small metal pipes near the floor, making an endless coil, proceeding from and returning to a furnace where several coils of the pipe surround the fire. The heat generated in this manner is, as has been already remarked, most agreeable, and could the furnaces be modified in any way, so as to avoid the necessity for using anthracite coal, which is difficult to obtain in our position, is perhaps the best mode that could be devised. The ventilation has been somewhat improved by a slight modification of the furnaces in the base of the shafts, but as yet is not effectual in keeping the wards as sweet as they ought to be.

There is an abundant supply of water always available, which is one of the most essential requisites of such an Institution: the cistern in the dome holding nearly 12,000 gallons, is filled daily by the steam-engine near the lake. A convenient provision also exists for maintaining a regular supply of hot water for the laundries, culinary purposes, baths, cleaning, &c. The want of a safe, clean and effectual means of lighting such a large establishment is felt as a great inconvenience. This desideratum, it is hoped, will soon be supplied.

The dietary approved by the Board has been found to answer very well, it is amply sufficient, and affords a variety, both grateful and beneficial to the patients. It may remain as the ordinary fare. Owing to the steady heat of the house the bed clothing is light, consisting of a sheet, blanket and quilt; in most cases this is sufficient, but when desirable or requisite more is supplied. The personal clothing of every patient is quite in keeping with their circumstances.

In the general treatment of the patients it is enjoined on all the attendants, that no cruelty or even threatening can be tolerated. Unremitting kindness is the only means of gaining the confidence of the insane, and must be practised to ensure success or comfort in the management of a Lunatic Asylum. With regard to restraint, it is had recourse to occasionally, but as seldom as it is believed possible, and only when considered indispensable. Isolation, or seclusion in a darkened room for a short period is, in most cases, effectual in restraining the mischievous and subduing the violent, and has with us almost superseded the strait-jacket. There are those cases where the tendency to self-injury and destructiveness is so great, that the jacket or some other contrivance cannot be dispensed with. In no case is an attendant allowed to impose any restraint, without the knowledge and consent of the superintendent. In this way the attendants learn the necessity for cultivating a kindly feeling with the patients, as the most

easy method of ensuring harmony and peace in their wards. When, in the course of treatment, it becomes necessary to remove a patient from one ward to another, great reluctance is frequently manifested by them to leave their attendants, affording a most agreeable proof of the forbearance and kindness with which they have been treated.

As a general rule, all who are capable are kept employed—many out of doors on the farm and grounds—some cutting and preparing firewood, some in the kitchens and laundry, others assisting in the general cleaning of the house; most of the two best classes, clean and do up their own rooms and beds, and assist in keeping the corridors clean and regular; and among the females many are excellent needle-women, and are so industrious as to perform all the work required in the Institution. The making and mending of the men's clothes is also done by some among the male patients.

The Sabbath is observed as a day of rest, its appropriate services being enjoyed by a considerable number of the patients. The service of the Church of England is regularly performed by the Rev. Mr. Grasett, Rector of Toronto, and his Curate, the Rev. Mr. Baldwin, at which nearly 100 of both sexes ordinarily attend. Their conduct is proper and becoming, and not unfrequently many make judicious remarks on what they have heard. The attendance on religious services is believed to have a very salutary influence; in no case has it been observed to be hurtful. Religious tracts, granted by the Tract Society, are distributed on this day to those patients who may desire them; and the attendants frequently entertain their patients by reading from some appropriate book. Two other chapels are provided, in neither of which has there, as yet, been any service.

The nucleus of a Library has been formed, to which suitable additions should be made from time to time, and will form a very useful and necessary appendage to the Hospital.

To the proprietors of some of the Provincial papers, the patients are largely indebted for the means of keeping up a knowledge of what is passing in the world, as well as affording interesting and amusing reading:— The Montreal "Witness," the Toronto Daily "Patriot," "Globe," and "Mirror," are regularly received and welcomed by many.

All which is very respectfully submitted.

JOHN SCOTT, M.D.,  
Superintendent and  
Physician.

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TABULAR View of the Condition of the PROVINCIAL LUNATIC ASYLUM, TORONTO, from 26th January to 5th November, 1850, embracing those transferred from the Temporary Lunatic Asylum, on 25th January, 1850.

No of Registers.	Time of Admission.	Age when Admitted.	Sex.	Civil Condition.	Supposed Cause.	Duration before Admission.	By whom Supported.	Time spent in Asylum.	Discharged or Remaining.	In what State.	Remarks.—Homicidal, Suicidal, Periodical.
1	January 21, 1841	30	Male	Single	Fall from a house	Two and a half years	Province	Nine years	Remains	Stationary.	
3	do do	20	do	do	Political trouble	Three years	do	do	do	do	
4	do do	20	do	do	Idiocy	Twenty years	do	do	do	do	
17	do do	40	Female	Unknown	Domestic trouble	Unknown	do	do	do	do	
14	do do	20	do	Single	Unknown	do	do	do	do	do	
62	do do	25	Male	Married	do	do	do	Eight	do	do	
67	do do	35	do	do	do	do	do	do	do	do	
70	February 19, do	30	Female	Unknown	do	do	do	do	do	do	
89	May 8, do	30	Male	Single	do	do	do	do	do	do	
102	June 8, do	30	Female	Married	do	do	do	do	do	do	
105	do 23, do	50	do	Single	Disappointed affection	do	do	do	do	do	
108	do 27, do	32	do	Married	Grief	do	Friends	do	do	do	
121	August 4, do	40	do	Widow	do	do	Province	do	do	do	
132	October 18, do	30	Male	Single	Family affliction	do	do	do	do	do	
139	November 16, do	25	do	do	Unknown	do	do	do	do	do	
184	October 25, do	30	Female	Unknown	do	do	do	do	do	do	
151	January 1, 1843	50	Male	do	Idiot	do	do	do	do	do	
175	April 27, do	51	do	Married	Jealousy	do	do	Seven	do	do	Homicidal.
180	May 25, do	50	do	Unknown	Idiot	do	do	do	do	do	
181	do 26, do	45	Female	do	Intemperance	do	do	do	do	do	
197	September 25, do	20	do	do	Change of life	do	do	do	do	do	
217	February 1, 1844	42	Male	Single	Unknown	do	do	do	do	do	
221	do 20, do	35	do	Married	Domestic trouble	do	do	Six	do	do	
226	April 25, do	28	Female	do	Epileptic	do	do	do	do	do	
127	do 28, do	35	do	do	Unknown	do	do	do	do	do	
230	May 17, do	45	Male	do	do	do	do	do	do	do	
231	do 24, do	40	do	Unknown	do	do	do	do	do	do	Homicidal.
247	July 18, do	26	Female	do	do	do	do	do	do	do	do
250	August 3, do	25	Male	Single	do	do	do	do	do	do	
254	September 17, do	22	do	do	Epileptic	do	do	do	do	do	
276	January 22, 1845	45	do	do	do	do	do	do	do	do	
284	April 13, do	24	do	Unknown	Intemperance	do	do	Five	do	do	
289	May 7, do	30	Female	Single	Hereditary	do	do	do	do	do	Sister in House.
300	June 14, do	26	Male	Married	Unknown	do	do	do	do	do	
313	August 13, do	50	Female	Single	do	do	do	do	do	do	
324	October 10, do	40	Female	Married	do	do	do	do	do	do	Periodical excitement.
342	November 27, do	30	Male	Unknown	do	do	do	do	do	do	do
347	December 19, do	22	do	do	do	do	do	do	do	do	do
350	do 30, do	20	Female	Single	do	do	do	do	do	do	do
354	November 5, do	30	do	do	do	do	do	do	do	do	do
358	January 27, 1846	35	Male	Married	Bodily illness	do	do	Four	do	do	
				Unknown		do	do		do	do	

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TABULAR View of the Condition of the PROVINCIAL LUNATIC ASYLUM, TORONTO, from 26th January to 5th November, 1850.—(Continued.)

No. of Register.	Time of Admission.	Age when Admitted.	Sex.	Civil Condition.	Supposed Cause.	Duration before Admission.	By whom Supported.	Time spent in Asylum.	Discharged or Remaining.	In what State.	Remarks.—Homicidal, Suicidal, Periodical.
380	June 23, 1846	24	Male	Single	Masturbation	Three weeks	Province	Four years	Remains	Stationary	Periodical excitement.
381	do 25, do	27	Female	do	Disappointed affection	Unknown	do	do	do	do	do
382	do 30, do	36	Male	Unknown	Unknown	do	do	do	Died	do	do
385	July 2, do	38	Female	Married	Jealousy	do	do	do	Remains	Stationary.	do
388	do 8, do	40	do	do	Unknown	Five years	do	do	do	do	do
394	do 22, do	40	do	Single	do	Eleven months	do	do	do	do	Epilepsy.
398	August 13, do	30	do	do	Idiocy	do	do	do	do	do	do
399	do 10, do	36	do	Married	Unknown	Thirty years	do	do	do	do	do
363	March 13, do	26	Male	Single	Disappointed affection	Four do	do	do	do	do	do
374	May 8, do	23	do	do	Unknown	One year	do	do	do	do	do
391	July 11, do	30	Female	do	Idiocy	Infancy	do	do	do	do	do
392	do 15, do	39	Male	Married	Unknown	Eight months	do	do	do	do	Homicidal.
407	September 2, do	25	Female	Single	do	Six do	do	do	do	do	do
413	do 11, do	34	Male	Married	Death of his wife	Three years	do	do	do	do	do
408	do 2, do	75	Female	Single	Idiocy	Seven do	do	do	do	do	Homicidal.
424	October 23, do	32	do	Married	Effects of cold	Three months	do	do	do	do	do
426	do do do	46	Male	do	Disappointment in life	do	do	do	do	do	do
438	November 9, do	26	Female	Single	Fall from a horse	One year	do	do	do	do	do
445	December 4, do	68	do	do	Change of life	Six weeks	do	do	do	do	do
446	do 8, do	30	Male	do	Unknown	Six months	do	do	do	do	do
451	do 12, do	21	Female	do	Uterine disturbance	do do	do	do	do	do	do
450	do do do	28	do	do	Unknown	Eighteen months	do	do	do	do	do
448	do do do	44	Male	do	do	Ten years	do	do	do	do	Periodical excitement.
452	do do do	21	do	do	Epilepsy	Seven do	do	do	do	do	do
464	January 19, 1847	29	do	do	Unknown	Five do	do	Three	do	do	do
470	February 13, do	27	Female	do	Epilepsy	Unknown	do	do	do	do	Periodical excitement.
477	March 13, do	32	do	Married	do	do	do	do	do	do	do
517	June 29, do	36	Male	Single	do	do	do	do	do	do	do
522	July 7, do	48	Female	Married	Intemperance	do	do	do	do	do	do
494	May 5, do	51	Male	do	do	Eight years	do	do	do	do	do
512	June 27, do	27	do	Single	Idiocy	Unknown	do	do	do	do	do
530	August 2, do	25	do	do	Unknown	Twenty-seven years	Friends	do	do	do	do
463	January 19, do	27	Female	do	Bodily sickness	Unknown	Province	do	do	do	do
471	February 17, do	21	Male	do	Too close application to Study	Three years	do	do	do	do	do
472	do 22, do	50	do	Married	Intemperance	Two weeks	do	do	do	do	do
479	March 13, do	33	do	Single	Bodily illness	Six months	do	do	do	do	Epilepsy.
486	do 29, do	35	Female	Unknown	Intemperance	Unknown	do	do	Discharged	Cured.	do
510	June 18, do	24	Male	Single	Fright	Nine years	do	do	Remains	Stationary.	do
511	do 21, do	68	Female	do	Unknown	Unknown	do	do	do	do	do
514	do 26, do	40	do	Married	Ill-treatment by husband	do	do	do	do	do	do
525	July 21, do	21	do	Single	Disappointed affection	One month	do	do	do	do	do
529	do 30, do	55	Male	Unknown	Ill-health	Unknown	do	do	Died	do	do

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TABULAR View of the Condition of the PROVINCIAL LUNATIC ASYLUM, TORONTO, from 26th January to 5th November, 1850.—(Continued.)

No. of Registrar.	Time of Admission.	Age When Admitted.	Sex.	Civil Condition.	Supposed Cause.	Duration before Admission.	By whom Supported.	Time spent in Asylum.	Discharged or Remaining.	In what State.	Remarks.—Homicidal, Suicidal, Periodical.
551	September 21, 1847	30	Female	Married	Jealousy	Four months	Province	Three years	Remains	Stationary.	
544	do 11, do	20	Male	Single	Unknown	Unknown	do	do	Died	Dead.	
555	October 14, do	27	do	do	Disappointment	Three months	do	do	Remains	Stationary.	
559	do 19, do	46	Female	Married	Religion	Unknown	do	do	do	Improved.	
563	do 23, do	45	Male	Unknown	Unknown	do	do	do	do	Stationary.	
576	November 14, do	26	do	do	do	do	do	do	do	do	
577	do 16, do	50	do	do	Intemperance	Six months	do	do	do	do	
584	do 25, do	57	Female	do	do	Unknown	do	do	Discharged	Cured.	
586	do 26, do	38	do	do	Religion	Unknown	do	do	Died	Dead.	
589	December 1, do	31	do	do	Jealousy	Seventeen months	do	do	Remains	Stationary.	
599	do 24, do	28	Male	Single	Epilepsy	Four	do	do	do	do	
600	do 30, do	26	Female	do	Anxiety to get married	Unknown	do	do	do	do	
606	January 21, 1848	45	Male	Unknown	Unknown	Five weeks	do	do	do	do	
619	March 20, do	20	Female	Single	Unknown	Unknown	do	Two	do	do	
621	do 28, do	24	Male	Unknown	Epilepsy	Six years	do	do	do	do	Periodical excitement.
630	April 22, do	50	do	Married	Unknown	Unknown	do	do	Died	Dead.	
632	do 22, do	50	do	do	do	do	do	do	Remains	Stationary.	
634	do 22, do	54	Female	Single	do	do	do	do	do	do	
622	March 30, do	22	do	do	do	do	do	do	do	do	
636	April 27, do	34	Male	Married	Disappointed affection	Three months	do	do	do	do	
637	May 2, do	44	do	do	Hard work	One year	do	do	do	do	
646	June 4, do	28	Female	do	Unknown	Unknown	do	do	do	do	Dangerous
652	do 12, do	50	Male	Single	Religious excitement	do	Friends	do	do	do	
656	do 19, do	24	do	do	Idiocy	do	Province	do	do	do	
660	do 26, do	26	Female	do	do	do	do	do	do	do	
655	do 17, do	52	do	do	Unknown	do	do	do	do	do	
669	July 12, do	40	Male	Married	Fright	do	Friends	do	do	do	
676	do 21, do	31	do	do	Millerism	do	Province	do	do	do	
691	August 14, do	29	do	do	Unknown	do	do	do	do	do	Periodical excitement and Dangerous.
689	do 10, do	28	do	do	do	do	do	do	do	do	
695	do 25, do	37	do	do	Intemperance	do	do	do	do	do	
697	September 5, do	42	do	do	Religion	do	do	do	Discharged	Cured.	
702	do 20, do	32	do	do	Disappointed ambition	do	do	do	Remains	Stationary.	
703	do 21, do	41	do	do	Intemperance	do	do	do	do	do	
705	do 30, do	19	Female	Single	do	do	do	do	do	Dead.	
708	October 13, do	24	do	do	Unknown	do	do	do	do	Stationary.	
709	do 17, do	40	Male	Married	Disappointed affection	do	do	do	do	Improved.	
710	do 17, do	37	Female	do	Domestic affliction	do	do	do	do	Stationary	Man and Wife.
715	do 29, do	21	Male	Single	do	do	Friends	do	do	do	
711	do 25, do	21	do	do	Sun-struck	do	Province	do	Removed	Improved.	
716	November 3, do	24	Female	do	Idiocy	do	do	do	Remains	Stationary	Epilepsy—Homicidal.
717	do 2, do	31	Male	do	Disappointed affection	do	do	do	do	do	
					Unknown	do	do	do	Remains	Stationary.	

TABULAR View of the Condition of the PROVINCIAL LUNATIC ASYLUM, TORONTO, from 26th January to 5th November, 1850.—(Continued.)

No. of Registrar.	Time of Admission.	Age when Admitted.	Sex.	Civil Condition.	Supposed Cause.	Duration before Admission.	By whom Supported.	Time spent in Asylum.	Discharged or Remaining.	In what State.	Remarks.—Homicidal, Suicidal, Periodical.
724	November 28, 1848	24	Male	Single	Ill-health	Unknown	Province	Two years	Died	Dead.	
728	December 19, do	28	do	do	Unknown	do	do	do	Remains	Stationary.	
731	do 22, do	48	do	do	do	do	do	do	do	do	
733	do 29, do	27	do	do	Epilepsy	do	do	do	do	do	
739	January 12, 1849	72	do	do	Intemperance	do	do	do	do	do	
741	do 13, do	45	Female	do	Idiocy	do	do	do	do	do	
742	do do do	27	Male	Married	Disappointed ambition	do	do	do	do	do	Homicidal. Has a brother and sister in the house.
750	February do do	35	do	Single	Loss of property	do	do	do	do	do	
752	do 17, do	60	Female	Married	Reverse of circumstances	do	do	do	do	do	
757	do 27, do	29	Male	Single	Unknown	do	do	do	do	do	
763	March 29, do	40	Female	Widow	Grief	do	do	do	do	Improved.	
768	April 17, do	60	do	Married	Anxiety	do	do	do	do	Stationary.	
771	do 19, do	32	Male	Single	Unknown	do	do	do	do	do	
773	do 24, do	38	do	do	do	do	Friends	do	do	do	
776	May 6, do	20	Female	do	do	do	do	do	do	do	
777	do 8, do	28	do	do	Disappointed affection	do	Province	do	Removed	Improved.	
781	do 15, do	50	do	Widow	Unknown	do	do	do	Remains	Stationary.	
784	do 30, do	25	Male	Single	do	do	do	do	do	do	
786	June 1, do	20	Female	do	Disappointed affection	do	do	do	do	do	
788	do 4, do	27	Male	do	Unknown	do	do	do	do	do	
792	do 11, do	50	Female	Widow	Loss of property	do	do	do	do	Improved.	
793	do do do	35	Male	Single	Unknown	do	do	do	do	Stationary.	
794	do 14, do	59	do	Married	Anxiety	do	do	do	do	do	
795	do do do	50	Female	Unknown	do	do	do	do	do	do	
799	do 20, do	42	do	Married	Grief	do	Friends	do	Discharged	Cured.	
805	July 2, do	47	do	do	Religion	do	Province	do	do	do	
807	do 6, do	28	Male	Single	Unknown	do	do	do	do	do	
808	do 7, do	22	do	do	do	do	do	do	do	do	
810	do 8, do	25	Female	do	Idiocy	do	do	do	do	do	
814	do 13, do	34	do	Married	Disappointed affection	do	do	do	Died	Dead.	
815	do 21, do	36	do	Widow	Unknown	do	do	do	do	do	
820	do 25, do	54	do	Married	do	do	do	do	do	Cured.	
821	do do do	17	Male	Single	Idiocy	do	do	do	do	do	
822	do do do	32	do	do	Unknown	do	do	do	do	do	
824	August 8, do	46	Female	do	do	do	Friends	do	Discharged	Cured.	
825	do 24, do	40	Male	Married	Intemperance	do	do	do	do	do	
827	do 31, do	22	Female	Single	Bodily sickness	do	Province	do	Remains	Stationary	
828	September 5, do	55	do	Married	Domestic trouble	do	do	do	Discharged	Cured.	
829	do do do	60	do	do	Religion	do	do	do	do	do	
831	do 7, do	32	Male	Single	Intemperance	do	do	do	do	do	
832	do do do	45	Female	do	Disappointed affection	do	do	do	do	do	
833	do 9, do	45	do	Widow	Anxiety about property	do	do	do	do	do	
834	do 11, do	34	Male	Single	Fright	do	do	do	do	do	

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TABULAR View of the Condition of the PROVINCIAL LUNATIC ASYLUM, TORONTO, from 26th January to 5th November, 1850.—(Continued.)

No. of Register.	Time of Admission.	Age when Admitted.	Sex.	Civil Condition.	Supposed Cause.	Duration before Admission.	By whom Supported.	Time spent in Asylum.	Discharged or Remaining.	In what State.	Remarks.—Homicidal, Suicidal, Periodical.
886	September 20, 1849	30	Female	Married	Ill-health	Unknown	Province	One year	Remains	Stationary	Dementia—hopeless.
887	do do do	25	do	Single	Dissipation	One year	do	do	do	Improved	Mania.
888	do do do	21	do	do	do	do	do	do	do	do	do
842	do do do	20	Male	do	Unknown	Unknown	do	do	Discharged	Cured.	do
843	October 2, do	18	Female	do	Hereditary	One year	do	do	Remains	Stationary	Mania—has a brother in the house.
844	do 3, do	32	Male	do	Fright	Six months	do	do	Discharged	Cured.	do
847	do 11, do	20	do	do	Idiocy	Unknown	do	do	Remains	Stationary	Congenital.
848	do do do	15	do	do	Separation from friends	One year	do	do	do	do	Epileptic Mania.
851	do 12, do	27	do	do	Epilepsy	Unknown	do	do	Discharged	Cured.	do
852	do 16, do	21	Female	do	Unknown	do	Friends	do	Remains	Improved	Dementia.
853	do 17, do	17	do	do	Fright	do	Province	do	do	do	do
854	do 18, do	32	Male	Married	Intemperance	do	do	do	do	do	do
855	do do do	29	do	Single	Idiocy	do	do	do	Eloped	Improved	do
858	do 26, do	60	do	Married	Religion	do	Friends	do	Remains	Stationary	Epileptic Mania.
859	do 27, do	38	do	do	Intemperance	Eight months	Province	do	Died	Dead	Epileptic.
860	November 1, do	39	do	Single	Disappointed ambition	One year	do	do	Remains	Improved	do
861	do 4, do	26	do	do	Intemperance	Three months	do	do	Discharged	Cured.	Dementia.
862	do 8, do	44	do	do	Unknown	Unknown	do	do	Remains	Stationary	do
863	do do do	40	do	Married	do	do	do	do	do	do	do
365	do 12, do	30	do	Single	do	do	do	do	do	do	do
866	do 13, do	34	Female	Married	Epilepsy	Six months	do	do	do	Improved	Dementia.
867	do 26, do	40	Male	do	Intemperance	Two years	do	do	do	do	Epileptic.
868	December 2, do	50	Female	do	Domestic troubles	do	do	do	do	do	Dementia.
869	do 3, do	46	do	do	Religion	Six months	do	do	Died	Dead	Melancholy.
870	do 5, do	35	do	do	Intemperance	do	do	do	Discharged	Restored	Second admission.
871	do do do	26	do	do	Unknown	Two years	do	do	Remains	Stationary	Dementia.
872	do do do	70	do	do	Old age	Unknown	do	do	do	Improved	Imbecile from old age.
873	do 8, do	31	Male	Single	Masturbation	Three years	do	do	do	Stationary	Dementia—hopeless.
874	do do do	38	Female	Married	Domestic affliction	Two years	do	do	do	do	Mania—hopeless.
876	do 21, do	38	Male	Single	Intemperance	Six months	do	do	Discharged	Cured	Fourth admission.
877	do 27, do	20	Female	do	Ill-treatment by relatives	do	do	do	do	do	Third admission.
878	do 31, do	19	do	do	Disappointed affection	Fifteen months	Friends	do	Remains	Stationary	do
879	January 4, 1850	40	do	do	Unknown	Unknown	Province	do	do	do	do
880	do 12, do	29	Male	do	Bodily sickness	Two years	Friends	Ten months	do	do	do
881	do do do	46	Female	Married	Unknown	Unknown	Province	do	do	do	do
882	do 14, do	29	Female	Single	Disappointed affection	Three years	do	do	do	do	do
883	do 17, do	20	Female	do	do	Four months	do	do	Discharged	Cured.	do
884	do 18, do	44	Male	do	Intemperance	do	do	do	do	do	do
885	do 19, do	53	do	Married	Millerism	One year	do	do	Remains	Stationary	do
888	do do do	29	do	Single	Intemperance	Three months	do	do	Discharged	Cured.	do
889	do 23, do	24	do	do	Disappointed affection	One year	do	do	do	Relieved.	do
890	do do do	24	do	do	do	One month	do	do	Remains	Improved.	do
891	do 25, do	28	Female	Married	Unknown	Six months	do	do	Discharged	do	do

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ADMITTED into PROVINCIAL LUNATIC ASYLUM, TORONTO, in accordance with the Act of Parliament, 2nd Vic. Cap. 11, since 26th January, 1850.

No. of Register.	Time of Admission.	Age when Admitted.	Sex.	Civil Condition.	Supposed Cause.	Duration before Admission.	By whom Supported.	Time spent in Asylum.	Discharged or Remaining.	In what State.	Remarks.—Homicidal, Suicidal, Periodical.
892	February 3, 1850	36	Male	Single	Unknown	Unknown	Province	Ten days	Died	Dead.	
893	do 9, do	29	do	do	Fright	do	Friends	Forty do	Discharged	Cured.	
894	do 8, do	48	Female	Married	Religion	Eight months	do	Two months	do	do	
895	do 12, do	56	do	do	Change of life	Two years	Province	Nine do	Remains	Stationary	Mania—periodical.
896	do 21, do	35	Male	Single	Intemperance	Six months	Friends	do days	Died	Dead	Admitted in a prostrated state.
897	do 22, do	37	Female	Married	Domestic troubles	Three do	Province	Four months	Discharged	Cured.	
898	March 3, do	40	Male	Single	Hard work	Unknown	do	One do	do	do	
899	do 4, do	19	do	do	Grief	One month	do	do do	Removed	Improved	Removed by father.
900	do 10, do	25	Female	Married	Bodily illness	Unknown	do	do do	Died	Dead	Admitted in last stage of phthisis.
901	do 11, do	14	do	Single	Hereditary	do	do	Eight do	Remains	Stationary	Mother and grandmother had been both insane.
902	do 13, do	40	Male	Married	Jealousy	do	do	Thirteen days	Discharged	Cured.	
903	do 14, do	45	Female	do	Anxiety	Two years	do	Eight months	Remains	Stationary	Dementia—hopeless.
904	do 15, do	40	do	do	Desertion by husband	Six months	do	do do	Discharged	Cured	
905	do 20, do	40	Male	do	Dissipation	Four months	Friends	Three do	Died	Dead	Melancholy.
906	do 20, do	40	do	Single	Intemperance	Unknown	Province	Six days	do	do	Admitted laboring under delirium tremens.
907	do 21, do	36	do	do	Unknown	do	Friends	Two months	Removed	Unknown.	
908	do 28, do	40	Female	Married	Religion	One year	do	do do	Discharged	Cured.	
909	do 28, do	56	Male	do	Intemperance	Unknown	Province	One month	do	do	
910	do 29, do	16	do	Single	Injury of head.	Six months	Friends	Five do	do	do	
911	April 5, do	50	do	Married	Intemperance	Unknown	Province	Four days	do	do	
912	do 9, do	21	do	Single	Hereditary	do	do	Seven months	Remains	Stationary	Has a brother in the house.
913	do 9, do	60	do	Married	Intemperance	do	Friends	do days	Discharged	Cured.	
914	do 10, do	56	do	do	do	One year	do	do do	do	do	
915	do 10, do	54	do	Widower	Reverse of circumstances	Six months	do	Seven months	Remains	Stationary	Hopeless.
916	do 12, do	32	do	Married	Religious excitement	do do	Province	Five do	Removed	Improved	Homicidal.
917	do 24, do	21	Female	Single	Family disputes	Three do	do	Seven do	Remains	do	
918	do 24, do	34	Male	do	Idiocy	Thirty-four years	Friends	Five do	Removed	do	Indian.
919	do 25, do	40	do	do	Intemperance	Forty do	Province	Seven do	Remains	Stationary	
920	do 26, do	27	do	do	Unknown	Nine do	do	do do	do	do	Second admission.
921	do 26, do	40	Female	do	do	Twelve do	do	do do	do	do	
922	do 26, do	55	do	Married	Domestic troubles	Seven do	Friends	do do	do	do	
923	do 27, do	28	Male	do	Religious excitement	One month	Province	Two do	Discharged	Relieved.	
924	May 2, do	22	do	Single	Followed Fever	do do	do	Five do	do	do	
925	do 14, do	26	do	do	Disappointment in love	Six do	do	Two do	do	do	
926	do 15, do	48	Female	do	Hereditary	Three do	do	Six do	Remains	Improved	Hereditary.
927	do 18, do	28	do	Married	Jealousy	Eighteen do	Friends	Two do	Dead	Committed suicide	Suicidal.
928	do 23, do	25	Male	do	Uterine disturbance	Four years	do	One do	Discharged	Cured.	
929	do 23, do	25	Male	Single	Ill-treatment by father	One do	Province	Six do	Remains	Improved	Second admission—hereditary.
930	do 23, do	31	Female	do	Fright	Four months	do	Five do	Discharged	Cured.	
931	do 27, do	57	Male	Married	Family troubles	Six do	do	One do	do	do	

ADMITTED into PROVINCIAL LUNATIC ASYLUM, TORONTO, in accordance with the Act of Parliament, 2nd Vic. Cap. 11, since 26th January, 1850.—  
(Continued.)

No. of Registrar.	Time of Admission.	Age when admitted.	Sex.	Civil Condition.	Supposed Cause.	Duration before Admission.	By whom Supported.	Time spent in Asylum.	Discharged or Remaining.	In what State.	Remarks.—Homicidal, Suicidal, Periodical.
932	June 2, 1850	40	Female	Married	Intemperance	Four months	Friends	One month	Discharged	Improved.	Hereditary.
933	do 4, do	36	Male	do	Hereditary	Two years	do	Four days	Removed	Stationary	
934	do do	24	Female	Single	False accusation.	Four months	Province	Five months	Remains	Improved.	
935	do 6, do	37	do	Married	Change of life	One week	do	Two do.	Removed	do	
936	do 12, do	25	do	Single	Loss of relations	One year	do	Five do.	Remains	Stationary.	
937	do do	39	do	Married	Jealousy	Three years	do	do	do	do	
938	do do	40	do	do	Unknown	Thirteen years	do	do	do	do	
939	do do	45	Male	Single	Epilepsy	Unknown	do	do	do	do	
940	do do	38	Female	Married	Domestic trouble	One month	do	One do.	Died	Dead	Criminal. Admitted in an advanced stage of phthisis.
941	do 17, do	27	do	Single	Unknown	Unknown	do	Five months.	Remains	Improved.	
942	do do	30	do	do	Disappointed affection	Six weeks	do	do	do	do	
943	do do	23	Male	do	Hereditary	do years	do	do	do	Stationary	Brother to No. 912.
944	do 18, do	42	do	Married	Anxiety about property	do weeks	do	do	do	Improved.	
945	do 19, do	17	do	Single	Sun struck	One week	Friends	Four do.	Discharged	Cured	
946	do do	30	do	do	False accusation.	do months.	do	Five do.	Remains	Improved.	
947	March 10, do	38	do	Married	Political excitement	Three weeks	Friends	Three do.	Died	Dead.	
948	June 22, do	30	do	do	Religious excitement	One month.	Province	Five do.	Remains	Improved.	
949	July 2, do	28	Female	do	Grief	Six months.	do	Four do.	do	Stationary	Is pregnant.
950	do 5, do	40	Male	do	Epilepsy	Unknown	do	One do.	Died	Dead	Epilepsy.
951	do 8, do	32	Female	do	Domestic affliction.	Ten days.	do	Four do.	Remains	Improved	Second admission.
952	do 8, do	23	do	Single	Unknown	Unknown	do	do	do	do	
953	do do	52	Male	Married	Intemperance	Six months.	do	Three do.	Eloped.	do	
954	do 10, do	21	Female	Single	Unknown	Unknown	do	Four do.	Remains	do	Second admission.
955	do do	30	Male	Married	Jealousy	Four months	do	do	do	Stationary.	Melancholy.
956	do 12, do	28	do	Single	Injury of head	Unknown	do	do	do	Improved.	
957	do 18, do	29	do	do	Ill-health	Two years	Friends	do	do	Stationary.	Melancholy.
958	do 19, do	26	Female	Married	Matrimonial trouble	Six weeks	Province	do	do	Improved	
959	do do	21	Male	Single	Brain fever	do	do	do	do	do	
960	do 25, do	34	do	Married	Hereditary	Two years	do	Two do.	Eloped.	do	Hereditary.
961	do do	45	Female	do	Change of life	Unknown	Friends	Four do.	Remains	Stationary.	
962	do 27, do	46	do	do	Ill-health	Five weeks	Province	Three do.	do	Relieved.	
963	do do	26	Male	Single	Erysipelas of head	Nine months	Province	Four do.	Remains	Improved.	Hereditary.
964	do 28, do	45	do	Married	Intemperance	Three do	do	do	Died	Dead	Epileptic.
965	August 3, do	34	Female	do	Fright	Two years	do	Three do.	Remains	Stationary.	
966	do 7, do	32	do	do	Anxiety	Twelve months	do	do	do	do	
967	do 10, do	50	do	Single	Grief	Thirty years	Friends	do	do	Improved.	
968	do do	40	Male	Married	Intemperance	Six months	do	do	do	do	
969	do 12, do	18	do	Single	Idiocy	Unknown	Province	do	do	Idiocy.	
970	do 15, do	40	Female	Married	Intemperance	Eight months.	do	do	do	Stationary.	



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ADMITTED into PROVINCIAL LUNATIC ASYLUM, TORONTO, in accordance with the Act of Parliament 2nd Vic. Cap. 11, since 26th January, 1850.—  
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No. of Register.	Time of Admission.	Age when Admitted.	Sex.	Civil Condition.	Supposed Cause.	Duration before Admission.	By whom Supported.	Time spent in Asylum.	Discharged or Remaining.	In what State.	Remarks.—Homicidal, Suicidal, Periodical.
971	August 20, 1850	26	Male	Married	Intemperance	One week	Friends	Eight days	Discharged	Cured	Suicidal.
972	do 22, do	40	Female	do	Religion	Two months	Province	Three months	Remains	Improved.	
973	do 27, do	47	do	Single	Fright at sea	Five weeks	do	One do	Discharged	Cured.	
974	do 31, do	85	Male	do	Unknown	Seven months	do	Three do	Remains	Stationary	Third admission.
975	September 3, do	22	do	do	Over-study	Two do	Friends	Two do	do	Improved.	
976	do 5, do	35	do	Married	Intemperance	Two weeks	Province	do	do	Stationary	Melancholy.
977	do 10, do	33	Female	Single	Disappointed affection	Six do	Friends	do	Removed	Relieved	Suicidal.
978	do 12, do	46	Male	do	Intemperance	Six months	Province	do	Remains	Stationary	Third admission, and partial paralytic.
979	do do	22	do	do	Religion	Twelve years	do	do	do	Improved	Melancholy.
980	do 18, do	15	do	do	Epilepsy	Six months	do	do	do	Stationary.	
981	do 17, do	32	Female	Married	Domestic trouble	Two years	do	do	do	do	
982	do 25, do	19	Male	Single	Grief	Ten days	Friends	do	do	Improved.	
983	do 26, do	29	Female	do	Unknown	do	Province	do	do	do	
984	October 9, do	48	Male	Married	Reverse of circumstances	One year.	do	One do	do	Stationary.	
985	do 12, do	24	Female	Single	Unknown	Unknown	do	do	do	do	Melancholy.
986	do 23, do	33	do	Married	Change of life	do	do	do	do	do	Epileptic, fourth admission.
987	do 26, do	36	Male	do	Intemperance	Five years	do	do	do	do	
988	do 31, do	35	do	Single	Unknown	Unknown	do	do	do	Improved!	French Canadian.
989	November 2, do	46	do	Married	Intemperance	One year.	do	Three days	do	do	

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No. 1.—TABLE shewing the Nativity of the Patients admitted into the Provincial Lunatic Asylum, Toronto, since 26th January, 1850.

	Males.	Females.	Total.
Ireland .....	23	18	41
England.....	10	10	20
Scotland.....	9	8	17
Canada .....	9	5	14
United States .....	2		2
Germany .....	1		1
East Indies .....	1		1
Lower Canada .....	1		1
			97

No. 2.—TABLE shewing the Counties from which the Patients came, admitted into the Provincial Lunatic Asylum since 26th January, 1850.

York.....	42
Wentworth and Halton .....	12
Frontenac, Lennox and Addington .....	7
Northumberland and Durham .....	5
Middlesex .....	5
Stormont, Dundas and Glengary .....	4
Lincoln, Haldimand and Welland .....	4
Huron, Perth and Bruce .....	4
Lanark and Renfrew .....	2
Hastings .....	2
Simcoe .....	2
Essex, Kent and Lambton.....	2
Oxford .....	2
Carleton .....	1
Peterborough .....	1
Leeds and Grenville .....	1
Waterloo .....	1
	97

No. 3.—TABLE shewing the Civil Condition of the Patients transferred from the Temporary Asylum, 26th January, 1850.

	Males.	Females.	Total.
Married .....	28	37	65
Single .....	91	44	135
Widowed .....	1	10	11
			211

No. 4.—TABLE shewing the Civil Condition of the Patients admitted into the Provincial Lunatic Asylum, from 26th January, 1850, to 5th November, 1850.

	Males.	Females.	Total.
Married .....	27	26	53
Single .....	29	15	44
Widowed .....			
			97

No. 5.—Religious Persuasion of the Patients transferred from Temporary Lunatic Asylum, 26th January, 1850.

	Males.	Females.	Total.
Roman Catholic .....	51	36	87
Church of England .....	37	29	66
Presbyterian .....	20	18	38
Methodist .....	8	6	14
Lutheran .....	2		2
Minonist .....	1		1
Quaker .....	1		1
Congregationalist .....		1	1
Baptist .....		1	1
			211

No. 6.—Religious Persuasion of the Patients admitted into the Provincial Lunatic Asylum, from 26th January, 1850, to 5th November, 1850.

	Males.	Females.	Total.
Church of England .....	28	12	40
Roman Catholic .....	12	13	25
Presbyterian .....	8	11	19
Methodist .....	5	3	8
Congregationalist .....	1	1	2
Baptist .....	1	1	2
Jewish .....	1		1
			97

No. 7.—Occupations of Patients transferred from Temporary Lunatic Asylum, 26th January, 1850.

Farmers .....	23
Labourers .....	47
Shoemakers .....	5
Tailors .....	4
School Teachers .....	2
Cooper .....	1
Bricklayer .....	1
Clerk .....	1
Fisherman .....	1
Plasterer .....	1
Lumberer .....	1
Weaver .....	1
Ship-builder .....	1
Carpenter .....	1
Clergyman .....	1
Editor of a Newspaper .....	1
Tanner and Currier .....	1
Plasterer .....	1
Cabinet-maker .....	1
Gardener .....	1
None .....	32
Domestic .....	71
Dressmakers .....	6
Ladies .....	5
Governess .....	1
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No. 8.—Occupations of Patients admitted into Provincial Lunatic Asylum, from 26th January to 5th November, 1850.

Farmers .....	19
Labourers .....	14
Clerks .....	6
Machinists .....	2
Weaver .....	1
Newspaper Editor .....	1
Lawyer .....	1
Tavern-keeper .....	1
Carpenter .....	1
Blacksmith .....	1
Shoemaker .....	1
Merchant .....	1
Miller .....	1
Boat-builder .....	1
Printer .....	1
Baker .....	1
None .....	3
<b>FEMALES.</b>	
Domestic .....	26
House servants .....	10
Dress-makers .....	2
Nursery-maid .....	1
Lady .....	1
None .....	1
41	
97	

No. 9.—Supposed Cause of Insanity in Patients transferred from Temporary Lunatic Asylum, 26th January, 1850.

<b>MALES.—(Moral.)</b>	
Political trouble .....	1
Disappointed affection .....	4
Disappointed ambition .....	5
Jealousy .....	2
Domestic trouble .....	2
Anxiety .....	1
Confinement in prison .....	1
Over-study .....	1
Loss of property .....	4
Fright .....	2
Millerism .....	2
Religion .....	1
26	
<b>(Physical.)</b>	
Injury of the head .....	2
Idiocy .....	14
Bodily illness .....	7
Intemperance .....	10
Excessive labour .....	2
Sun-stroke .....	1
Epilepsy .....	4
40	
Cause not ascertained .....	54
120	
<b>FEMALES.—(Moral.)</b>	
Matrimonial .....	1
Fright .....	2
Disappointed affection .....	13
Grief .....	3
Anxiety .....	3
Religion .....	4
Family affliction .....	3
Loss of property .....	3
Pecuniary embarrassment .....	1
Jealousy .....	3
Reversal of fortune .....	1
37	

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No. 9.—(Continued.)

<i>Brought up</i> .....		37
<b>(Physical.)</b>		
Injury of the head .....	1	1
Idiocy .....	1	1
Bodily illness .....	3	3
Intemperance .....	2	2
Dissipation .....	2	2
Epilepsy .....	2	2
Effects of cold .....	1	1
Uterine disturbance .....	2	2
Old age .....	1	1
15		
Hereditary .....	1	1
Cause not ascertained .....	38	38
91		

No. 10.—Supposed Cause of Insanity in Patients admitted into Provincial Lunatic Asylum, from 26th January to 5th November, 1850.

<b>MALES.—(Moral.)</b>	
False accusation .....	1
Fright .....	1
Grief .....	2
Political excitement .....	1
Jealousy .....	2
Reverse of circumstances .....	2
Religion .....	4
Over-study .....	1
Disappointed affection .....	1
Ill-treatment by father .....	1
Family troubles .....	1
Anxiety .....	1
18	
<b>(Physical.)</b>	
Intemperance .....	15
Epilepsy .....	3
Idiocy .....	2
Injury of the head .....	2
Erysipelas of head .....	1
Followed fever .....	1
Sun-stroke .....	1
Brain fever .....	1
Dissipation .....	1
Ill-health .....	1
28	
Hereditary .....	5
Cause not ascertained .....	5
56	
<b>FEMALES.—(Moral.)</b>	
Domestic trouble .....	6
Religion .....	3
Fright .....	3
Grief .....	2
Disappointed affection .....	2
Jealousy .....	2
Anxiety .....	2
Desertion by husband .....	1
False accusation .....	1
Loss of relative .....	1
Matrimonial trouble .....	1
24	
<b>(Physical.)</b>	
Change of life .....	2
Uterine disturbance .....	1
Intemperance .....	2
Ill-health .....	1
Puerperal .....	1
7	
Hereditary .....	1
Cause not ascertained .....	9
41	

## No. 11.—PARTICULARS of PATIENTS who have DIED at the PROVINCIAL LUNATIC ASYLUM, between the 26th day of January and 5th day of November, 1850.

No.	Sex.	Age.	Civil Condition.	Admitted.	Died.	Cause of Death.
1	Male .....	36	Single .....	February 3, 1850 ...	February 13, 1850 ...	Apoplexy.
2	Female .....	47	Married .....	December do 1849 ...	March 1, do ...	Gradual exhaustion.
3	Male .....	35	do .....	February 21, 1850 ...	do do do ...	Disease of the brain.
4	do .....	38	Single .....	March 20, do ...	do 26, do ...	Delirium tremens.
5	do .....	34	Married .....	October 27, 1849 ...	April 6, do ...	Disease of the brain.
6	do .....	23	Single .....	September 11, do ...	do 15, do ...	Pulmonary consumption.
7	Female .....	25	Married .....	March do 1850 ...	do 16, do ...	do do
8	Male .....	40	Single .....	June 30, 1846 ...	May 8, do ...	Disease of the heart, and dropsy.
9	do .....	40	Married .....	March 15, 1850 ...	June 11, do ...	Disease of stomach and bowels.
10	do .....	38	do .....	do 10, do ...	do 21, do ...	Exhaustion.
11	Female .....	48	do .....	May 15, do ...	July 11, do ...	Suicide.
12	do .....	38	do .....	June 12, do ...	do 15, do ...	Pulmonary consumption.
13	Male .....	40	do .....	July 5, do ...	August 25, do ...	Epilepsy, with disease of the brain.
14	do .....	53	do .....	do 30, 1847 ...	do 28, do ...	Chronic disease of stomach and intestines.
15	do .....	48	Single .....	September 21, 1848 ...	do 29, do ...	Purpura.
16	do .....	45	Married .....	July 28, 1850 ...	do 30, do ...	Disease of large intestine.
17	Female .....	41	do .....	November 26, 1847 ...	September 18, do ...	do do
18	Male .....	26	Single .....	November 28, 1848 ...	October 2, do ...	Pulmonary consumption.
19	Female .....	26	do .....	July 8, 1849 ...	do 10, do ...	do do
20	Male .....	26	do .....	March 28, 1848 ...	November 2, do ...	do do

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PROVINCE OF CANADA.

A DETAILED STATEMENT of BONDS and SECURITIES which have been Registered between the 11th May, 1850, and the 20th day of May, 1851; prepared in compliance with the 15th Section, 4th and 5th Vic. Cap. 91.

NAME OF PRINCIPAL.	OFFICE OR APPOINTMENT.	NAMES OF SURETIES.	PENALTY.			DATE OF BOND.	DATE OF RECORD.	No. OF BOND.	
			£	s.	d.				
Acton, Henry.....	A Collector in Her Majesty's Customs.....	Bettridge, William Rev. B. D.....	500	0	0	May 16, 1850	May	28, 1850	1361
Atkins, Fordyce William.....	Bailiff of one of the Division Courts of the County of Middlesex.....	Miller, Daniel Gilbert.....	250	0	0	July 13, do	July	30, do	1375
Armstrong, James.....	Preventive Officer in Her Majesty's Customs.....	Edison, Thomas.....	100	0	0	January 11, 1851	January	23, 1851	1396
Adamson, William.....	Landing Waiter and Searcher in Her Majesty's Customs.....	Garnsey, Samuel.....	50	0	0	March 19, do	March	29, do	1406
Allen, Edward .....	Landing Waiter in Her Majesty's Customs.....	Bell, David.....	300	0	0	do 8, do	do	19, do	1422
Bouthillier, Tancrede .....	Collector of Customs, Port of Montreal.....	Armstrong, John.....	150	0	0	May 4, 1850	May	20, 1850	1358
Bell, William.....	Circuit Clerk, Sherbrooke Circuit, District of St. Francis.....	Garrett, James Stannus.....	2500	0	0	do do	do	28, do	1360
Baby, William Duperon .....	Bond Sheriff of the United Counties of Essex and Lambton .....	Leggo, William.....	1250	0	0	January 16, 1851	January	23, 1851	1394
Bennett, Philo .....	Surveyor and Landing Waiter in Her Majesty's Customs.....	Dean, James.....	250	0	0	December 11, 1850	do	23, do	1395
Bullock, Richard .....	A Collector in Her Majesty's Customs .....	Brook, Jeffrey .....	1000	0	0	March 14, 1851	March	15, do	1408
Barrett, John.....	Collector of Tolls, Ste. Anne's Lock .....	Leprohon, Edouard Martial.....	250	0	0	do do	do	29, do	1405
		McGill, James des Rivieres.....	250	0	0				
		Ritchie, William.....	100	0	0				
		Bowen, George Frederick.....	100	0	0				
		Woodbridge, Thomas.....	250	0	0				
		Caron, Francois.....	250	0	0				
		LaLiberty, Jean.....	250	0	0				
		Boismier, Edward.....	250	0	0				
		Marrills, Dudley .....	250	0	0				
		Hale, William.....	100	0	0				
		Derbshire, Stuart.....	500	0	0				
		McDonald, Donald .....	250	0	0				
		McNaughton, E. P. ....	500	0	0				
		Fitzpatrick, John .....	250	0	0				

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A DETAILED STATEMENT OF BONDS AND SECURITIES which have been Registered, &c.—(Continued.)

NAME OF PRINCIPAL.	OFFICE OR APPOINTMENT.	NAMES OF SURETIES.	PENALTY.		DATE OF BOND.	DATE OF RECORD.	No. OF BOND.
			£	s. d.			
Clark, Edward	Collector in Her Majesty's Customs	Robson, John J. Foster, Horace	100 50	0 0 0 0	May 2, 1850	May 22, 1850	1859
Campbell, William	Clerk of the Second Division Court of the County of Middlesex	Campbell, Isaac Fraser, Charles	100 50	0 0 0 0	July 1, do	July 15, do	1872
Chalon, Philippe	Clerk, Circuit Court, Circuit of Kamouraska	Miller, Louis Gagné, Alexis	250	0 0	do	August 7, do	1879
Cutler, James	Landing Waiter and Searcher in Her Majesty's Customs	Fowler, Henry Snarr, Thomas	100 50	0 0 0 0	November 30, do	December 4, do	1891
Carrall, James	Bond Sheriff of the County of Oxford	Finkle, Henry Finkle, John	1000 250	0 0 0 0	do	do	1892
Chesley, Solomon Yeomans	Accountant of the Indian Department	Murray, Hugh Murray, William	250 250	0 0 0 0	do	do	1892
Carberry, Patrick	Collector in Her Majesty's Customs	McLean, Archibald, the Honble. Vankougnet, Philip M.	500 500	0 0 0 0	February 6, 1851	February 18, 1851	1899
Curtis, David, junr.	Surveyor and Clerk in Her Majesty's Customs	Fraser, John Mowat, John	250 250	0 0 0 0	April 21, do	May 1, do	1428
Durnford, Philip	Revenue Inspector, Second Division, District of Montreal	Curtis, David, senr. Maybee, Walter B.	200 100	0 0 0 0	May 5, do	do	1484
DeHertel, Daniel	Registrar for the County of Two Mountains	Durnford, John McAulay, John Honble.	1000 500	0 0 0 0	do	do	1857
Donscombe, John W.	Collector of Her Majesty's Customs, Port of Quebec	Simpson, Robert	500	0 6	January 3, 1851	January 22, 1851	1898
Eden, John	Agent for the Sale of Crown Lands, in certain Townships in Lower Canada	Meredith, William Collis Sewell, Edward W. Rev.	3000 1500	0 0 0 0	February 12, do	April 9, do	1411
Friel, Henry James	Clerk, County Court, County of Carleton	Short, Robert Hyman, William	500 250	0 0 0 0	do	do	1417
		O'Connor, Daniel Workman, Alexander	100 50	0 0 0 0	June 8, 1850	June 13, 1850	1863

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A DETAILED STATEMENT OF BONDS AND SECURITIES which have been Registered, &c.—(Continued.)

NAME OF PRINCIPAL.	OFFICE OR APPOINTMENT.	NAMES OF SURETIES.	PENALTY.		DATE OF BOND.	DATE OF RECORD.	No. OF BOND.
			£	s.			
Fraser, John	Collector of Customs, Port of New Carlisle.	Busteed, Robert.	200	0	September 18, 1850	December 4, 1850	1389
Fitzgerald, Lionel	Landing Waiter and Searcher in Her Majesty's Customs	Fergusson, William	100	0			
Fairfield, William Jos.	Collector in Her Majesty's Customs.	Fitzgerald, William	300	0	March 28, 1851	March 29, 1851	1408
Forbes, Henry John Gordon	Surveyor and Clerk in Her Majesty's Customs.	Nolan, John	150	0	April 5, do	April 14, do	1414
Griffith, Robert Vicars	Clerk of the County Court, County of Haldimand.	Pruyn, Abraham V. V.	250	0	do 4, do	May 8, do	1482
Globensky, Leon	Landing Waiter in Her Majesty's Customs.	Downes, John P.	250	0	February 25, do	March 5, do	1401
Gray, John	Landing Waiter in Her Majesty's Customs.	Powell, Israel W.	100	0	April 8, do	April 19, do	1424
Harris, William	Agent for the disposal of Public Lands in and for the County of Renfrew	Lees, Andrew	100	0	do 24, do	May 1, do	1429
Henderson, George	Third Landing Waiter.	Corry, Alexander	200	0	January 13, do	February 8, do	1398
Hobson, Robert	Surveyor and Clerk, and Landing Waiter in Her Majesty's Customs.	Young, Henry	200	0	February 26, do	April 19, do	1423
Heath, Thomas B.	Preventive Officer in Her Majesty's Customs.	Leslie, Edward Stuart	150	0	May 13, do	May 19, do	1435
Jordan, John	Landing Waiter in Her Majesty's Customs.	Payne, Edwards	150	0	do	do	1436
Jackson, George	Crown Land Agent for certain Townships in Upper Canada.	Murray, Donald	200	0	April 7, do	April 19, do	1418
		McLellan, John	100	0	do 26, do	May 8, do	1431
		Conroy, Robert	2000	0			
		McDougall, J. Lorn.	1000	0			
		Mackenzie, James.	100	0			
		Gunn, William	100	0			
		McFarlane, Duncan	200	0			
		Elliot, Robert	100	0			
		Farnham, Stephen	100	0			
		Heath, James	50	0			
		Starnes, Henry	50	0			
		Bruneau, Jean	300	0			
		Beatty, James	150	0			
		Beatty, Robert	150	0			
			2000	0			
			1000	0			

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A DETAILED STATEMENT OF BONDS AND SECURITIES which have been Registered, &c.—(Continued.)

NAME OF PRINCIPAL.	OFFICE OR APPOINTMENT.	NAMES OF SURETIES.	PENALTY.			DATE OF BOND.	DATE OF RECORD.	No. OF BOND.
			£	s.	d.			
Kitson, William Henry.....	Collector of Her Majesty's Customs.....	Meredith, Henry Howard.....	500	0	0	November 13, 1850 ...	December 4, 1850 ...	1888
Langlois, Joseph .....	A Licensed Culler of Staves.....	Campbell, Donald.....	250	0	0	May 31, do ...	June 17, do ...	1864
Lynch, James .....	do of Square Timber.....	Anbert, Joseph.....	100	0	0			
Lambert, James.....	do of .....	Clautier, Louis.....	100	0	0	June 4, do ...	do do ...	1865
Lacroix, Peter Paul.....	do of .....	McGuire, John.....	100	0	0	do 6, do ...	do do ...	1868
Lamb, James.....	Clerk of the County Court, County of Kent.....	Quinn, Edward.....	400	0	0	February 1, 1851 ...	March 5, 1851 ...	1402
Miller, John .....	Clerk and Landing Waiter in Her Majesty's Customs.....	Hartigan, Edward.....	200	0	0			
McDonald, A. Donald.....	A Licensed Culler of Square Timber.....	McNauly, Patrick.....	200	0	0	April 8, do .....	April 14, do ...	1416
McIntyre, Daniel Eugene.....	Warden or Principal Superintendent of the Provincial Penitentiary.....	Crow, John.....	100	0	0			
Macdonald, Angus Stuart.....	Covenant Sheriff of the United Counties of Stormont, Dundas and Glengary.....	Robertson, Alexander R.....	2000	0	0	June 4, 1850 ...	June 18, 1850 ...	1867
McDonald, James.....	Clerk of the County Court, United Counties of Stormont, Dundas and Glengary.....	Haynes, Daniel P.....	1000	0	0	do 17, do ...	do 25, do ...	1869
do .....	Bond Sheriff of the County of Prince Edward .....	Adams, Elias S.....	500	0	0			
do .....	Covenant Sheriff do do .....	Wallace, John.....	1000	0	0	do 6, do ...	July 15, do ...	1871
McKay, John.....	Clerk of the County Court, United Counties of Lanark and Renfrew.....	Dodridge, Charles.....	500	0	0	August 2, do ...	August 6, do ...	1878
do .....	do .....	Yates, Horatio.....	150	0	0			
do .....	do .....	Ford, William, Junior.....	150	0	0	November 14, do ...	November 27, do ...	1886
do .....	do .....	McDonald, Donald Alexander.....	1000	0	0	do do do ...	do do do ...	1887
do .....	do .....	McLauchlan, Kenneth.....	500	0	0	February 1, 1851 ...	February 8, 1851 ...	1897
do .....	do .....	Wood, Guy Carleton.....	400	0	0			
do .....	do .....	McDonald, Roderick.....	200	0	0			
do .....	do .....	McDonald, Alexander.....	200	0	0			
do .....	do .....	Murney, John.....	200	0	0			
do .....	do .....	McDonald, Alexander.....	200	0	0			
do .....	do .....	Murney, John.....	200	0	0			
do .....	do .....	Deacon, John, Junior.....	200	0	0			
do .....	do .....	Allan James.....	200	0	0			



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A DETAILED STATEMENT OF BONDS AND SECURITIES which have been Registered, &c.—(Continued.)

NAME OF PRINCIPAL.	OFFICE OR APPOINTMENT.	NAMES OF SURETIES.	PENALTY.		DATE OF BOND.	DATE OF RECORD.	No. OF BOND.
			£	s.			
Massue, Louis	Surveyor in Her Majesty's Customs	Caron, René Edouard LeMoine, Alexander	500 250	0 0	March 10, 1851	March 18, 1851	1404
Milbourn, Joseph	Landing Waiter and Clerk in Her Majesty's Customs	Elgie, John Thompson, Charles	100 50	0 0	do 21, do	do 29, do	1407
McIntyre, Daniel Eugène	Bond Sheriff of the United Counties of Stormont, Dundas and Glengary	McDonald, Donald Alexander McLauchlan, Kenneth	1000 500	0 0	June 6, 1850	April 9, do	1410
Mallon, Isidore	Surveyor in Her Majesty's Customs	Jackson, Peter Rolland, Charles Levoir	500 250	0 0	April 7, 1851	do 14, do	1415
Metivier, François-Xavier	Examining Warehouse Keeper, and Assistant Appraiser at the Port of Quebec	Chretien, Frédéric Mathieu, André	200 100	0 0	February 26, do	do 19, do	1421
McNider, William	Examining Warehouse Keeper, and Assistant Appraiser, Customs	Louis, Jaspas J. McFarlane, Andrew	200 100	0 0	April 21, do	May 1, do	1427
McCarroll, James	Collector in Her Majesty's Customs	Weller, William Eyre, Thomas	500 250	0 0	May 6, do	do 8, do	1483
Napier, D. C., Esquire	Visitor of the Indian Department	Brehaut, William H. Freer, Noah	1000 500	0 0	March 18, do	March 29, do	1409
O'Reilly, Miles	Bond Sheriff of the United Counties of Wentworth and Halton	Young, John MacNab, Daniel	500 500	0 0	April 2, do	April 14, 1851	1413
Parker, Frederick John	Preventive Officer of Customs	Baxter, John Weston DeTonnancour, Charles A. G.	100 50	0 0	May 28, 1850	June 13, 1850	1862
Prévost, Louis	Clerk charged with the Management of The Quebec Fire Loan	Paradis, François-Xavier Macpherson, Laughlan T.	1000 500	0 0	June 1, do	September 11, do	1381
Proulx, Jean Pierre	Registrar for the Second Registration District of the County of Megantic	Taschereau, Jean Thomas Carrier, Louis	2000	0	September 20, do	do 30, do	1384
Routier, J. B.	Locker in Her Majesty's Customs	Fabre, Edward R. Seymour, Hiram	200 100	0 0	April 9, 1851	April 19, 1851	1419

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A DETAILED STATEMENT OF BONDS AND SECURITIES, which have been Registered, &c.—(Continued.)

NAME OF PRINCIPAL.	OFFICE OR APPOINTMENT.	NAMES OF SURETIES.	PENALTY.			DATE OF BOND.	DATE or RECORD.	No. of BOND.
			£	s.	d.			
Scott, James	A Licensed Culler of Square Timber, &c.	Munn, John Nesbitt, John James	100	0	0	June 4, 1850	June 18, 1850	1866
Smith, Henry	Crown Land Agent for the Counties of Lincoln, Haldimand and Welland	Bartlett, Benjamin Page, James Tanner, William	2000 665 665 670	0	0	July 20, do	August 3, do	1877
Sheppard, Charles Campbell	Agent for the Disposal of Public Lands in several Townships in Lower Canada	Sheppard, Harriett Watts, Robert Nugent	500 250 250	0	0	October 30, do	November 27, do	1885
Simpson, William B.	Collector of Customs	Morris, Honble. James Edmondstone, Robert, M.D.	1200 600 600	0	0	November 15, do	December 4, do	1890
Sealy, James	Head Locker in Her Majesty's Customs	Burnett, David Fraser, John Malcolm	200 100 500	0	0	February 26, 1851	April 19, 1851	1425
Stephens, William Alexander	Collector in Her Majesty's Customs	Stephens, A. M. LePan, Frederick	250 250	0	0	April 18, do	May 1, do	1426
Snider, George	Crown Land Agent for the Sale of Lands in certain Townships in Upper Canada	Snider, William Snider, Elias	2000 1000 1000	0	0	do 8, 1851	do 3, do	1430
Taylor, William	Clerk of the Fifth Division Court of the United Counties of Lanark and Renfrew	Mulkins, Hannibal Coleman, Smith	60 30 30	0	0	May 23, 1850	July 16, 1850	1873
Taschereau, Antoine Charles	First Landing Waiter at the Port of Quebec	Angers, Francois Real Lindsay, Errol Boyd	150 75	0	0	June 17, do	September 11, do	1880
Thomas, Edward Cartwright	Bond Sheriff of the United Counties of Wentworth and Halton	Young, John MacNab, Daniel	1000 500	0	0	April 2, 1851	April 14, 1851	1413
Thompson, Francis	Fourth Landing Waiter	Campbell, Archibald Russell, William George	500 200	0	0	March 1, do	do 19, do	1420
Verner, John	Collector of Customs	Routh, Haviland R Howard, Robert	500 250	0	0	August do 1850	September 11, 1850	1882
Vincent, Robert	Collector in Her Majesty's Customs	Ritchie, William Brookes, William	500 250	0	0	June 17, do	do 26, do	1883

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A DETAILED STATEMENT OF BONDS AND SECURITIES which have been Registered, &c.—(Continued.)

NAME OF PRINCIPAL.	OFFICE OR APPOINTMENT.	NAMES OF SURETIES.	PENALTY.			DATE OF BOND.	DATE OF RECORD.	No. of BOND.
			£	s.	d.			
Wright, James .....	Landing Waiver in Her Majesty's Customs, and Collector of Canal Tolls on the Welland Canal.....	Boyle, Thomas .....	100	0	0	June 20, 1850 ...	June 27, 1850 ...	1370
Workman, Aaron .....	Preventive Officer in Her Majesty's Customs.....	Minor, S. John .....	50	0	0	July 10, do ...	July 22, do ...	1374
Williamson, Thomas.....	do .....	Becher, Joseph.....	200	0	0	do .....	August 3, do ...	1376
Williams, John B.....	Agent for the disposal of Public Lands in the United Counties of Kent and Lambton.....	Andrews, William.....	100	0	0	February 17, 1851 ...	March 5, 1851 ...	1400
Walker, William .....	Preventive Officer in Her Majesty's Customs .....	Gardyn, Andrew J.....	50	0	0	March 31, do ..	April 9, do ...	1412
		Williamson, James.....	50	0	0			
		Burns, James.....	2000	0	0			
		Drake, Francis .....	1000	0	0			
		Henry, James J.....	100	0	0			
		Oill, William Hy.....	50	0	0			
The number of Recorded Bonds and Securities included in the former Returns, is .....								1346
The present Return contains.....								81
The aggregate number, therefore, for the whole period during which the Statute has been in operation, is.....								1427

THOS. AMIOT,  
Deputy Registrar.

PROVINCIAL REGISTRAR'S OFFICE,  
Toronto, 23rd May, 1851.

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# ACCOUNTS

OF

**THE TRINITY HOUSE OF QUEBEC,**

*For the year ending 31st December, 1850.*

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Appendix (E.)  
27th May.

Appendix (E.)  
27th May.

THE TRINITY HOUSE OF QUEBEC IN ACCOUNT WITH ALEXANDER LEMOINE, Treasurer.

Dr.

Cr.

1850.		1850.		£	s.	d.	£	s.	d.
To paid G. Brown, advertisement in the Globe calling in tenders for hire of a Steamer.....		747	12	9	0	0	2913	10	9
" D. Kinear & Co., advertisement in the Montreal Herald for ditto .....		391	15	11	6	6	12	6	3
" J. M. Ferris, advertisement in the Montreal Gazette for ditto .....		218	2	5	17	6	95	4	9
" T. A. Oliver, for hire of the steamer Lotbinière for laying down the buoys and towing the Lightship to her station in the Spring.....		471	6	4	0	0	4	3	10
" Montreal Bank for a Bill of Exchange on London for £191 16s. 11d. sterling, at 10 1/2 per cent premium, to remit Mr. Markland for cost of lamps, glass, cylinders, &c., for Point des Monts, Green Island, and Red Island Light Houses.....		113	15	3	10	10	4	3	10
" Quebec Decayed Pilots Fund—Amount of poundage received by the Collector of Tadoussac and included in the sum of £46 18s. 1d., credited the Trinity House on the 29th of same month.....		63	3	3	0	2	10	8	6
" Balance of the Cul-de-Sac account.....		26	16	2	7	1	10	8	6
" Balance of Provision Depots.....		125	14	10	5	7	1	18	10
" Amount of disbursements for enforcing the Quarantine Regulations, per account.....		57	5	4	10	0	150	0	0
To paid amount of the following abstracts, viz:—		335	4	6	0	0	300	0	0
No. 1. Contingencies.....		33	2	2	0	0	3000	0	0
2. Harbour Office.....		28	18	7	0	0			
3. Buoys.....		47	13	1	0	0			
4. Light Ship.....		1	12	9	0	0			
5. Anchor Hoy.....		32	7	8	0	0			
6. Pillar Light House.....		381	17	10	0	0			
7. Red Island Light House.....		170	5	7	0	0			
8. Green Island Light House.....		170	5	7	0	0			
9. Biquet Light House.....		3877	4	3	0	0			
10. Point des Monts Light House.....		1849	1	0	0	0			
11. S. W. Point Anticosti Light House.....		1961	2	2	0	0			
12. E. E. Anticosti Light House.....		1216	9	8	0	0			
13. Portneuf Light House.....		650	0	0	0	0			
14. Ste. Croix Light House.....									
15. Beacons Light House.....									
16. Oil account.....									
17. Stores.....									
18. Interest.....									
19. Doris (on account of purchase).....									
20. Doris (Expenses).....									
21. Salaries—Trinity House Officers.....									
22. Salaries—Light House Keepers.....									
23. Pensions.....									
Balance.....					12821	15	3	0	
					3508	12	1	0	
					£16930	6	0		

Sworn to as being correct, at Quebec this 8th February, 1851, before me, H. LEMESURIER, J. P. Errors excepted—Quebec, 31st December, 1850. A. LEMOINE, Treasurer.  
Examined—the balance in the Treasurer's hands being £3508 12s. 1d. H. LEMESURIER, Master.

## ABSTRACT No. 1.

ACCOUNT of CONTINGENT DISBURSEMENTS attending the Trinity House of Quebec, during the year 1850, viz:

		£	s.	d.	
1850.					
January.	4...	Paid John Breerton's account of disbursements for cleaning Offices, &c.,.....	1	18	9
February	2...	" A. Miller, for clearing away the snow from the Trinity House premises during the present winter,.....	6	0	0
March	1...	" John Breerton's account of disbursements for sawing firewood, &c.,.....	2	19	4
"	13...	" A. Miller, extra allowance for removing the snow from the Trinity House premises during the present winter,.....	2	0	0
"	30...	" Hon. F. W. Primrose, on account of his claim for professional services,.....	50	0	0
April	1...	" John Breerton's account of disbursements for postage of letters to date, &c.,.....	2	2	6
"	"...	" City Corporation chimney tax, for the year 1850,.....	1	7	0
"	24...	" E. F. Saurin, for 3½ cords of firewood at 12s. 6d.....	2	8	5
May	2...	" J. Breerton's account for sawing firewood,.....	0	16	3
"	3...	" G. Brown, 1 year's subscription to the "Globe," to 5th November, 1850,.....	1	0	0
"	7...	" Joseph Cauchon, Advocate, one-half of the sum of £100 allowed him and Mr. Primrose for drafting, &c., new By-laws, in both languages,.....	50	0	0
"	18...	" F. Verrault's account for 28½ cords of firewood, including cartage and piling,.....	19	1	1
"	25...	" D. Kinnear, 1 year's subscription to Montreal Herald, to 27th February, 1850,.....	1	10	0
"	31...	" J. Breerton's account of sundry disbursements for the Trinity House,.....	3	10	6
June,	12...	" B. Cinton's account for repairing a telescope,.....	0	7	6
"	14...	" J. Breerton's account of disbursements for cleaning and washing of Trinity House offices and premises,.....	4	10	11
July	1...	" E. Pardy's account for altering bells in offices,.....	0	10	0
August	27..	" R. W. McKay's account for copies of Quebec and Montreal Directories,.....	1	10	0
"	31...	" E. R. Fréchette's account for printing and binding By-laws,.....	45	13	9
September	20...	" A. Coté & Co., for publishing By-laws in the Journal de Québec,.....	70	17	5
October	4...	" John Breerton's account of disbursements for sundries for the Trinity House,.....	8	8	11
"	28...	" City Corporation assessment on Trinity House and premises, for 1850,.....	3	5	0
"	31...	" D. Kinnear, 1 year subscription to Montreal Herald, to 27th February, 1851,.....	1	10	0
December	3...	" F. Lafleur's account for a cupboard for clerk's office,.....	0	10	0
"	7...	" E. Boxer's travelling expenses surveying St. Roch's shoals,.....	0	11	0
"	11...	" C. W. Wilson's account for a chart and book of direction of the St. Lawrence,.....	1	2	6
"	"...	" J. Delorbaz joiner's account,.....	6	18	9
"	16...	" Neilson & Middleton's account for publishing By-laws in the Quebec Gazette, &c., and 1 year's subscription to 30 April, 1850,.....	88	10	0
"	"...	" McDonald & Logan's account for stationery,.....	16	13	10
"	"...	" J. Musson's account for varnish,.....	0	6	3
"	17...	" A. Coté & Co.'s account for advertisements in the Journal de Québec, respecting Pilots, and 1 year's subscription to 30th ultimo,.....	4	8	5
"	"...	" E. R. Fréchette, for advertisement in Le Canadien, and 1 year's subscription to 6th ultimo,.....	13	16	0
"	"...	" V. Chabot, blacksmith's account for sundries,.....	5	10	11
"	21...	" Méthot, Chinic & Co., hardware account for sundries,.....	1	18	8
"	24...	" Hon. F. W. Primrose, balance of his account for professional services,.....	28	8	4
"	28...	" L. Campeau, tinsmith account for sundries,.....	1	4	0
"	30...	" J. Haram's account for cartage,.....	1	8	7
"	31...	" T. Cary's account for printing, stationery, &c.,.....	27	10	3
"	"...	" E. B. Lindsay's allowance for copying during the year and continuing index to journals,.....	55	0	0
"	"...	" John Breerton's account of disbursements for postage of letters for Trinity House, to date, sawing firewood, cleaning offices, &c.,.....	12	15	9
"	"...	" P. Lespérance's account for 25 charts of the River St. Lawrence,.....	2	12	2
"	"...	" John Breerton, 12 months salary as messenger,.....	42	0	0
"	"...	" J. McKenzie, 12 months rent of Trinity Hall and premises,.....	155	0	0
			£747	12	9

E. E.

A. LEMOINE,

Treasurer.

Examined,

H. LEMESURIER,

Master.

QUEBEC, 31st December, 1850.

Appendix  
(E.)

## ABSTRACT No. 2.

Appendix  
(E.)

27th May.

ACCOUNT of EXPENSES attending the Harbour Office during the year 1850, viz.:

27th May.

			£	s.	d.
February	18...	Paid B. S. Lafleur, his allowance for superintending Beaches during the present Winter,...	20	0	0
April	19...	" J. B. Barron, for hire of his Boat and Crew employed in boarding vessels.....	1	4	0
May	3...	" J. McNamus, and other Harbour Master's Boatmen, their wages up to 30th ultimo,...	10	6	0
June	1...	" do do do do do for May,.....	42	0	0
"	24...	" James Doyle, his wages as one of the Harbour Master's Boatmen,.....	4	0	0
July	1...	" J. McNamus, and others, their wages as Harbour Master's Boatmen, for June,....	38	0	0
August	1...	" do do do do do for July,.....	42	0	0
"	15...	" A. Atkinson, his wages as one of the Harbour Master's Boatmen,.....	2	10	0
September	2...	" J. McNamus, and others, their wages as Harbour Master's Boatmen, for August,....	39	16	8
"	18...	" J. McNamus, account for covering 2 cushions for boats,.....	0	15	0
October	1...	" do and others, their wages for September,.....	42	0	0
November	2...	" do do do for October,.....	42	13	4
December	2...	" do do do for November,.....	42	0	0
"	10...	" do do do for extra labour,.....	1	15	0
"	17...	" V. Chabot, blacksmith's account,.....	1	1	11
"	18...	" Fulton & Alexander, boat-builder's account,....	1	16	3
"	21...	" Wm. Hunt, sail maker's account,.....	0	15	0
"	21...	" Methot, Chiniz & Co., hardware account.....	0	8	0
"	24...	" C. Brocklesby & Co., ship chandler's account,...	1	6	4
"	27...	" S. & W. Brown & Co., ship chandler's account,.....	1	9	3
"	30...	" W. S. Jackson's account for stationery,.....	1	5	1
"	30...	" W. Hemming, joiner's account,.....	0	12	6
"	31...	" T. Cary's account for stationery,.....	4	1	7
"	31...	" W. Campbell, 12 months salary as clerk to Harbour Master, to 1st October last,....	50	0	0
			391	15	11

E. E.

A. LEMOINE,  
Treasurer.

Examined,

H. LEMESURIER,  
Master.

Quebec, 31st December, 1850.

## ABSTRACT No. 3.

ACCOUNT of EXPENSES attending the Buoys during the year 1850, viz.:

			£	s.	d.
January	8...	Paid S. R. Graves, account for a chain cable,.....	27	19	10
April	10...	" D. McGies, account for wharfage, cartage, &c., of a chain,.....	1	18	4
"	19...	" J. McNamus, and others, account for overhauling buoys,.....	2	15	0
June	19...	" J. Reilly, account for painting 31 buoys,.....	14	0	0
July	26...	" F. Grenier, on account of new buoys,.....	30	0	0
November	16...	" J. Reilly, account for painting 2 buoys,.....	1	0	0
December	13...	" W. McNamus, and others, for labour about the buoys,.....	0	12	0
"	16...	" F. Grenier, balance of his account for new buoys,.....	113	15	0
"	18...	" J. Wm. Henry, blacksmith's account,.....	24	8	3
"	24...	" C. Brocklesby's account for sundries,.....	0	11	5
"	30...	" J. Hiram's account for cartage,.....	1	2	7
			218	2	5

E. E.

A. LEMOINE,  
Treasurer.

Examined,

H. LEMESURIER,  
Master.

Quebec, 31st December, 1850.

Appendix  
(E.)

27th May.

## ABSTRACT No. 4.

Appendix  
(E.)

27th May.

EXPENSES attending the Light Ships, during the year 1850, viz:

			£	s.	D.
January	8...	Paid Thos. Andrews, tinsmith's account for sundries,.....	8	19	1
"	14...	" Michel Barra's account to towing the light ship from Pointe-Levy to Queen's Wharf in 1849,.....	1	5	0
"	16...	" Wm. Russell's account for repairing the damage made to the light ship by the bark Heba last season,.....	44	10	6
April	11...	" J. Richardson's account for victualling carpenters employed on board the light ship,.....	3	7	4
June	3...	" Steamboat Company, for wharfage of this vessel,.....	1	0	0
"	15...	" J. Musson's account for sundry medicines,.....	1	12	8
August	2...	" Rev. Wm Richardson, amount due the late Captain Richardson for work done about this vessel,.....	6	16	0
December	16...	" F. Grenier's account for 3 buckets,.....	0	9	0
"	20...	" J. Bankier's account of disbursements for this vessel,.....	0	15	9
"	21...	" Wm. Hunt's account for a mast coat,.....	0	8	0
"	21...	" Méthot, Chinic, & Co.'s hardware account for sundries,.....	7	11	2
"	24...	" C. Brocklesby, ship chandler's account for sundries,.....	11	3	5
"	28...	" E. Davie, ship builder's account,.....	57	8	1
"	28...	" L. Campeau's account for repairing lamps,.....	0	7	6
"	30...	" Jno. Haram's account for cartage,.....	0	2	8
"	31...	" Geo. Bissett, founder's account,.....	0	10	2
		" the late Captain Richardson and Captain Bankier, for navigating the light ship during the present year as per contracts,.....	325	0	0
			471	6	4

E. E.

A. LEMOINE,

Treasurer.

Examined,

LEMESURIER,

Master.

Quebec, 31st December, 1850.

## ABSTRACT No. 5.

ACCOUNT OF DISBURSEMENTS attending the Anchor Hoy during the year 1850, viz:

			£	s.	D.
January	4...	Paid R. Fulton, 1 quarter's salary as master of this vessel,.....	5	0	0
"	4...	" R. Fulton and others, for labour about do .....	1	8	0
April	9...	" R. Fulton, 1 quarter's salary as master of do .....	5	0	0
May	18...	" Fulton and Alexander's account, for repairs to do and for a new boat,.....	20	14	6
"	21...	" B. Harrell, for labour about this vessel,.....	0	16	0
July	1...	" C. Sullivan, 1 quarter's salary as master of this vessel,.....	5	0	0
"	15...	" George McDonald, for labour about do .....	1	0	0
"	20...	" J. O'Brien and others, for do do .....	1	7	0
August	14...	" H. McKormick, for do do .....	1	8	0
October	2...	" C. Sullivan, 1 quarter's salary as master of do .....	5	0	0
"	31...	" P. Corneil and others, for labour about do .....	0	18	0
December	18...	" Fulton & Alexander, boat builder's account,.....	1	5	6
"	20...	" J. & W. Dinning, victualler's account,.....	15	10	9
"	21...	" W. Hunt, sail maker's do .....	20	10	6
"	21...	" S. S. Shaw's account for 2 shovels,.....	0	7	6
"	21...	" R. Greig, block maker's account,.....	1	9	3
"	21...	" J. W. Henry, blacksmith's account,.....	6	6	1
"	24...	" C. Brocklesby & Co., Ship Chandler's account for sundries,....	19	11	8
"	27...	" C. Sullivan & others, for labour about this vessel,.....	0	14	0
"	28...	" P. Ryan's account, for making 2 funnels,.....	0	7	6
"	30...	" J. Haram's do for cartage,.....	0	1	0
			113	15	3

E. E.

A. LEMOINE,

Treasurer.

Examined,

H. LEMESURIER,

Master.

Quebec, 31st December, 1850.



Appendix  
(E.)

27th May.

## ABSTRACT No. 6.

Appendix  
(E.)

27th May.

ACCOUNT of DISBURSEMENTS attending the Pillar Light House, during the year 1850, viz :

		£	s.	D.
June 24	Paid F. Lemieux's account for repairing a boat, .....	3	10	0
July 1	" Ignace Dowal's do for 1 bbl. lime,.....	0	2	2
" 26	" C. Julyan's do. of disbursements for repairs to the dwelling house, &c.....	6	12	0
August 21	" J. H. Clint's do. for 100 boards,.....	1	15	0
Sept'r. 28	" C. Julyan's do. for repairing and extending the road from the tower to the water, and making a new platform,.....	38	0	0
Octob'r 28	" C. Julyan's do. for firewood for the lantern, and other disbursements,.....	6	8	10
Dec'ber 16	" F. Grenier's do. for 10 water casks,.....	2	0	0
" 21	" Méthot, Chinic & Co.'s hardware account for sundries,.....	2	11	5
" 24	" C. Brocklesby, ship chandler's do. do. ....	1	5	3
" 28	" J. Kane, tinsmith's account .....	0	11	0
" 30	" J. Haram's account for cartage,.....	0	7	7
		£ 63	3	3

E. E.

A. LEMOINE,  
Treasurer.

Examined,

H. LEMESURIER,  
Master.

Quebec, 31st December, 1850.

## ABSTRACT No. 7.

ACCOUNT of DISBURSEMENTS attending the Light House on Red Island, during the year 1850, viz :

		£	s.	D.
Janu'ry 14	Paid A. Dufour's account for 7 gallons oil, at 2s. 6d.....	0	17	6
June 12	" J. Smith's travelling expenses to and from this light, by order of the Board,.....	3	0	11
July 1	" J. Dorval's acc't for 1 bbl. lime,.....	0	2	2
Nov'ber 28	" A. Verret's do. for a wheelbarrow,.....	1	5	0
" 29	" H. Fraser's do. for disbursements for works done about the dwelling house,.....	9	0	5
Dec'ber 16	" J. Musson's do. for medicines,.....	0	7	2
" 17	" V. Chabot's do. for stovepipes, &c.,.....	4	7	6
" 21	" Méthot, Chinic & Co.'s hardware account, for sundries,.....	5	1	6
" 24	" C. Brocklesby & Co., ship chandler's do. for do., .....	1	16	0
" 28	" J. Kane, tinsmith's account, .....	0	11	2
" 31	" R. N. Lindsay's do. for freight of lamp cylinders,.....	0	2	6
" 31	" J. Haram's do. for cartage, .....	0	4	4
		£ 26	16	2

E. E.

A. LEMOINE,  
Treasurer.

Examined,

H. LEMESURIER,  
Master.

Quebec, 31st December, 1850.

Appendix  
(E.)

27th May.

## ABSTRACT No. 8.

ACCOUNT OF DISBURSEMENTS attending the Light House on Green Island, during the year 1850, viz :

Appendix  
(E.)

27th May.

		£	s.	D.
March 16	Paid R. N. Lindsay's travelling expenses to and from Quebec, to get lamps repaired, .....	5	19	0
May 17	" R. N. Lindsay's account for sundry articles purchased for this light, .....	6	11	10
June 15	" P. Ryan's do. for repairing 15 lamps, .....	3	10	0
" 19	" J. H. Clint's do. for 800 boards, .....	16	0	0
July 1	" Jean Dowal's do. for 3 bbls. lime, .....	0	6	6
" 10	" J. B. Aube's do. for waxed wicks, .....	0	6	6
Oct'ber 19	" R. N. Lindsay's do. for blasting rocks for landing place, .....	28	2	11½
" "	" Do. do. for repairing the lantern gallery, .....	4	11	6
" "	" Do. do. for clapboarding the tower, .....	35	19	4½
" 21	" O. Maclure, for 56½ gallons porpoise oil, at 4s., .....	11	7	0
" 22	" J. Fraser, 3 years' assessment on Light House and premises, for school purposes, to 1st July, 1851, .....	7	10	0
Dec'ber 17	" V. Chabot's account for 2 pairs cylinder tongs, .....	0	3	0
" 21	" Méthot, Chinic & Co.'s hardware account for sundries, .....	2	18	11
" 24	" C. Brocklesby & Co., ship chandlers, account for sundries, .....	0	11	3
" 28	" J. Kane's account for 18 dripping dishes, .....	0	18	0
" 30	" J. Haram's do. for cartage, .....	0	3	2
" "	" F. Bois' do. for a rope, ... ..	0	16	4
		£ 125	14	10

E. E.

A. LEMOINE,  
Treasurer.

Examined,

H. LEMESURIER,  
Master.

Quebec, 31st December, 1850.

## ABSTRACT No. 9.

ACCOUNT OF DISBURSEMENTS attending the Light House on Biquet Island, during the year 1850, viz :

		£	s.	D.
January 8	Paid J. E. Hammond's account of disbursements for repairs to this light .....	10	12	9
August 14	" P. Gauvreau's do. for 1 bbl. lime .....	0	3	7
Oct. 21	" O. Maclure's do. for 15½ galls. porpoise oil, at 4s. ....	30	4	0
Decr. 11	" J. Delorbaez's do. for a door and frame for powder magazine .....	2	5	4
" 14	" A. Lafrançois do. for a boat iron queel band .....	1	0	0
" 16	" J. B. Frechette's do. for 30 yds. green baize .....	1	16	3
" 17	" V. Chabot's do. for stove pipes .....	0	15	0
" 21	" Méthot, Chinic & Co.'s hardware account for sundries .....	9	3	7
" 24	" C. Brocklesby, ship chandler's do. ....	0	18	0
" 30	" Jno. Haram's do. for cartage .....	0	6	10
		£ 57	5	4

E. E.

A. LEMOINE,  
Treasurer.

Examined,

H. LEMESURIER,  
Master.

Quebec, 31st December, 1850.

Appendix  
(E.)

27th May.

## ABSTRACT No. 10.

Appendix  
(E.)

27th May.

ACCOUNT OF DISBURSEMENTS attending the Light House on Pointe des Monts, during the year 1850, viz.:

		£	s.	d.	
July	1	Paid J. Dowal's account for 1 bbl. lime.....	0	2	2
"	"	" Wm. Smith on account of the repairs to this light .....	3	15	0
"	5	" Joel Bedard's account of disbursements for repairs to his boat.....	4	18	6
August	14	" P. Gauvreau's account for 1 bbl. lime .....	0	3	7
"	27	" A. Lefrançois do. for a set of rudder irons .....	0	11	8
Sept.	6	" Wm. Smith on account of the repairs to the Tower.....	50	0	0
"	12	" Joel Bedard's allowance for hay .....	6	5	0
"	"	" Wm. Baker's account for a grapple.....	0	9	4
October	5	" Wm. Roy's do. for oats .....	4	4	4
"	18	" Her Majesty's Customs Provincial duty on lamps imported for this light.....	10	10	2
"	31	" John Breerton's account for a horse and harness for the use of the keeper.....	10	0	0
"	"	" Wm. Smith on account of the repairs to the Tower.....	80	0	0
Nov.	16	" Wm. Smith, balance of his account for repairing do.....	39	2	1
"	"	" Wm. Smith for making a landing place .....	40	6	4
Dec.	17	" B. Vohl's account for a spy glass .....	1	10	0
"	18	" V. Chabot's blacksmiths' account for stove pipes .....	0	15	0
"	18	" F. DeFoy's account for a stove .....	1	12	6
"	21	" Méthot, Chinic & Co.'s hardware account for sundries .....	7	7	5
"	24	" C. Brocklesby & Co., ship chandlers' do. for do.....	2	0	10
"	30	" John Haram's do. for cartage .....	0	6	0
		£	335	4	6

E. E.

A. LEMOINE,  
Treasurer.

Examined,

H. LEMESURIER,  
Master.

Quebec, 31st December, 1850.

## ABSTRACT No. 11.

ACCOUNT OF DISBURSEMENTS attending the Light House on the S. W. point of Anticosti, during the year 1850, viz.:

		£	s.	d.	
October	5	Paid W. H. Roy's account for 30 bushels oats.....	2	10	9
Decr.	16	" J. Musson's do. for medicines .....	1	7	8
"	17	" V. Chabot's do. for stove pipes.....	1	5	0
"	21	" W. Hunt, sail makers, account .....	13	3	4
"	"	" Méthot, Chinic & Co.'s hardware do. for sundries.....	14	0	5
"	24	" C. Brocklesby, ship chandler's do .....	0	15	0
		£	33	2	2

E. I.

A. LEMOINE,  
Treasurer.

Examined,

H. LEMESURIER,  
Master.

Quebec, 31st December, 1850.

Appendix  
(E.)

## ABSTRACT No. 12.

Appendix  
(E.)

27th May.

ACCOUNT OF EXPENSES attending the Light House on the East end of Anticosti during the year 1850, viz.:

27th May.

		£	s.	D.	
April 20	Paid J. Houghton's account for horse shoes.....	0	4	6	
July 4	" A. Noël's do. for a boat.....	10	5	0	
Sept. 2	" J. Houghton's do. for 6 dozen horse nails .....	0	1	3	
October 5	" W. H. Roy's do. for 30 bushels oats.....	2	10	9	
Nov. 28	" A. Verré's do. for a cart .....	9	0	0	
Decr. 16	" J. Musson's do. for timothy and clover seed .....	0	5	4	
" 21	" W. Hunt's do. for a boat fore-ail .....	2	10	0	
" "	" Méthot, Chinic & Co.'s hardware account for sundries.....	2	19	6	
" 24	" C. Brocklesby, ship chandler's do. for do.....	0	15	0	
" 28	" J. Kane's do. for a dripping dish .....	0	3	6	
" 30	" J. Haram's do. for cartage.....	0	3	9	
		£	28	18	7

E. E.

A. LEMOINE, *Treasurer.*

Examined,

H. LEMESURIER, *Master.*

Quebec, 31st December, 1850.

## ABSTRACT No. 13.

ACCOUNT of DISBURSEMENTS attending the Portneuf Lights, during the year 1850, viz.

		£	s.	D.
January 8	Paid F. X. Germain, ground rent of upper light, for 1849, .....	1	7	6
" "	" F. Rodrigue for cartage of oil, .....	0	3	4
" "	" J. Polliquier's account for a frame for the dwelling house, .....	0	10	0
Feb'y 23	" R. White's do. for erecting a fence round the ground of the lower light house,.....	12	10	0
April 2	" Jos. Page's do. for freight of a barrel of oil,.....	0	6	0
June 17	" T. Gague's do. for building a barn and stable,.....	25	0	0
" 18	" F. Rodrigue's do. of disbursements for labour about the light house, .....	1	16	3
Dec'ber 16	" F. DeFoy's do. for a pot, .....	0	6	0
" "	" C. & W. Wurtele's do. for a stove,.....	1	2	6
" 17	" V. Chabot's blacksmith's account,.....	0	0	10
" 21	" Méthot, Chinic & Co.'s hardware account for sundries,.....	1	5	7
" 24	" C. Brocklesby & Co., ship chandler's do. for do,.....	0	12	9
" 28	" O. Campeau's do. for 1 tin,.....	0	3	0
" 30	" John Haram's do. for cartage, .....	0	2	0
" 31	" F. Rodrigue's do. for firewood, .....	0	15	10
" "	" T. Cary's do. for 1 box steel pens,.....	0	4	0
" "	" F. X. Germain's ground rent of upper light for 1850,.....	1	7	6
		47	13	1

E. E.

A. LEMOINE,  
*Treasurer.*

Examined,

H. LEMESURIER,  
*Master.*

Quebec, 31st December, 1850.

## ABSTRACT No. 14.

ACCOUNT of DISBURSEMENTS attending the St. Croix Light, during the year 1850, viz.

		£	s.	D.
Oct'ber 8	Paid J. B. Martel's account for cartage of oil casks,.....	0	4	7
Nov'ber 5	" G. Lemay's do. for painting the light house,.....	1	5	0
Dec'ber 17	" J. Huber's do. freight of oil cask,.....	0	2	6
" 30	" J. Haram's do. for cartage,.....	0	0	8
		1	12	9

E. E.

A. LEMOINE,  
*Treasurer.*

Examined,

H. LEMESURIER,  
*Master.*

Quebec, 31st December, 1850.

Appendix  
(E.)

27th May.

## ABSTRACT No. 15.

ACCOUNT OF DISBURSEMENTS attending Beacons, during the year 1850, viz.

Appendix  
(E.)

27th May.

		£	s.	d.
June 3	Paid Paul Julien's account for erecting a new Beacon on Cape Diamond,.....	6	10	0
July 31	" Mr Corbett, balance due him on contract for erecting Beacons on the Island of Anticosti,...	20	0	0
Dec'ber 18	" J. Wm. Henry, blacksmith's account,.....	0	7	1
" 21	" Méthot, Chinié & Co.'s hardware do. for nails, &c.,.....	2	4	10
" 31	" John Smith's account of disbursements for Beacons,.....	3	5	9
		32	7	8

E. E.

A. LEMOINE,  
Treasurer.

Examined,

H. LEMESURIER,  
Master.

Quebec, 31st December, 1850.

## ABSTRACT No. 16.

ACCOUNT OF DISBURSEMENTS attending the Oil Department during the year 1850, viz. :

	£	s.	d.
Paid H. J. Noad & Co., for 511 gallons seal oil, at 2s. 8d.....	68	2	8
" do. do. 1660½ do. whale do., 3s 4d .....	276	15	0
" F. Fraser do. 47 do. porpoise oil, 4s.....	9	8	0
" D. Kinnear, advertisement in the "Montreal Herald," calling in tenders .....	0	9	11
" L. Duvernay, do. in the "Minerve," do. ....	0	6	3
" J. Bowle's account for assaying oil .....	2	10	0
" J. Haram's account for cartage.....	1	17	0
" F. Grenier, cooper's account .....	22	9	0
	381	17	10

E. E.

A. LEMOINE,  
Treasurer.

Examined,

H. LEMESURIER,  
Master.

Quebec, 31st December, 1850.

## ABSTRACT No. 17.

ACCOUNT OF STORES for the year 1850.

	£	s.	d.
May 20... Paid Her Majesty's customs provincial duty on lamps, &c., imported for different light houses	15	3	9
October 31... " J. Aubé's account for 6 gross waxed wicks,.....	0	18	0
December 16... " J. B. Frechette's account for cotton towels,.....	5	2	0
	21	3	9

E. E.

A. LEMOINE,  
Treasurer.

Examined,

H. LEMESURIER,  
Master

Quebec, 31st December, 1850.

Appendix  
(E.)

27th May.

ABSTRACT No. 18.

Appendix  
(E.)

27th May.

ACCOUNT of MONEYS paid for interest during the year 1850, on sums borrowed by the Trinity House of Quebec.

	£	s.	d.
To estate of R. Burke, 1 year interest on £200 to 15th December 1849,.....	12	0	0
To Quebec Board of Trade, 1 year interest on £500 to 31st March 1850,.....	30	0	0
To estate of S. Scott, 1 year interest on £500 to 30th September 1850,.....	30	0	0
To George Taylor, 1 year interest on £638 to 1st October 1850,.....	38	5	7
To Josephite Gueront, 1 year interest on £500 to 1st October 1850,.....	£30	0	0
To Josephite Gueront, 1 year interest on £500 to 15th December 1850,.....	30	0	0
	60	0	0
	170	5	7

E. E.

A. LEMOINE,

Treasurer.

Examined,

H. LEMESURIER,

Master.

Quebec, 31st December, 1850.

ABSTRACT No. 19.

STATEMENT of MONEYS paid on account of the purchase of the steamer Doris and other disbursements attending the same, viz :

1850.		£	s.	d.
May 31	To Montreal Bank for a bill of exchange to remit Mr. Greaves on account of the price of the Doris, £2000 sterling, at 11 per cent. premium.....	£2466	13	4
	To interest on Treasurer's notes given to the bank in payment of said bill and afterwards redeemed.....	£39	2	8
June 28	To Jean Ruel, pilot, for pilotage of the Doris from Bic to Quebec.....	2505	16	0
June 28	To Quebec Decayed Pilots' Fund, poundage on the Doris from Bic to Quebec.....	9	16	7
June 28	To Captain Coyle, who commanded the Doris from Liverpool to Quebec—and others, their wages and allowances up to the time they were discharged at Quebec.....	0	10	5
July 10	To Montreal Bank for a bill of exchange to remit Mr. Greaves on account of disbursements made by him for the Doris, £500 sterling, at 11 per cent. premium.....	154	1	3
August 10	To Montreal Bank for a bill of exchange to remit Mr. Greaves on account of disbursements made by him for the Doris, £460 sterling, at 11 per cent. premium.....	616	13	4
October 18	To Montreal Bank for a bill of exchange to remit Mr. Greaves on account of disbursements made by him for the Doris, £18 11s. 4d. sterling, at 11 per cent. premium.....	567	6	8
		23	0	0
		£3877	4	3

E. E.

A. LEMOINE,

Treasurer.

Examined,

H. LEMESURIER,

Master.

Quebec, 31st December, 1850.

REMARKS.

Cost of Steamer Doris.

£4600 sterling at 11 per cent. premium of exchange.....	£5673	6	8
Repairs, outfits, and other expenses attending her voyage to Quebec.....	£2132	19	2
Less—Paid by Mr. Tilstone for passage money.....	247	15	6
	1885	4	3
	7558	10	11
Paid as per Abstract.....	£3877	4	3
" by Trinity House Bonds.....	3681	6	8
	£7558	10	11

A. LEMOINE,

Treasurer.

ACCOUNT OF DISBURSEMENTS attending the steamer Doris during the year 1850, viz :

		£	s.	d.
July 1	Paid Wm. O'Neil, and others, for labour on board this vessel.....	4	7	0
July 2	" Wm. Brown, engineer, his expenses to Montreal in search of a fireman ..	1	8	9
July 3	" Mary Lee's account for washing linen, &c.....	1	7	8
July 4	" E. Sweetman's account for 65 chaldrons coal at 25s.....	81	5	0
July 8	" J. Tessier's account for pork and other provisions .....	21	11	10
July 9	" J. B. Beaudien for towing the Doris from the stream to the Queen's wharf .....	1	5	0
July 26	" T. Tweddle's account for repairing the engine.....	29	8	1
July 26	" J. Wyatt & Co.'s account for 5 bags biscuit.....	5	0	0
July 26	" Customs at Quebec for registering the Doris .....	3	10	0
July 27	" R. Shaw, grocer's account for sundries.....	1	18	11
August 23	" Montreal Bank for a bill of exchange to remit Mr. Greaves for premium on £450 sterling, amount of insurance effected on the Doris—£387 sterling at 11 per cent. premium.....	477	6	0
August 31	" John Breerton's account for 31 lbs. butter bought for this vessel.....	0	19	4
September 6	" A. Turcotte's account for making sheets, towels, &c., for this vessel .....	2	16	3
September 7	" J. Ferguson's account for a boat.....	9	0	0
September 7	" M. Tigny for carting copper dross.....	0	6	8
September 12	" Montreal Bank for a bill of exchange to remit Messrs. Watson and Richardson for 300 chaldrons coal—£144 16s. 4d. sterling at 11 per cent. premium.....	178	12	1
September 18	" J. Tessier's account for 4 brls. pork and cartage.....	14	0	6
September 19	" T. Birch's account for a quadrant.....	2	5	0
September 23	" J. Breerton's account of disbursements for this vessel.....	2	4	0
October 5	" William Henry Roy's account for bran.....	0	10	6
October 7	" W. Crawford's account for cartage of coal.....	4	11	0
October 15	" R. Shaw, grocer's account of sundries .....	23	3	4
October 22	" Wm. Crawford's account for piling coal.....	7	10	0
October 22	" Galt and Crawford's account for 60 chaldrons coal at 28s. 9d.....	86	5	0
October 23	" Captain Wood for freight of 300 chaldrons coal imported per Heba.....	188	13	10
November 12	" M. Lamontagne's account for a clock.....	2	0	0
November 29	" R. Back's account for 4 cwt. biscuit.....	0	6	0
December 6	" Equitable Fire Office premium on £1000, amount of insurance effected on this vessel for the winter .....	10	0	0
December 6	" Quebec Fire Office do. on £2000 for do.....	20		
	" Etna do. do. on £2000 for do. and 5s policy.....	20	5	0
December 10	" T. Park, baker's account.....	5	1	0
December 10	" T. May's account for vegetables.....	3	9	10
December 14	" A. Lefrançois, blacksmith's account.....	1	9	7
December 16	" F. Grenier's account for 6 buckets.....	0	18	0
December 16	" R. Shaw, grocer's account of sundries.....	1	10	7
December 16	" J. Wyatt & Co.'s account for 5 bags biscuit.....	5	0	0
December 16	" Her Majesty's Customs provincial duties on this vessel.....	1	12	7
December 16	" J. Musson's account for medicines.....	0	4	11
December 16	" L. & C. Tétu's account for linen, sheeting, &c.....	9	18	7
December 17	" V. Chabot's account for an elbow .....	0	1	3
December 18	" R. Greig, blockmaker's account.....	7	1	2
December 18	" J. Wm. Henry, blacksmith's account .....	37	17	11
December 20	" McDonald and Logan's account for rags.....	0	10	6
December 20	" J. and W. Dinning, victualler's account.....	69	9	0
December 21	" W. Hunt, sail maker's account.....	20	3	8
December 21	" Méthot, Chicic & Co.'s hardware account.....	4	11	4
December 24	" C. Brocklesby & Co.'s ship chandler's account.....	47	19	2
December 24	" M. Dubé for 1 day demurrage while employed conveying copper dross.....	0	15	0
December 24	" J. W. Tweddle, blacksmith's account.....	4	17	0
December 26	" T. H. Oliver's account for carpenters employed on board the Doris .....	0	10	0
December 27	" Wm. Wilson's account for repairing the furnace .....	1	2	10
December 28	" P. Ryan, tinsmith's account .....	1	0	4
December 28	" J. Kane's account for a stove, &c.....	6	10	4
December 30	" J. Haram's account for cartage .....	2	12	7
December 31	" T. Cary's account for printing blank forms.....	1	5	0
December 31	" J. Smith's account of disbursements for sundries bought for this vessel.....	11	12	3
December 31	" J. Breerton's account of disbursements do. do. ....	11	9	5
December 31	" Wages, &c., to the crew of the vessel as per account.....	388	10	5
		£1849	1	0

E. E.

A. LEMOINE,

Treasurer.

Examined.

H. LEMESURIER,

Master.

Quebec, 31st December, 1850.

Appendix  
(E.)

## ABSTRACT No. 21.

Appendix  
(E.)

27th May.

27th May.

ACCOUNT of SALARIES paid to the Officers of the Trinity House of Quebec during the year 1850, viz :

	£	s.	d.
To Henry LeMesurier, 12 months' salary as Master, to 30th September, 1850,.....	250	0	0
" Edward Boxer, 12 months' salary as Harbour Master, to 30th September, 1850,.....	500	0	0
" Robert Julyan, 12 months' salary as Assistant Harbour Master, to 30th September, 1850,.....	111	2	2
" F. Gourdeau, 12 months' salary as Senior Superintendent of Pilots, to 30th September, 1850,.....	175	0	0
" John Smith, 12 months' salary as Junior Superintendent of Pilots, to 30th September, 1850,.....	175	0	0
" A. Lemoine, 12 months' salary as Treasurer, to 30th September, 1850,.....	350	0	0
" E. B. Lindsay, 12 months' salary as Clerk, to 30th September, 1850,.....	300	0	0
" B. S. Lafleur, 12 months' salary as Water Bailiff, to 30th September, 1850,.....	100	0	0
	1961	2	2

E. E.

A. LEMOINE,

*Treasurer.*

Examined,

H. LEMESURIER,

*Master.*

Quebec, 31st December, 1850.

## ABSTRACT No. 22.

ACCOUNT of SALARIES and allowances paid to the Light House Keepers, during the year 1850, viz. :

	£	s.	d.
To Charles Julyan, Keeper of the Pillar Light House, 12 months' salary to 30th September, 1850,.....	£100	0	0
Balance of his yearly allowance for fuel and water, to 30th September, 1850,.....	13	6	8
Two-thirds of his yearly allowance, in advance for next year,.....	26	13	4
To A. Dufour, late Keeper of the Light House on Red Island, arrears of salary and allowances to 3rd June, 1850,.....	270	10	11
" H. Fraser, Keeper of the Light House on Red Island, his salary and allowances, from 4th June to 30th September, 1850,.....	45	9	4
" R. N. Lindsay, Keeper of the Green Island Light House, 12 months' salary and allowances, to 30th September, 1850,.....	140	0	0
" J. E. Hammond, Keeper of Biquet Island Light House, to 30th September, 1850,.....	165	0	0
" Z. Bédard, Keeper on Point des Monts Light House, to 30th September, 1850,.....	120	0	0
" E. Pope, Keeper on S. W. Point of Anticosti Light House, to 30th September, 1850,.....	200	0	0
" T. Roche, Keeper on the E. E. of Anticosti, balance of salary to 30th September, 1850,.....	115	13	5
" F. Rodrigue, Keeper at Portneuf, balance of salary to 30th September, 1850,.....	30	0	0
" J. Thurber, Keeper at Ste. Croix, his salary from 25th April to 3rd December, 1850,.....	22	6	0
" J. Mitchel, Gunner, Biquet Light House, 15 months' salary, to 30th September, 1850,.....	37	10	0
	1216	9	8

E. E.

A. LEMOINE,

*Treasurer.*

Examined,

H. LEMESURIER,

*Master.*

Quebec, 31st December, 1850.

## ABSTRACT No. 23.

ACCOUNT of MONEYS paid to Pensioned Officers of the Trinity House of Quebec, during the year 1850, viz. :

	£	s.	d.
To the Hon. John Stewart, 12 months' pension as late Master, to 30th September, 1850,.....	250	0	0
" John Lambly, 12 months' pension as late Harbour Master, to 30th September, 1850,.....	275	0	0
" Robert Young, 12 months' pension as late Superintendent of Pilots, to 30th September, 1850,.....	125	0	0
	650	0	0

E. E.

A. LEMOINE,

*Treasurer.*

Examined,

H. LEMESURIER,

*Master.*

Quebec, 31st December, 1850.

D<sup>1</sup>



Appendix  
(E.)  
27th May.

Appendix  
(E.)  
27th May.

CUL-DE-SAC.

No. 24

CONTRA.

Cr.

Dr.	£	s.	d.	Cr.	£	s.	d.
1850. Paid A. Miller, for clearing away the snow in front of the Cul-de-Sac during the present winter,.....	3	0	0	By amount received for Cul-de-Sac dues during the present year,.....	43	9	5
" P. Julien's account, for repairing fences,.....	2	11	0	Balance,.....	0	7	1
" F. Cothard's account, for clearing and having charge of the Cul-de-Sac during the prevalence of Cholera in 1849,.....	2	0	0				
" City Corporation, assessment on the Cul-de-Sac for 1850,.....	31	5	0				
" T. Cary's account, for printing and binding blank books,.....	5	0	6				
	43	16	6		43	16	6

Examined,

H. LEMESURIER, *Master.*

E. E.

A. LEMOINE, *Treasurer.*

Quebec, 31st December, 1850.

STATEMENT OF MONEYS RECEIVED AND PAID ON ACCOUNT OF THE PROVISION DEPOTS, DURING THE YEAR 1850.

Dr.	£	s.	d.	Cr.	£	s.	d.
Paid John Smith's account, for erecting a house at Point des Monts, for the keeping of the provisions at that station,.....	153	11	3	Received from B. Bradley, for 5 barrels flour at 12s. 6d. and 3 barrels pork at 20s. (old provision),.....	6	2	6
" F. DeFoy's account, for a stove for the use of the keeper of the Depot at Shallop Creek,.....	3	0	0	" From Z. Bedard, for the following quantity of old provisions:—			
" V. Chabot's account, for stove pipes for do .....	0	12	6	1,375 lbs. flour at 12s. 6d. per barrel,.....	4	7	9
" Methot, Chicic & Co., for sundry articles for do .....	2	17	5	1,150 lbs. pork at 20s. do .....	5	15	0
				20 gallons pease 10s. do .....	0	8	4
				" From E. Pope, for the following old provisions:—			
				6 barrels and 42 lbs. flour at 12s. 6d. per barrel,.....	3	17	8
				3 do pork at 20s. do .....	3	0	0
				4 do do and 13 gallons pease at 10s. do .....	2	4	4
				Balance,.....	9	2	0
	160	1	2		134	5	7
					160	1	2

Examined,

H. LEMESURIER, *Master.*

E. E.

A. LEMOINE, *Treasurer.*

Quebec, 31st December, 1850.

Appendix (E.)

No. 26.

Appendix (E.)

27th May.

ACCOUNT of DISBURSEMENTS incurred by the Trinity House of Quebec for enforcing the Quarantine regulations during the year 1850, viz :

27th May.

		£	s.	d.	
June	19	Paid J. Reilly's account for painting 3 buoys .....	1	10	0
Dec.	27	Paid F. Grenier's account for a spare buoy.....	15	0	0
Dec.	31	Paid T. Cary's account for printing and binding regulations to Pilots.....	2	0	0
		£18	10	0	

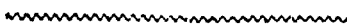
E. E.

A. LEMOINE,  
Treasurer.

Examined

H. LEMESURIER,  
Master.

Quebec, 31st December, 1850.



Appendix (E.)  
27th May.

Appendix (E.)  
27th May.

Dr. THE QUEBEC PILOTS' FUND IN ACCOUNT WITH ALEXANDER LEMOINE, TREASURER OF THE TRINITY HOUSE OF QUEBEC. Cr.

	£	s.	d.	£	s.	d.
<i>For the following sums and Pensions paid during the year 1850:</i>						
To arrears of Pension up to 31st December, 1849, as per list,.....	20	10	2			
" amount of Pension List for quarter ending 31st January, 1850,.....	503	9	10			
" do. do. 30th April, 1850,.....	497	18	2			
" do. do. 31st July, 1850,.....	503	10	6			
" do. do. 31st October, 1850,.....	481	6	6			
" do. granted as relief,.....	48	10	0			
<i>For the following sums lent:</i>						
To Pierre Bouchard, per Notarial Obligation, dated 10th January, 1850,.....	100	0	0			
" Trustees of Quebec Turnpike Roads, per debenture No. 23, dated 22nd October, 1850,.....	300	0	0			
" Quebec City Corporation, per debenture No. 2, dated 20th December, 1850,.....	600	0	0			
<i>For the following accounts paid:</i>						
To Caron & Baillargé, their fees for opposition in case of Boisseau, 2s. Couillard,.....	2	10	0			
" Registrar of Deeds at Quebec, for searches and certificates of mortgages registered against estate Delery,.....	0	12	6			
" Neilson & Middleton, for publishing in the Quebec Gazette the annual statement of the Pilots' Fund,.....	3	0	8			
" A. Côté & Co., for do. in the Journal de Québec,.....	3	3	4			
" E. R. Fréchette, for do. in the Canadien,.....	3	11	8			
" F. Griffin, Advocate, for professional services respecting Messrs. C. W. & J. Grant's debt,.....	6	9	4			
" E. B. Lindsay, his travelling expenses to Montreal, respecting do. and telegraphic despatches to and from Mr. Griffio at Montreal, respecting do. ....	2	1	4			
" T. Cary, his account for printing widows' certificates,.....	1	5	6			
" Balance in the Treasurer's hands,.....				25	1	10
				1868	6	11
				4148	13	11
<i>Capital and interest received from the following during the year 1850:</i>						
Balance in the hands of the Treasurer on the 31st December, 1849,.....						
From George Biset, 12 months' interest on £200 to August 4, 1849,.....	12	0	0			
" J. Preudergast, 12 do do 200 to Sept. 13, ".....	12	0	0			
" William Paton, 2 years do do 750 to June 4, 1850,.....	90	0	0			
" Estate of J. Sirang, 1 year do do 437 1/4 to Feb. 19, 1850,.....	26	5	3			
" A. C. Taschereau, 2 years do do 300 to October 13, 1850,.....	36	0	0			
" Heirs De la Gourgonnière, 1 year do do 275 to January 14, ".....	16	10	0			
" P. Boisseau, 1 year do do 875 to " 26, ".....	52	10	0			
" A. Ferguson, 1 year do do 500 to April 24, ".....	30	0	0			
" Estate J. McKenzie, 1 year do do 400 to " 18, ".....	24	0	0			
" Sir J. Stuart, 1 year do do 1000 to May 9, ".....	60	0	0			
" Miss J. Baby, 1 year do do 250 to " 16, ".....	15	0	0			
" E. H. Têtu, 1 year do do 400 to March 17, ".....	24	0	0			
" O. L. Richardson, 1 year do do 500 to June 16, ".....	30	0	0			
" J. Cary, 1 year do do 300 to May, 20, ".....	18	0	0			
" Provincial Government, 1 year do do 200 to October 20, ".....	12	0	0			
" S. S. McCord, 1 year do do 325 to August 4, ".....	19	10	0			
" J. Adam and others, 1 year do do 20 to Nov. 27, ".....	1					
" F. J. Parent & C. F. Pratt, on act of their obligation, £200 0 0						
" 1 year's interest on £1,200, to October 5, 1849,.....	72	0	0			
" Interest on do to May 11, 1850,.....	43	3	8			
" do 1,000, to October 5, 1850,.....	24	0	4			
" C. W. & J. Grant, arrears of interest and on account of principal,.....	339	4	0			
" G. H. Ryland, through the Sheriff of Quebec, amount of his debt both in capital and interest,.....	536	7	8			
" J. St. Laurent, on account of his obligation,.....	536	6	7			
" Heirs Dessaules, balance of interest on £500 to January 17, 1850,.....	1	0	0			
" Joseph Pepin, on account of his obligation,.....	24	10	4			
" D. Ballantyne, on account of his debt,.....	9	0	0			
	3	0	0			
<i>Poundage.</i>						
Amount received during the year 1850,.....				1928	7	10
				1418	2	5
				4148	13	11

E. E.

H. LEMESURIER, J. P.

H. LEMOINE, Treasurer.

Sworn to as being correct and true, at Quebec, this 18th January, 1851,

Before me,

Examined, Balance in hand, £1,068 6s. 11d. cy.

H. LEMESURIER, Master.

Quebec, 31st December, 1851.

Appendix  
(E.)  
27th May.

Appendix  
(E.)  
27th May.

**ACCOUNTS of the TRINITY HOUSE of MONTREAL, for the year ending 31st December, 1850.**

TREASURER of the TRINITY HOUSE, MONTREAL, in Account Current with Her Majesty's Government.—GENERAL DISBURSEMENT ACCOUNT.

Dr.

Cr.

		Voucher.						By Balance this day in Treasurer's hands, as per Account rendered								
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
January	4, 1850	40	13	8	1						1517	1				
do	do	4	0	0	2											
do	do	21	11	8	3											
do	do	20	8	4	4											
do	do	62	10	0	5											
do	do	9	13	3	6											
do	do	1	5	0	7											
do	do	31	5	0	8											
do	do	46	5	0	9											
February	6, do	20	0	0	10											
do	do	5	1	4	11											
do	do	6	2	7	12											
do	do	6	13	8	13											
do	do	69	12	2	14											
do	do	11	8	4	15											
do	do	5	3	9	16											
do	do	10	3	10	17											
do	do	2	15	4	18											
March	11, do	20	0	0	19											
do	do	62	10	0	20											
do	do	20	0	0	21											
do	do	46	5	0	22											
do	do	31	5	0	23											
do	do	27	0	0	24											
do	do	26	18	5	25											
do	do	63	16	9	26											
do	do	12	0	4	27											
do	do	20	0	0	28											
do	do	34	10	9	29											
do	do	5	18	8	30											
do	do	724	18	2	31											
<i>Carried over</i>																

Carried over

Carried over

Appendix  
(E.)  
27th May.

Appendix  
(E.)  
27th May.

GENERAL DISBURSEMENT ACCOUNT.—(Continued.)

Dr.		Cr.							
Month	Day	Voucher.	Description	£	s.	d.	£	s.	d.
June	5, 1850	29	<i>Brought over</i> .....	724	18	2			
do	do	30	To paid Custom House, Duties on two Casks of Oil	5	7	8			
do	do	31	do Judds, Sons & Co., two Casks Sperm Oil	48	2	6			
do	do	32	do Smith Leith, two Toise Stone	4	0	0			
do	do	33	do Harbour Master, Disbursements	5	9	0			
do	do	34	do W. M. Browne, Allowance, collection of Light Dues, 1849	26	7	4			
July	1, do	35	To paid Water Bailiff, Quarter's Salary, to 1st July	20	0	0			
do	do	36	do Registrar and Treasurer, do do do	46	5	0			
do	do	37	do Treasurer, Disbursements	20	5	6			
do	do	38	do Master, Quarter's Salary, to 1st July	31	5	0			
do	do	39	do Harbour Master, do do do	62	10	0			
do	do	40	do R. Graham, Folio blank post Receipt Book	2	7	6			
do	do	41	do F. Noad & Co., 118 Gallons Sperm Oil	50	3	0			
do	do	42	do David Boyer, Wages as Light-keeper	27	0	0			
do	do	43	do John Long, do do do	18	0	0			
do	do	44	do William Dunn, do do do	7	10	0			
do	do	45	do A. Caron, do do do	15	0	0			
do	do	46	do François Marcotte, do do do	7	5	0			
do	do	47	do Fugères & Marchand, do do do	15	0	0			
do	do	48	do John Molson, Quarter's Rent of Trinity House	7	5	0			
August	3, do	49	To paid F. Baby, Wages as Light-keeper	15	0	0			
do	do	50	do W. Morrison, do do do	5	9	4			
do	do	51	do Custom House, Duties on Oil	15	0	0			
do	do	52	do Judds, Sons & Co., Sperm Oil	4	16	9			
do	do	53	do Harbour Master, Disbursements	38	14	6			
do	do	54	do A. Lamoureux, Wages as Light-keeper	7	1	9			
do	do	55	do Rivet & Lachapelle do do do	8	5	0			
do	do	56	do Louis Marcotte, Wages for self and Light-keepers, at Islet and River du Chêne	7	10	0			
do	do	57	To paid Armour & Ramsay, Stationery	30	12	0			
do	do	58	do Smith Leith, Wages as Light-keeper	2	18	9			
do	do	59	do Judds, Sons & Co., Sperm Oil	10	0	0			
do	do	60	do Custom House, Duties on Oil	63	3	1			
do	do	61	do Harbour Master, Disbursements	7	18	6			
do	do	62	do Treasurer, do do do	2	15	3			
do	do	63	do Harbour Master, Quarter's Salary, to 1st October	21	13	5			
do	do	64	To paid Water Bailiff, Quarter's Salary, to 1st October	62	10	0			
do	do	65	do Registrar and Treasurer, Quarter's Salary, to 1st October	20	0	0			
do	do	66	do John Molson, Taxes on Premises	46	5	0			
do	do	67	do Custom House, Duties on Oil	31	5	0			
do	do	68	do John Molson, Taxes on Premises	4	10	0			
do	do	69	do Custom House, Duties on Oil	7	12	8			
			<i>Carried forward</i> .....	1556	16	3			
				2315	10	11			
				8	6	0			
				53	4	7			
				20	15	9			
				181	17	9			
				92	7	0			
				2449	1	8			
				64	6	5			
				2384	15	8			
				5056	17	3			

Dr.

*Carried forward*

Appendix  
(E.)  
27th May.

Appendix  
(E.)  
27th May.

GENERAL DISBURSEMENT ACCOUNT.—(Continued.)

Dr.		Cr.	
		£	s.
	<i>Brought forward</i> .....	5056	17 3
October 21, 1850	To paid Judds, Sons & Co., Sperm Oil.....	156	16 3
November 4, do	do do John Molson, Quarter's Rent of Trinity House.....	60	11 9
do 14, do	To paid Treasurer, Disbursements.....	15	0 0
do 15, do	do Harbour Master, do	18	6 11
December 2, do	do John Long, Wages, as Light-keeper.....	71	3 12
do 3, do	do François Marcotte, do	43	1 0
do 10, do	do W. Morrison, do	23	3 4
do 11, do	do David Boyer, do	25	4 0
do 13, do	do Alexander Levy, for Wicks, &c., for Lanthorns.....	41	8 0
do 14, do	To paid A. Lamoureaux, Wages as Light-keeper.....	2	12 0
do do	do Smith Leith, do	11	19 7
do 16, do	do Harbour Master, Disbursements.....	6	3 3
do 18, do	do Amable Caron, Wages as Light-keeper.....	4	8 8
do 24, do	do W. Cooté & Co., Duty and Freight on Sperm Oil at St. Johns.....	10	13 4
do do	To paid Eugère & Marchand, Wages as Light-keepers.....	14	18 8
do do	do William Dunn, do	14	6 4
do 26, do	do Rivet & Lachapelle, do	25	10 0
do 27, do	do T. E. Lanouette, do	10	19 0
do do	do Treasurer, Disbursements.....	13	2 3
do 28, do	do Lovell & Gibson, Printing Bye-laws, &c.....	23	2 8
do 30, do	do P. Monplaisir, Wages as Light-keeper.....	4	10 0
do 31, do	do Water Bailiff, Quarter's Salary, to 31st instant.....	21	6 5
do do	do Registrar and Treasurer, do do do	20	0 0
do do	do Harbour Master, do do do	46	5 0
do do	do do do do do do	62	10 0
do do	do do do do do do	31	5 0
do do	To Balance.....	2951	0 11
		5056	17 3

Examined and found correct.—Balance on hand 31st Dec., 1850..... £2951 Os. 11d.

WM. BRISTOW, Deputy Master, T.H., }  
ANDREW SHAW, Warden, }  
Auditors.

JAMES HOLMES, }  
Treasurer.

Montreal, 27th January, 1851.

Montreal, 31st December, 1850.

December 31, 1850 ... By Balance in Treasurer's hands..... 2951 0 11

Appendix

(E.)

27th May.

Appendix

(E.)

27th May.

DETAILED STATEMENT of Payments by Mr. BROWNE, Wharfinger, of LIGHT DUES, for Season of 1850, with dates.

			£	s.	d.	
May	20, 1850	By Cash	50	0	0	
do	27, do	do	56	1	8	
June	1, do	do	50	0	0	
do	11, do	do	111	6	6	
do	18, do	do	81	3	0	
do	25, do	do	55	16	0	
July	2, do	do	63	4	6	
do	6, do	do	138	16	6	
do	17, do	do	42	5	0	
do	25, do	do	18	17	1	
do	27, do	do	107	1	6	
do	31, do	do	37	8	0	
do	do do	do	60	15	6	
August	8, do	do	61	16	4	
do	15, do	do	132	18	3	
do	20, do	do	86	12	2	
do	29, do	do	50	0	0	
September	4, do	do	92	11	11	
do	13, do	do	64	5	0	
do	17, do	do	75	8	4	
do	30, do	do	114	16	4	
October	5, do	do	82	12	6	
do	12, do	do	110	5	5	
do	21, do	do	86	0	0	
do	26, do	do	40	0	0	
November	2, do	do	80	0	0	
do	9, do	do	80	11	4	
do	16, do	do	70	0	0	
do	23, do	do	73	4	0	
do	28, do	do	110	0	0	
December	12, do	do	40	0	0	
do	31, do	do	60	18	5	
			£	2384	15	3

JAMES HOLMES,  
Treasurer.

Montreal, 31st December, 1850.

Appendix (E.) 27th May.

Appendix (E.) 27th May.

MONTREAL DECAYED PILOTS' FUND in Account with the TREASURER, TRINITY HOUSE, MONTREAL.

Cr.

Dr.

Main ledger table with columns for Date, Description, Voucher, £, s, d, and Balance. Includes entries for various months from January to December 1850, detailing payments to widows and interest on debentures.

Carried over

Carried over



Appendix  
(E.)  
27th May.

Appendix  
(E.)  
27th May.

MONTREAL DECAYED PILOTS' FUND.—(Continued.)

Dr.		Cr.					
	Voucher.	£	s.	d.	£	s.	d.
November 29, 1850	<i>Brought over</i>	117	12	6	369	17	0
do do	To paid Widow P. Hamelin, 6 months' Pension, to 1st instant	4	10	0	3	15	0
do do	do Widow C. Boudreau, 6 do do to 1st do.	2	10	0	18	0	0
December 31, do	To Balance in Treasurer's hands	287	3	3	20	3	9
		£	411	15	£	411	15
				9			9
December 31, 1850		By Balance in Treasurer's hands deposited in Bank of Montreal		287	3	3	

STATEMENT OF FUNDS.

	£	s.	d.
Water Works Bonds	900	0	0
Montreal Harbour Bonds	900	0	0
<i>Carried up</i>	£1200	0	0
<i>Brought up</i>	£2087	3	3
Mortgage on Property in Great St. James Street	1200	0	0
Balance in Treasurer's hands, per above Account	600	0	0
	287	3	3

Errors Excepted.

JAMES HOLMES,  
Treasurer.

Montreal, 31st December, 1850.

STATEMENT of Amount of POUNDAGE on PILOTAGE and WAGES of PILOTS employed in Piloting Steamers, Schooners, &c. to and from QUEBEC, for Season of 1850.

						£	s.	d.	
May	6, 1850	By received from	P. Page, Steamer	Hibernia	.....	0	5	6	
do	28, do	do	O. Abelle, do	Marion	.....	0	6	0	
June	8, do	do	N. Boyer, Schooner	Caledonia	.....	0	5	0	
do	15, do	do	O. Abelle, do	Mary	.....	0	2	0	
do	do	do	do	do	Empire	.....	0	5	
do	do	do	do	do	Steamer Western Miller	.....	0	3	
do	do	do	François Dolbec, Schooner	Mary	.....	0	3	0	
do	do	do	do	do	California	.....	0	5	
do	do	do	do	do	Moving a Ship at Quebec	.....	0	2	
do	22, do	do	H. Lemai, Steamer	Transit	.....	0	7	6	
do	do	do	do	Schooner	Christina	.....	0	5	
do	do	do	do	do	Globe	.....	0	5	
do	28, do	do	O. Abelle, Steamer	Marion	.....	0	6	0	
July	5, do	do	do	do	Western Miller	.....	0	6	
do	do	do	do	do	England	.....	0	3	
do	10, do	do	L. Mayrand, do	Western Miller	.....	0	6	0	
do	12, do	do	N. Boyer, Schooner	Canadian	.....	0	2	6	
do	13, do	do	O. Abelle, do	Matilda Taylor	.....	0	5	0	
do	23, do	do	F. Hamelin, Steamer	Porcupine	.....	0	6	0	
do	do	do	do	Schooner	Chicago	.....	0	5	
do	27, do	do	O. Abelle, Steamer	Western Miller	.....	0	6	0	
August	2, do	do	F. Dolbec, Schooner	Mary	.....	0	1	3	
do	do	do	do	do	John Malcolm	.....	0	5	
do	do	do	do	do	Steamer Prince Albert	.....	0	4	
do	12, do	do	H. Lemai, Schooner	Pacific	.....	0	2	0	
do	15, do	do	Joseph Boyer, do	Mohawk	.....	0	5	0	
do	do	do	C. Hamelin, 1st, do	Caledonia	.....	0	2	0	
do	do	do	T. Dubord, do	William Black	.....	0	4	0	
do	do	do	do	do	Governor	.....	0	4	
do	do	do	C. Hamelin, 1st, do	Selina	.....	0	9	3	
do	22, do	do	O. Raymond, Steamer	Pilot	.....	0	9	3	
do	23, do	do	L. Mayrand, Schooner	Sinbad	.....	0	7	6	
September	4, do	do	C. Hamelin, 2nd, Scow	Marion	.....	0	2	6	
do	9, do	do	F. Hamelin, Schooner	Georgiana	.....	0	5	6	
do	16, do	do	F. Dolbec, do	do	.....	0	3	9	
do	do	do	C. Hamelin, 2 <sup>d</sup>	Steamer Otter	.....	0	3	9	
do	17, do	do	P. Page, on account of	Poundage of Pilotage	.....	0	10	0	
do	18, do	do	L. Mayrand, Schooner	Scotland	.....	0	5	6	
do	do	do	do	do	Shickluna	.....	0	6	
do	do	do	Captain Marshall, Poundage	on Steamer England	.....	0	11	3	
do	23, do	do	O. Neau, Steamer	Ottawa	.....	0	9	3	
do	do	do	J. Leveille, Schooner	New Brunswick	.....	0	8	0	
October	14, do	do	Z. Boudreau, do	Beaver	.....	0	5	0	
do	25, do	do	O. Raymond, Steamer	St. Louis	.....	0	3	0	
do	31, do	do	N. Boyer, Barge	Joseph Potter	.....	0	2	6	
November	4, do	do	J. Leveille, Schooner	Chicago	.....	0	6	6	
do	22, do	do	O. Abelle, do	Dundee	.....	0	7	6	
December	26, do	do	Isaie Beaudry, Poundage	on Wages for Season of 1850, on	Steamers Montreal and Lord Sydenham	4	10	0	
do	31, do	do	Caleb Faquet, Poundage	on Wages for Season of 1850, on	Steamer North America	3	10	0	
						£	20	3	9

JAMES HOLMES,

Registrar and Treasurer.

Montreal, 31st December, 1850.

Appendix

(F.)

26th May.

Appendix

(F.)

26th May.

**RETURN of the Printing and Distribution of the Public, Local and Private Acts, 3rd Session, 3rd Parliament of Canada, 13 & 14 Victoria, 1850.**

DISTRIBUTION of the PUBLIC ACTS, passed the Third Session of the Third Parliament of the Province of Canada, 13 & 14 Vic., 1850. In English.

## UPPER CANADA.

Counties and United Counties.	Clerks of the Peace.	Cities, Towns, and Village Municipalities.	Municipal Councils.	Township Municipalities.	Public Officers and Colleges.*	Total.	Remarks.
Carleton .....	69	2	2	20	7	100	* Registrars, Registrars Surrogate, Deputy Clerk of the Crown, County Clerk, Coroners, &c.
Essex and Kent .....	115	4	2	40	10	171	
Frontenac, Lennox and Addington...	166	6	2	52	12	238	
Hastings .....	79	2	2	24	8	115	
Perth, Huron and Bruce .....	71	2	2	80	4	149	
Lanark and Renfrew .....	87	2	2	43	8	149	
Leeds and Grenville .....	153	4	2	32	10	201	
Lincoln, Haldimand and Welland...	114	14	2	50	12	192	
Middlesex .....	113	2	2	34	6	157	
Norfolk .....	65	2	2	18	7	94	
Northumberland and Durham .....	151	4	2	28	10	195	
Oxford .....	76	2	2	24	6	110	
Peterborough .....	76	2	2	38	7	125	
Prescott and Russell .....	54	2	2	22	6	90	
Prince Edward .....	51	2	2	12	8	75	
Simcoe .....	74	2	2	48	7	133	
Stormont, Dundas and Glengary.....	84	2	2	24	15	117	
Waterloo .....	117	4	2	54	7	184	
Wentworth and Halton .....	136	9	2	32	11	190	
1st, 2nd, 3rd and 4th Ridings of York	225	5	2	48	49	330	
42 Members Legislative Assembly, 5 each .....						210	
22 do do Council, 5 do .....						110	
In Sheets by Post .....						3435	
Public Departments and Offices .....						130	
Attorney General, New Brunswick ..						110	
						1	
Total number of Copies for Upper Canada.....						3676	

## LOWER CANADA.

23 Judges, 2 Copies each .....	46	
8 Prothonotaries, 4 Copies each .....	32	
Clerks of Courts .....	43	
Sheriffs .....	6	
Coroners .....	7	
High Constables .....	4	
Small Cause Courts .....	211	
Magistrates .....	789	
Registrars .....	26	
Revenue Departments and Officers .....	33	
Libraries .....	22	
Municipalities .....	57	
Mayors .....	22	
Militia Officers .....	260	
Clergymen .....	338	
20 Members Legislative Council, 5 each .....	100	
42 do do Assembly, 5 each .....	210	
Total number of Copies for Lower Canada.....	2206	
do do for Upper Canada .....	3676	
	5882	
Balance (forwarded to Honorable James Leslie, 16th November, 1850).....	118	
Total printed .....	6000	Public General Acts.

Appendix  
(F.)  
26th May.

Appendix  
(F.)  
26th May.

RETURN of the Distribution of the PUBLIC ACTS, 3rd Session of the 3rd Parliament of the Province of Canada, 13 & 14 Victoria, 1850. In French.

IN LOWER CANADA.		<i>Brought up</i> .....	
23 Judges, 2 each .....	46	20 Members, Legislative Council .....	100
5 Prothonotaries, 4 each.....	20	42 do do Assembly .....	210
Clerks of Courts .....	43	Clergymen .....	305
Sheriffs .....	6	IN UPPER CANADA.	
Coroners .....	7	Public Departments.....	53
High Constables .....	4	County of Essex, Kent, and Lambton.....	50
Small Cause Courts.....	211		
Magistrates .....	799		
Registrars.....	26		
Revenue Department .....	33		
Libraries .....	22	Forwarded 1st May to the Secretary of the Province...	2396
Municipalities .....	57		677
Mayors .....	22		
Militia Officers.....	322		3013
<i>Carried up</i> .....	1618	Number of Copies ordered to be Printed .....	3000

RETURN of the Printing and Distribution of the LOCAL and PRIVATE ACTS, passed the 3rd Session of the 3rd Parliament of the Province of Canada, 14 Victoria, 1850. In English.

Cap.	No. Printed.	HOW DISTRIBUTED.	
LOCAL ACTS.			
80	993	681	Copies bound for Members, Public Departments, &c., per Schedule, and 312 Copies for Municipalities, Public Officers, Magistrates, &c., County of York.
81	993	681	do do do do.
82	781	681	do, and 100 do do, County of Carleton.
83	876	681	do, and 195 do do, County of Northumberland.
84	808	681	do, and 127 do do, Stormont, Dundas & Glengarry.
85	882	681	do, and 201 do do, Leeds and Grenville.
86	781	681	do, same as cap. 82.
87	852	681	do, and 171 do do, Essex and Kent.
88	756	681	do, and 75 do do, Prince Edward.
89	873	681	do, and 192 do do, Lincoln and Haldimand.
90	873	702	do, and 171 do do, Essex and Kent.
91	873	561	do, same as cap. 81, York.
92	873	681	do, and 212 loose, do, County of Montreal.
93	893	681	do, and 212 do do, do do.
94	893	681	do, and 212 do do, do do.
95	2116	681	do, and 1435 do do, Districts of Quebec and Montreal.
96	2199	687	do, and 1512 do do, do do and Gaspé.
97	2116	681	do, and 1435 do do, do do and Montreal.
98	893	681	do, and 212 do, same as 98, County of Montreal.
99	1217	681	do, and 536 do, District of Quebec.
100	847	681	do, and 166 do, do do.
101	847	681	do, and 166 do, do do.
102	847	681	do, and 166 do, do do.
103	1086	681	do, and 405 do, Counties of Quebec, Montreal, and Chambly.
104	740	681	do, and 59 do, County of St. Maurice.
105	793	681	do, and 52 do, County of St. Hyacinthe.
106	708	681	do, and 27 do, County of Chambly.
107	708	681	do, and 27 do, County of Saguenay.
108	774	681	do, and 93 do, County of Huntingdon.
109	725	681	do, and 44 do, County of Rimouski.
110	728	681	do, and 147 do, County of Berthier.
111	742	681	do, and 61 do, County of Two Mountains.

Appendix  
(F.)  
26th May.

Appendix  
(F.)  
26th May.

RETURN of the Printing and Distribution of the LOCAL and PRIVATE ACTS, &c. In English.—(Continued.)

Cap.	No. Printed.	HOW DISTRIBUTED.
PRIVATE ACTS.		
112	720	Copies to Municipalities and Magistrates only, of Huntingdon and Beauharnois.
113	950	do do do Montreal and Vaudreuil, and 30 Copies to each Clerk of the Peace, Stormont, Leeds and Prescott.
114	850	Copies to Municipalities and Magistrates, Chambly and Huntingdon.
115	970	do do do Berthier and Leinster.
116	1020	do do do Quebec, Dorchester, Lotbinière, Megantic and Sherbrooke.
117	640	do do do Counties of Quebec, Bellechasse, L'Islet, and Kamouraska.
118	890	do do do Counties of Sherbrooke, Chambly, Rouville, St. Hyacinthe and Shefford.
119	640	do do do same as 117.
120	870	840 do do do Montreal, and 30 to Clerk of the Peace, County of Carleton.
121	870	658 do do do do, and 212 for County of Montreal.
122	870	658 do do do do, and 212 for do do.
123	870	658 do do do do, and 212 for do do.
124	640	613 do do do do, and 27 for County of Chambly.
125	790	624 do do do do, and 166 for County of Quebec.
126	610	
127	790	624 do do do do, and 166 for do do.
128	600	
129	800	618 in Volumes and in Sheets, to several Municipalities, of Essex and Kent, Middlesex, Oxford, and Wentworth and Halton, and 6 to each Clerk of the Peace.
130	800	618 in Volumes, &c., same as last.
131	800	618 in Volumes and in Sheets, to several Municipalities, of York and Simcoe, and 50 to the Clerk of the Peace, York; do Simcoe, 25.
132	740	do do and do do, of Carleton, Dundas and Grenville, and 10 to each of the three Clerks of the Peace.
133	740	do do and do do, of Waterloo and Halton, and 8 to do of the two do.
134	740	do do and do do, of York, and 65 to Clerk of the Peace, York.
135	700	do do and do do, Lincoln, and 16 to do do, Lincoln.
136	660	do do and 3 do, to Corporation of Hamilton, and 39 to Clerk of the Peace, Hamilton, for Town Magistrates.
137	700	do do and 3 do, of Toronto, and 80 to do of Toronto, for do.
138	660	do do and 3 do, of Kingston, and 39 to do of Kingston, for do.
139	660	do do, same as last.
140	660	do do do.
141	700	do do, same as cap. 137.
142	700	do do do.
143	660	618 do Government, 3 loose to Corporation of Cobourg, and 39 to Clerk of the Peace, Cobourg, for Magistrates.
144	700	do do, same as cap. 137.
145	700	do do do 138.

A.—SCHEDULE of the Number of LOCAL and PRIVATE ACTS required for Distribution in each County of UPPER CANADA.

Counties and United Counties.	City, Town, and Village Municipality.	Municipal Council.	Township Municipality.	County Public Officers and Colleges.	Judges and Registrars of Courts.	Members Legislative Assembly and Council.	Public Departments.	Reserve Government.	Clerks of the Peace.	Total.
Carleton .....	2	2	20	7	199	258	114	100	69	781
Essex and Kent .....	4	2	40	10					115	852
Frontenac, Lennox and Addington .....	6	2	52	12					166	919
Hastings .....	2	2	24	8					79	796
Perth, Huron and Bruce .....	2	2	80	4					71	830
Lanark and Renfrew .....	2	2	48	8					87	828
Leeds and Grenville .....	4	2	32	10					158	872
Lincoln, Haldimand, and Welland .....	14	2	50	12					114	873
Middlesex .....	2	2	34	6					113	838
Norfolk .....	2	2	18	7					65	775

A.—SCHEDULE of the Number of LOCAL and PRIVATE ACTS required for Distribution in each County of UPPER CANADA.—(Continued.)

Counties and United Counties.	City, Town, and Village Municipality.	Municipal Council.	Township Municipality.	County Public Officers and Colleges.	Judges, and Registrars of Courts.	Members Legislative Assembly and Council.	Public Departments.	Reserve Government.	Clerks of the Peace.	Total.
Northumberland and Durham .....	4	2	28	10	.....	.....	.....	.....	151	876
Oxford .....	2	2	24	6	.....	.....	.....	.....	76	791
Peterboro' .....	2	2	38	7	.....	.....	.....	.....	76	806
Prescott and Russell .....	2	2	22	6	.....	.....	.....	.....	54	767
Prince Edward.....	2	2	12	8	.....	.....	.....	.....	51	756
Simcoe.....	2	2	48	7	.....	.....	.....	.....	74	814
Stormont, Dundas and Glengarry .....	2	2	24	15	.....	.....	.....	.....	84	708
Waterloo.....	4	2	54	7	.....	.....	.....	.....	117	865
Wentworth and Halton ..	9	2	32	11	.....	.....	.....	.....	136	871
1st, 2nd, 3rd and 4th Ridings of York.....	5	2	48	32	.....	.....	.....	.....	225	998

B.—SCHEDULE of the Number of LOCAL and PRIVATE ACTS required for Distribution to Municipalities, Justices of the Peace, and Superior Officers of Militia in each County in LOWER CANADA.

COUNTY.	No. of Officers, Justices of the Peace, &c.	COUNTY.	No. of Officers, Justices of the Peace, &c.
DISTRICT OF MONTREAL.		DISTRICT OF QUEBEC.—(Continued.)	
County of Montreal .....	212	County of Rimouski .....	44
do Ottawa .....	65	do Megantic .....	38
do Terrebonne .....	64	do Saguenay .....	27
do Richelieu .....	46	do Portneuf .....	25
do Vaudreuil.....	48	DISTRICT OF THREE RIVERS.	
do St. Hyacinthe .....	52	County of Champlain .....	23
do Beauharnois.....	101	do Yamaska .....	20
do Rouville .....	30	do Nicolet .....	28
do Chambly .....	27	do St. Maurice .....	59
do Berthier .....	47	do Drummond .....	37
do Two Mountains .....	61	DISTRICT OF ST. FRANCIS.	
do Verchères.....	19	County of Sherbrooke .....	53
do Leinster .....	34	do Shefford .....	54
do Huntingdon .....	98	do Stanstead .....	39
DISTRICT OF QUEBEC.		do Missisquoi .....	62
County of Quebec .....	166	DISTRICT OF GASPE.	
do Bellechasse .....	32	County of Bonaventure.....	39
do L'Islet .....	47	do Gaspé .....	38
do Lotbinière.....	35		
do Dorchester .....	97		
do Montmorency .....	18		
do Kamouraska.....	27		

Appendix

(F.)

26th May.

Appendix

(F.)

26th May.

RETURN of the Printing and Distribution of the LOCAL and PRIVATE ACTS, passed the 3rd Session of the 3rd Parliament of the Province of Canada, 14 Victoria, 1850. In French.

Cap.	No. Printed.	HOW DISTRIBUTED.
80	700	General distribution to Members, Public Officers, Judges, Courts, &c., and 100 reserved for Government.
81	700	
82	700	
83	700	
84	700	
85	700	
86	700	
87	700	
88	700	
89	700	
90	700	
91	700	
92	880	
93	880	
94	880	
95	2102	do, and County of Montreal.
96	2180	do, and Districts of Quebec and Montreal.
97	2100	do, do do do, and Gaspé.
98	880	do, do do do do.
99	1203	do, and County of Montreal.
100	843	do, and District of Quebec.
101	843	do, and County of do.
102	843	do, and do do.
103	1073	do, and Counties of Quebec, Montreal, and Chambly.
104	717	do, and County of St. Maurice.
105	720	do, and County of St. Hyacinthe.
106	693	do, and County of Chambly.
107	693	do, and County of Saguenay.
108	760	do, and County of Huntingdon.
109	701	do, and County of Rimouski.
110	715	do, and County of Berthier.
111	728	do, and County of Two Mountains.
112	360	To Members, Judges, and Government.
113	360	do do do.
114	360	do do do.
115	460	do do and Berthier and Lominster.
116	360	do do and Quebec.
117	515	do do and do and Bellechasse.
118	360	do do do.
119	515	do do Chambly, Rouville and St. Hyacinthe.
120	360	do do do.
121	360	do do do.
122	360	do do do.
123	385	do do and Magistrates, Montreal.
124	375	do do and Chambly.
125	360	do do do.
126	560	do do and County of Quebec.
127	360	do do do.
128	445	do do and County of Huntingdon.

Caps. 129 to 145 inclusive, have not been printed in the French language.

S. DERBISHIRE & G. DESBARATS,

Queen's Printer.

Montreal, 2nd May, 1851.

**ACCOUNTS of the TRUSTEES of the MONTREAL TURNPIKE ROADS, from 1st January to 31st December, 1850.**

BALANCE SHEET and ACCOUNTS rendered by the TRUSTEES of the MONTREAL TURNPIKE ROADS, for the half year commencing 1st January, 1850, and ending 30th June, 1850; corresponding Accounts, accompanied by the Vouchers, were transmitted to the Provincial Secretary, 4th September, 1850.

**DISBURSEMENTS for LABOR, &c., on UPPER LACHINE ROAD, from 1st January to 30th June, 1850.**

			Voucher.	£	s.	d.	
February	23, 1850	...	To paid for Whipple-trees to snow plough.....	Part of 48	0	6	6
March	9, do	...	do J. Heffernan, for stone delivered on road.....	49	1	6	3
do	do	do	do J. Heffernan, for do do .....	Part of 53	1	8	9
April	8, do	...	do repairs to snow plough .....	72	0	5	8
do	25, do	...	do return of labor on road, to 18th April .....	Part of 98	0	11	6
May	15, do	...	do do do to 2nd May .....	112	1	16	0
do	do	do	do do do to 18th April .....	113	1	15	0
June	1, do	...	do do do to 16th May, .....	123	1	16	0
do	3, do	...	do do do to 30th do .....	133	2	1	0
do	18, do	...	do do do to 8th June .....	Part of 137	0	19	3
do	do	do	do for a spade and shovel for road .....	141	0	8	0
do	do	do	do return of labor on road to 13th June.....	144	2	3	6
do	29, do	...	do George McDonald, on Account of labor on road, this summer	Part of } 119 140 6 14 16 26 30 32 47 51 57 64 76 81 83 94	4	7	6
do	do	do	do for maintenance of winter road, the past winter .....	51 57 64 76 81 83 94	61	9	3
do	30, do	...	To proportion of Interest on Road Bonds, for half-year, Salaries, petty Accounts—see Expense Account .....		241	13	6
				£	322	7	8

**DISBURSEMENTS for LABOR, &c., on LOWER LACHINE ROAD, from 1st January to 30th June, 1850.**

			Vouchers.	£	s.	d.	
February	1, 1850	...	To paid for plank for Toll-house well.....	23	0	9	9
do	12, do	...	do J. Johnson, for breaking 2 toise of stone for road .....	Part of 35	1	10	0
do	23, do	...	do R. Varner, for do 3 do do for do .....	41	1	16	0
do	do	do	do for one trip of snow plough on road .....	Part of 48	0	5	0
March	9, do	...	do J. Heffernan, for stone delivered on road .....	Part of 53	2	5	0
do	23, do	...	do R. Varner, for breaking 3 toise of stone for road.....	68	1	16	0
April	8, do	...	do J. Johnson, for do 2 do do for do .....	73	1	10	0
do	25, do	...	do return of labor on road, to 18th April .....	Part of 98	0	11	6
do	do	do	do do do to 18th do .....	99	1	4	0
<i>Carried over.....</i>				£	11	1	3



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DISBURSEMENTS for LABOR, &c., on LOWER LACHINE ROAD, &c.—(Continued.)

			Vouchers.	£	s.	d.
			<i>Brought over</i> .....	11	1	3
May	15, 1850	To paid return of labor on road, to 2nd May .....	111	1	16	0
do	do do	do J. Johnson, balance due him for broken stone for road .....	Part of 117	0	8	0
June	1, do	do return of labor on road, to 16th May.....	124	1	16	0
do	3, do	do do do to 30th do .....	132	1	16	0
do	18, do	do do do to 8th June .....	Part of 137	1	12	1
do	do do	do do do to 13th do .....	143	2	6	0
do	29, do	do George McDonald, for labor on road this summer .....	{ Part of 119 140 10 17 28	4	7	6
do	do do	do maintenance of winter road, the past winter .....	{ Part of 35 78 84 87 89 91 93 100 Part of 117 118 134 150	61	6	1
do	30, do	To proportion of Interest on Road Bonds, for half-year, salaries, petty accounts, &c.—see Expense Account .....		362	10	3
				£	448	19 2

DISBURSEMENTS for LABOR, &c., on ST. ANTOINE and ST. LUC ROADS, from 1st January to 30th June, 1850.

			Vouchers.	£	s.	d.
May	15, 1850	To paid return of labor on road, to 25th April .....	Part of 104	2	14	6
do	do do	do do do do 9th May .....	do 120	0	6	0
June	3, do	do do do do 23rd do .....	do 128	0	3	0
do	18, do	do do do do 8th June .....	do 139	0	19	0
do	29, do	do do do do 20th do .....	do 156	0	9	0
do	do do	do F. A. Quesnel, one year's rent of Toll-house Lot .....	165	6	0	0
do	do do	do maintenance of winter roads the past winter .....	Part of 131	8	0	0
do	30, do	To proportion of Interest on Road Bonds for half year, Salaries, Petty Accounts, &c., see Expense Account .....		146	14	7
				£	165	6 1

DISBURSEMENTS for LABOR, &c., on ABORD A PLOUFFE ROAD, from 1st January to 30th June, 1850.

			Vouchers.	£	s.	d.
January	5, 1850	To paid return of labor on road, to 6th December, 1849.....	2	2	2	0
do	do do	do Boudria & Valiquette, for stone for road .....	3	11	6	3
do	do do	do return of labor on road, to 27th December, 1849 .....	4	3	0	0
do	do do	do M. Cusack, for shutters for Toll-house windows.....	5	1	10	0
February	23, do	do R. Boa, 2 years' rent of dépôt for stone, and for 10 loads broken stone for road, at 2s. per load .....	39	1	15	0
do	do do	do return of labor on road, to 10th January.....	43	3	0	0
do	do do	do do do do 24th do .....	44	3	13	6
do	do do	do do do do 7th February .....	45	4	19	0
March	9, do	do do do do 21st do .....	60	3	1	6
do	do do	do do do do 7th March .....	61	5	8	0
do	28, do	do Laurin & Lamer, for stone delivered on road .....	69	20	0	0
April	8, do	do return of labor on road, to 21st March.....	82	5	11	0
<i>Carried forward</i> .....				£	65	6 3

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27th May.

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DISBURSEMENTS for LABOR, &c., on ABORD A PLOUFFE ROAD, &c.—(Continued.)

			Vouchers.	£	s.	d.	
		<i>Brought forward</i> .....			65	6	3
April	25, 1850	To paid Laurin & Lamer, balance due them in full for stone delivered on road .....	92	16	11	3	
May	15, do	do return of labor on road, to 4th April.....	102	6	15	0	
do	do do	do do do do 18th do .....	103	3	0	4	
June	3, do	do do do do 2nd May.....	129	4	10	0	
do	do do	do do do do 16th do .....	130	4	2	10	
do	18, do	do do do do 30th do .....	145	2	5	0	
do	do do	do do do do 13th June .....	149	2	10	0	
do	29, do	do P. Rutherford, amount in full of claims under contracts to complete road .....	Part of 142	37	8	1	
do	do do	do maintenance of winter road the past winter ..	{ 114 116 Part of } 131	60	0	6	
do	30, do	do proportion of Interest on Road Bonds for half year, Salaries, Petty Accounts, &c.—see Expense Account .....		276	4	0	
				£	478	13	3

DISBURSEMENTS for LABOR, &c., on ST. LAURENT ROAD, from 1st January to 30th June, 1850.

			Vouchers.	£	s.	d.	
January	5, 1850	To paid return of labor on road, to 21st December, 1849.....	Part of 7	12	12	2	
do	17, do	do do do to 5th January .....	do 20	8	14	4	
do	do do	do H. Mangan, for supply of stone for road .....	25	11	10	0	
February	1, do	do return of labor on road, to 17th January .....	Part of 27	16	7	7	
do	12, do	do N. Thimmins, for 10½ toise of stone for road .....	31	5	18	1	
do	do do	do return of labor on road, to 2nd February.....	Part of 33	12	11	3	
do	23, do	do do do to 15th do .....	do 46	6	3	5	
March	9, do	do do do to 28th do .....	do 55	8	14	9	
do	do do	do H. Mangan, balance due him for delivery of stone on road ...	56	5	7	6	
do	do do	do T. Slaney, one year's rent of dépôt for stone .....	62	4	0	0	
do	23, do	do return of labor on road, to 14th March .....	Part of 67	10	0	3	
April	8, do	do do do to 28th do .....	do 77	6	0	9	
do	25, do	do do do to 11th April .....	do 90	7	10	8	
May	15, do	do do do to 25th do .....	do 104	5	7	9	
do	do do	do for 6 toise of stone, carted to road.....	105	2	12	6	
do	do do	do return of labor on road, to 9th May .....	Part of 120	9	17	3	
June	1, do	do do do to 23rd do .....	do 128	8	7	1	
do	18, do	do for 7,600 Toll-tickets, and for window glass for Toll-house ...	do 138	1	2	1	
do	do do	do return of labor on road, to 8th June.....	do 139	4	18	0	
do	29, do	do do do to 20th do .....	do 150	1	13	3	
do	do do	do repairs to Toll-house .....	157	2	3	0	
do	do do	do P. Rutherford, amount in full of claims, under contract for road	Part of 142	37	8	2	
do	do do	do maintenance of winter road the past winter .....	{ 109 115 164 }	46	4	1	
do	30, do	To proportion of Interest on Road Bonds for half-year, Salaries, Petty Accounts—see Expense Account .....		241	13	6	
				£	476	17	5

DISBURSEMENTS for LABOR, &c., on ST. CATHERINE'S ROAD, from 1st January to 30th June, 1850.

			Vouchers.	£	s.	d.	
January	5, 1850	To paid return of labor on road, to 21st December, 1849 .....	Part of 7	1	4	0	
do	17, do	do do do to 5th January .....	do 20	6	0	3	
February	1, do	do do do to 17th do .....	do 27	4	5	5	
do	12, do	do do do to 2nd February.....	do 33	4	17	0	
do	23, do	do do do to 15th do .....	do 46	3	7	3	
March	9, do	do do do to 28th do .....	do 55	6	5	9	
do	23, do	do do do to 14th March .....	do 67	5	2	4	
<i>Carried over</i> .....				£	31	1	6

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DISBURSEMENTS for LABOR, &c., on ST. CATHERINE'S ROAD, &c.—(Continued.)

			Vouchers.	£	s.	d.
		<i>Brought over</i> .....		31	1	6
April	8, 1850	To paid return of labor on road, to 28th March .....	Part of 77	2	3	9
do	25, do	do do do do to 11th April .....	do 90	5	9	0
May	15, do	do do do do to 25th do .....	do 104	9	15	6
do	do do	do cartage of 83 loads of stone to road.....	106	2	11	10
do	do do	do return of labor on road, to 9th May .....	Part of 120	2	9	0
June	1, do	do do do do to 23rd do .....	do 128	1	7	0
do	13, do	do do do do to 8th June.....	do 139	2	16	3
do	29, do	do do do do to 20th do .....	do 156	5	14	6
do	do do	do maintenance of winter road the past winter .....	do 107	7	12	6
do	30, do	To proportion of Interest on Road Bonds for half-year, Salaries, Petty Accounts, &c.—see Expense Account .....		155	7	6
				£	226	8 4

DISBURSEMENTS for LABOR, &c., on VICTORIA ROAD, from 1st January to 30th June, 1850.

			Vouchers.	£	s.	d.
January	5, 1850	To paid return of labor on road, to 21st December, 1849 .....	Part of 7	2	12	7
do	17, do	do do do do do 5th January .....	do 20	3	11	3
February	1, do	do do do do do 17th do .....	do 27	3	15	3
do	12, do	do do do do do 2nd February .....	do 33	2	17	2
do	23, do	do School Tax on Toll house .....	38	0	2	1
do	do do	do return of labor on road, to 15th February .....	Part of 46	3	16	3
March	9, do	do do do do do 28th do .....	do 55	4	19	0
do	23, do	do do do do do 14th March .....	do 67	4	9	5
April	8, do	do do do do do 28th do .....	do 77	3	6	9
do	25, do	do do do do do 11th April .....	do 90	1	14	6
May	15, do	do do do do do 25th do .....	do 104	2	2	6
do	do do	do do do do do 9th May .....	do 120	0	7	9
June	1, do	do do do do do 23rd do .....	do 128	3	7	6
do	18, do	do do do do do 8th June .....	do 139	2	4	6
do	29, do	do do do do do 20th do .....	do 156	9	8	6
do	30, do	To proportion of Interest on Road Bonds for half year, Salaries, Petty Accounts, &c.—see Expense Account.....		43	3	2
				£	91	18 2

DISBURSEMENTS for LABOR, &c., on QUEBEC ROAD, from 1st January to 30th June, 1850.

			Vouchers.	£	s.	d.
January	17, 1850	To paid return of labor on road, to 21st December, 1849.....	18	2	3	6
do	do do	do J. Walsh, on account of delivery of whin-stone on road.....	19	13	5	0
do	do do	do for a snow plough for road .....	22	1	10	11
do	do do	do William Donaldson, for labor on road .....	21	1	17	3
February	12, do	do return of labor on road, to 31st January .....	29	5	4	11
do	23, do	do J. Walsh, on account of delivery of whin-stone on road.....	36	6	12	6
do	do do	do do do do do .....	37	3	19	6
do	do do	do return of labor on road, to 15th February.....	42	3	10	9
do	do do	do do do do to 15th do .....	Part of 46	2	12	0
March	9, do	do for breaking 2 toise of stone for road .....	54	1	0	0
do	do do	do J. Walsh, on account of delivery of whin-stone on road.....	65	3	19	6
do	16, do	do return of labor on road, to 15th March .....	66	2	17	8
do	23, do	do do do do to 14th do .....	Part of 67	4	15	4
do	do do	do do do do to 17th January.....	70	2	15	10
April	8, do	do J. Walsh, on account of delivery of whin-stone on road.....	74	5	12	6
do	do do	do return of labor on road, to 29th March .....	75	4	9	10
do	do do	do do do do to 28th do .....	Part of 77	5	12	8
do	do do	do on account of whin-stone delivered on road.....	79	4	12	9
do	25, do	do William Donaldson, for labor on winter road .....	86	1	5	0
do	do do	do return of labor on road to 11th April .....	Part of 90	2	12	0
do	do do	do return of stone-breaking on road .....	96	7	5	0
<i>Carried forward</i> .....				£	87	14 5

DISBURSEMENTS for LABOR, &c., on QUEBEC ROAD, &c.—(Continued.)

			Vouchers.	£	s.	d.
			<i>Brought forward</i> .....	87	14	5
April	25, 1850	To paid return of labor on road, to 12th April .....	97	1	14	8
May	15, do	do do do to 9th May .....	Part of 120	4	1	0
do	do	do do do to 3rd do .....	121	6	12	3
June	3, do	do do do to 23rd do .....	Part of 128	8	2	0
do	18, do	do for Toll-tickets and fire-board for Toll-house .....	do 138	0	6	3
do	do	do return of labor on road, to 8th June .....	do 139	8	12	0
do	do	do Leon Laporte, for 519 loads broken stone for road.....	147	55	2	10
do	29, do	do return of labor on road, to 17th May .....	151	3	15	11
do	do	do do do to 31st do .....	152	3	3	0
do	do	do Lessee of Tolls, amount of toll due for Officers visiting Military Prisons who were exempted from tolls subsequent to lease of tolls to him.....	153	3	3	10
do	do	do return of labor on road, to 14th June .....	154	3	12	10
do	do	do do do to 20th do .....	Part of 156	3	4	1
do	do	do M. Thiffault, in full, of claims for damage to property by new line of road .....	160	15	0	0
			9			
			11			
			12			
			13			
			Part of			
			40			
			50			
			52			
			58			
do	do	do maintenance of winter road the past winter .....	59	97	11	5
			63			
			80			
			88			
			95			
			101			
			108			
			122			
			161			
			162			
do	30, do	To proportion of Interest on Road Bonds for half year, Salaries, Petty Accounts, &c.—see Expense Account.....		431	12	3
			£	733	8	9
			Cr.	£	s.	d.
May	15, 1850	By the following measurement of stone twice credited William Kerr and debited this Road, namely, 28th June, 1849, and 31st December, 1849:— Measurement, 5th May, 1849.....loads 1916 do 11th do do ..... do 889½				
				2805½	at 2s. 3d.	
June	29, do	By received for eleven lots of old plank and sleepers, sold at public auction .....	315	12	4	
			18	15	10	
				334	8	2
			£	399	0	7

DISBURSEMENTS, &c., for HOUSE and LOTS near MILE-END, from 1st January to 30th June, 1850.

			£	s.	d.	£	s.	d.
December	31, 1849	To Balance as per Balance Sheet, rendered to Government to date .....				286	6	10
			Cr.					
June	30, 1850	By rent of House, from 1st January to date .....	5	5	0			
do	do	By Balance carried down .....	281	1	10	286	6	10
June	30, 1850	To Balance brought down .....	£	281	1	10		

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PETTY ACCOUNTS, from 1st January to 30th June, 1850.

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			Vouchers.	£	s.	d.
January	5, 1850	To paid J. Keller, for spades, &c. for roads	1	3	16	0
do	do do	do Surveyor, for sketch of section of Quebec road	8	0	12	6
do	17, do	do retaining fee to F. G. Johnson, Advocate, in case Henderson vs. Turnpike Trustees	24	12	10	0
March	9, do	do postage on Chamberlain & Walker's letter		0	0	9
April	12, do	do Long Point Tolls, Attorney's bill of costs, suit, vs. Henderson	85	4	3	6
May	15, do	do for blank book and wafers	110	0	2	6
June	18, do	do expenses of Chairman to Toronto and back, to report to Government	136	7	10	0
do	29, do	do expenses of Overseer, to Quebec and back, to inspect the Quebec Turnpike Roads	159	2	8	9
do	do do	do H. Driscoll, professional services	158	0	15	0
do	do do	do Tobin & Eckart, Auctioneers, for selling Tolls.....£12 10 0				
		Advertising Tolls in Newspapers..... 25 15 2				
			163	38	5	2
			£	70	4	2
June	18, 1850	By received for 1,000 Toll Tickets		0	2	6
			£	70	1	8

EXPENSE ACCOUNT, from 1st January to 30th June, 1850.

			Vouchers.	£	s.	d.
June	30, 1850	Secretary's Salary, from 1st January to date	166	137	10	0
do	do do	To Overseer's do from do to do	148	67	10	0
do	do do	To services of Clerk, from do to do	167	9	0	0
do	do do	To amount of Petty Account as per account, for vouchers see account.		70	1	8
do	do do	To Interest paid on Road Bonds, as per Interest receipts, numbered from 1 to 19, see Interest Account		1528	10	0
do	do do	To Cab Account, paid for vehicles to inspect the roads	168	9	13	11
do	do do	To Bank of Montreal, Interest on Cash advances.....	169	62	6	7
do	do do	do do Discount on Promissory Notes received for Tolls.....	170	15	6	7
			£	1898	18	9

GENERAL TOLL ACCOUNT, Receipts from 1st January to 30th June, 1850.

			£	s.	d.	
June	30, 1850	By received from Lessee of Tolls, of Quebec Toll-gate, from 1st January to date	184	19	0	
do	do do	do from do of St. Antoine do, do do	40	0	0	
do	do do	do from do of Côte-des-Neiges do, do do	575	8	0	
do	do do	do from do of Victoria do, do do	102	19	7	
do	do do	do from do of St. Laurent do, do do	672	19	6	
do	do do	do from do of Lower Lachine do, do do	95	0	0	
do	do do	do from do of Upper Lachine do, do do	537	7	7	
do	do do	do from do of Long Point do, do do	79	5	0	
			£	2287	18	8

The TOLLS of the several TURNPIKE ROADS were offered by Public Auction, on Friday, the 3rd day of May, 1850, for one year, from 1st June succeeding, and the following were sold, viz. :—

	£	s.	d.	
St. Antoine Tolls.....	320	0	0	
Victoria do.....	343	0	0	
Lower Lachine do.....	290	0	0	
Upper Lachine do.....	1001	0	0	
Long Point do.....	207	0	0	
	£	2161	0	0

And the following reserved by the Trustees :

Côtes-des-Neiges Tolls. | St. Laurent Tolls. | Quebec Tolls.

Appendix

(G.)

27th May.

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(G.)

27th May.

## TURNPIKE ROADS' ACCOUNTS, from 1st January to 30th June, 1850.

			£	s.	d.	
January	1, 1850	...	To amount of this Account, as per Account rendered to 1st instant, being cost of roads and repairs.....	57404	11	3
June	30, do	...	To disbursements on Upper Lachine Road, as per Account transmitted herewith, from 1st January to date .....	322	7	8
do	do do	..	do on Lower Lachine Road, from do to do .....	448	19	2
do	do do	...	do on St. Antoine and St. Luc Roads, from do to do .....	165	6	1
do	do do	...	do on Abord à Plouffe Road, from do to do .....	478	13	3
do	do do	...	do on St. Catherines Road, from do to do .....	226	8	4
do	do do	...	do on St. Laurent Road, from do to do .....	476	17	5
do	do do	...	do on Victoria Road, from do to do .....	91	18	2
do	do do	...	do on Quebec Road, from do to do .....	399	0	7
			£	60614	1	11
Cr.						
June	30, 1850	...	By General Toll Account, amount transferred .....	2287	18	8
			£	57726	3	3

## INTEREST ACCOUNT, from 1st January to 30th June, 1850.

			Vouchers.	£	s.	d.
June	30, 1850	...	To paid Interest on Road Bonds, from 1st January to date, as per Interest Vouchers, Nos. 1 to 19 .....	1528	10	0
do	do do	...	To paid Bank of Montreal, Interest on Cash advances.....	169	62	7
do	do do	...	do do do Discount on Promissory Notes received for Tolls.....	170	15	6
			£	1606	3	2

## WILLIAM KERR'S ACCOUNT, from 31st December, 1849, to 30th June, 1850.

			Vouchers.	£	s.	d.
January	17, 1850	...	To paid him on account of contracts .....	15	125	0
May	15, do	...	To the following measurement of stone, twice credited him, and debited the Quebec Road, namely, 23th June, 1849, and 31st December, 1849:— Measurement, 5th May, 1849..... loads 1916 do 11th do do ..... do 889½ do 2805½ at 2s. 3d. ....	315	12	4
June	1, do	...	To paid him on account of contracts .....	127	25	0
do	3, do	...	do do do do .....	135	150	0
do	29, do	...	do do do do .....	155	64	0
do	30, do	...	To Balance of Account to date, carried down.....	797	9	5
do	do do	...	To Amount carried down, being amount of a Promissory Note received from him .....	71	4	11
			£	1548	6	8
Cr.						
December	31, 1849	...	By Balance as per Balance Sheet, to date .....	£	1548	6
June	30, 1850	...	By Balance brought down, being balance of accounts to date.....	£797	9	5
			Per contra .....	71	4	11
				868	14	4

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PETER RUTHERFORD'S ACCOUNT, from 31st December, 1849, to 30th June, 1850.

		Voucher.	£	s.	d.
June 18, 1850	To paid him in full of all demands .....	142	75	0	0
Cr.					
December 31, 1849	By Balance due him as per Balance Sheet, to date .....		0	3	9
June 30, 1850	By Abord à Plouffe and St. Laurent Roads, amounts transferred		74	16	3
			75	0	0

DETAILED STATEMENT of the TOLLS of the ST. LAURENT and VICTORIA TOLL-BARS.

		£	s.	d.	£	s.	d.
June 1, 1850	By Gross Amount received from 1st January, 1850, to 1st June, from Lessee of St. Laurent Tolls .....	616	1	10			
do 30, do	By Gross Amount received from 1st to 30th June, from Toll-gate Keeper .....	106	17	8			
					722	19	6
do do do	By Gross Amount received from 1st January, 1850, to date, from Lessees of Victoria Tolls .....				152	19	7
Gross Amount .....				£	875	19	1
do do do	To amount paid John Dods, Esquire, President of St. Michel Road Company, in compensation of Tolls of said Road, from 1st June to 1st December last, per Vouchers 34, 71 and 126 .....				100	0	0
				£	775	19	1
Gross Amount of St. Laurent Tolls.....		£722	19	6			
Proportion of above three Vouchers .....		50	0	0			
		672	19	6			
Gross Amount of Victoria Tolls.....		£152	19	7			
Proportion of above three Vouchers .....		50	0	0			
		102	19	7	775	19	1

DETAILED STATEMENT of the TOLLS of the COTE-DES-NEIGES TOLL-BAR.

		£	s.	d.	£	s.	d.
June 1, 1850	By Gross Amount received from 1st January to 1st June, from Lessee .....	513	10	4			
do 30, do	By Gross Amount received from 1st to 30th June, from Toll-gate Keeper .....	62	5	2			
					575	15	6
Dr.							
June 17, 1850	To amount paid John Lawler, Lessee, for 3000 Toll-tickets, left at Côte-des-Neiges Toll-house, at the expiration of his Lease, Voucher 146 .....				0	7	6
				£	575	8	0

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BALANCE SHEET of the BOOKS of the TRUSTEES of the MONTREAL TURNPIKE ROADS, from 1st January to 30th June, 1850.

Dr.

Cr.

		£	s.	d.	£	s.	d.
Turnpike Roads.....	Cost of Roads and Repairs .....	57726	3	3			
Cash .....	On hand .....	135	13	2	50750	0	0
Board of Works.....	For this sum paid for Plans of Bridges and Survey of River at Bout d'Isle.....	165	4	8	6459	7	11
House and Lots near Mile End..	Cost and Repairs .....	281	1	10			
Promissory Note .....	On account of Tolls .....	33	7	6			
		58841	10	5			
					57209	7	11
						6	1
						157	6
						100	0
						868	14
		£					
					58841	10	5

Examined and Approved.

B. H. LEMOINE,  
W. J. KNOX,  
WM. EVANS.

JAMES HOLMES,  
*Secretary of the Turnpike Trustees.*

Montreal, 30th June, 1850.



Appendix

(G.)

27th May.

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BALANCE SHEET and ACCOUNTS rendered by the TRUSTEES of the MONTREAL TURNPIKE ROADS, for the half year commencing 1st July, 1850, and ending 31st December, 1850.—Corresponding Accounts, accompanied by the Vouchers, were transmitted to the Provincial Secretary, 15th March, 1851.

DISBURSEMENTS for LABOR, &c., on ST. LAURENT ROAD, from 30th June to 31st December, 1850.

			Vouchers.	£	s.	d.	
July	16, 1850	...	To paid for 100 plank for shed for Toll-house .....	1	1	7	6
do	do	do	do return of labor on road, to 4th July.....	Part of 10	11	2	3
do	22,	do	do do do to 12th do .....	do 21	0	17	0
do	do	do	do J. Jamieson, erecting a stable on Toll-house Lot .....	22	3	15	0
do	do	do	do return of labor on road, to 20th July .....	Part of 23	6	15	8
August	2,	do	do T. Lewthwait, for 3 bodies for wheel-barrows.....	28	1	5	0
do	19,	do	do return of labor on road, to 1st August.....	Part of 34	6	12	11
do	do	do	do do do to 8th do .....	do 38	0	10	10
do	30,	do	do do do to 15th do .....	do 43	12	4	11
September	14,	do	do do do to 29th do .....	do 54	11	1	6
do	do	do	do T. Slaney, for 96 loads of gravel for blinding road .....	55	2	0	0
do	do	do	do for oil, paper and twine for use of Toll-gate.....	59	0	19	3
do	24,	do	do return of labor on road, to 12th September .....	Part of 65	13	1	0
do	do	do	do Sims & Coleman, for plank for use of Toll-house .....	do 69	2	15	6
October	12,	do	do return of labor on road, to 26th September .....	do 77	12	2	6
do	26,	do	do repairs to Toll-house .....	84	1	0	0
do	do	do	do return of labor on road, to 12th October .....	Part of 86	7	16	3
do	31,	do	do do do to 24th do ..	do 94	7	18	3
November	11,	do	do do do to 7th November .....	do 107	5	15	8
December	3,	do	do for tools for road .....	do 118	1	4	11
do	do	do	do return of labor on road, to 21st November .....	do 119	13	11	11
do	16,	do	do do do to 5th December .....	do 130	0	12	0
do	do	do	do for oil, paper, &c., for use of Toll-gate .....	132	0	17	9
do	do	do	do H. Mangan, annual rent of two dépôts for stone.....	134	0	15	0
do	31,	do	do return of labor on road, to 19th December .....	Part of 138	8	4	0
do	do	do	do School Tax on Toll-house Lot .....	138½	0	10	5
do	do	do	do To proportion of Interest on Road Bonds, Salaries, &c.—see Expense Account .....		231	10	8
				£	366	7	8

DISBURSEMENTS for LABOR, &c., on UPPER LACHINE ROAD, from 30th June to 31st December, 1850.

			Vouchers.	£	s.	d.	
July	16, 1850	...	To paid return of labor on road, to 27th June .....	3	5	2	0
do	do	do	do cartage of stone from dépôt to road .....	Part of 16	0	13	1
August	19,	do	do return of labor on road, to 8th August.....	39	1	12	0
do	30,	do	do C. Duffy, for breaking stone for road .....	46	2	1	8
September	14,	do	do for Garde de Corps for hill at Tanneries .....	52	0	11	10
do	do	do	do for 72 loads of gravel, screened and broken, for road.....	60	3	0	0
do	24,	do	do return of labor on road, to 12th September.....	Part of 65	0	10	9
do	do	do	do do do do 19th do ..	70	2	19	0
do	do	do	do do do do 5th do ..	71	1	19	0
do	do	do	do for breaking 100 loads of stone for road .....	73	4	3	4
October	12,	do	do do do do do .....	81	1	5	10
do	26,	do	do return of labor on road, to 3rd October .....	89	0	17	0
do	do	do	do do do do 17th do ..	90	1	17	0
do	do	do	do cartage of stone from dépôt to road .....	91	4	4	4
November	22,	do	do return of labor on road, to 14th November .....	109	3	4	6
do	do	do	do for breaking 125 loads of stone for road .....	110	5	4	2
December	3,	do	do for tools for road .....	Part of 118	0	5	5
do	do	do	do return of labor on road, to 28th November .....	120	0	7	6
				£	39	18	5

## DISBURSEMENTS for LABOR, &amp;c., on UPPER LACHINE ROAD, &amp;c.—(Continued.)

			Vouchers.	£	s.	d.
			<i>Brought forward</i> .....	39	18	5
December 3, 1850	...	To paid cartage of stone from dépôt to road .....	122	4	16	0
do do do	...	do for breaking stone for road .....	123	6	16	11
do 16, do	...	do School Tax on Toll-house Lot .....	133	0	9	4
do 31, do	...	do George McDonald, for maintenance of part of this road in good order during last wheeling season, say 3 miles .....	Part of } 17 } 42 } 72 } 95 } 117 }	13	0	0
do do do	...	To proportion of Interest on Road Bonds, Salaries, &c.—see Expense Account .....		231	10	8
			£	296	11	4

## DISBURSEMENTS for LABOR, &amp;c., on LOWER LACHINE ROAD, from 30th June to 31st December, 1850.

			Vouchers.	£	s.	d.
July 16, 1850	...	To paid return of labor on road, to 27th June .....	2	1	16	0
do do do	...	do do do do 11th July .....	15	1	16	0
do do do	...	do cartage of stone from dépôt to road .....	Part of 16	4	11	8
do do do	...	do for repairs to Toll-house.....	18	1	10	0
August 2, do	...	do return of labor on road, to 25th July .....	26	2	11	0
do 19, do	...	do do do do 8th August .....	40	2	0	9
do 30, do	...	do do do do 22nd do .....	45	1	10	0
September 14, do	...	do G. McDonald, for 3 days' employment on road .....	53	0	9	0
do do do	...	do return of labor on road, to 5th September .....	57	1	13	0
do 24, do	...	do T. P. Wilgress, for 6 toise of stone for road .....	64	2	5	0
do do do	...	do return of labor on road, to 19th September.....	68	1	16	0
October 12, do	...	do do do do 3rd October .....	80	1	16	0
do 26, do	...	do do do do 17th do .....	88	1	16	0
November 11, do	...	do do do do 8th November .....	103	1	9	0
do do do	...	do do do do 31st October .....	104	1	16	0
do 22, do	...	do do do do 14th November .....	108	1	10	0
December 3, do	...	do for tools for road .....	Part of 118	0	9	3
do do do	...	do return of labor on road, to 21st November .....	do 119	0	16	0
do do do	...	do repairing a snow plough .....	121	0	14	9
do 16, do	...	do return of labor on road to 22nd November .....	128	0	7	6
do 31, do	...	do George McDonald, for labor on road .....	Part of } 17 } do 95 } do 42 } do 72 } do 117 }	12	8	5
do do do	...	To proportion of Interest on Road Bonds, Salaries, &c.—see Expense Account .....		347	5	10
			£	392	7	2

## DISBURSEMENTS for LABOR, &amp;c., on ST. ANTOINE and ST. LUC ROADS, from 30th June to 31st December, 1850.

			Vouchers.	£	s.	d.
July 22, 1850	...	To paid return of labor on road, to 20th July .....	Part of 23	3	7	6
August 19, do	...	do do do do 1st August .....	do 34	2	0	0
do 30, do	...	do do do do 15th do .....	do 43	0	18	0
September 14, do	...	do do do do 29th do .....	do 54	1	16	0
October 26, do	...	do do do do 12th October .....	do 86	4	0	0
do 31, do	...	do do do do 24th do .....	do 94	2	8	0
December 16, do	...	do M. Gibney, on account, fer quarrying and breaking stone for roads .....	135	4	0	0
do 31, do	...	do M. Gibney, for quarrying and breaking 50 loads of stone for roads.....	141	3	2	6
do do do	...	To proportion of Interest on Road Bonds, Salaries, &c.—see Expense Account .....		140	11	6
			£	162	3	6

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DISBURSEMENTS for LABOR, &c., on ABORD A PLOUFFE ROAD, from 30th June to 31st December, 1850.

				Vouchers.	£	s.	d.	
July	16, 1850	To paid return of labor on road, to 27th June ..	.....	13	1	8	0	
do	22, do	do do do do 20th July.....	.....	Part of 23	4	5	4	
August	2, do	do do do do 11th do .....	.....	31	1	19	10	
do	do do	do do do do 25th do .....	.....	32	1	15	3	
do	19, do	do do do do 8th August .....	.....	41	2	11	0	
do	30, do	do do do do 22nd do .....	.....	50	2	9	6	
September	24, do	do do do do 5th September .....	.....	66	1	16	0	
October	12, do	do do do do 19th do .....	.....	76	2	12	1	
do	do do	do for a lanthorn for use of Toll gate... ..	.....	78	0	17	6	
do	do do	do return of labor on road, to 3rd October .....	.....	83	1	16	0	
do	26, do	do do do do 12th do .....	.....	Part of 86	1	11	9	
do	31, do	do do do do 17th do .....	.....	97	2	14	0	
November	11, do	do do do do 31st do .....	.....	102	2	14	0	
do	22, do	do do do do 14th November .....	.....	114	2	15	5	
December	3, do	do for tools for road .....	.....	Part of 118	0	12	6	
do	do do	do return of labor on road, to 21st November .....	.....	do 119	1	10	0	
do	16, do	do do do do 28th do .....	.....	125	0	18	6	
do	31, do	To proportion of Interest on Road Bonds, Salaries, &c.—see Expense Account .....	.....		264	12	3	
					£	298	13	11

DISBURSEMENTS for LABOR, &c., on ST. CATHERINE'S ROAD, from 30th June to 31st December, 1850.

				Vouchers.	£	s.	d.	
July	16, 1850	To paid return of labor on road, to 4th July.....	.....	Part of 10	5	2	7	
do	22, do	do do do do 20th do .....	.....	do 23	3	14	1	
do	do do	do George Martin, for making a Garde de Corps.....	.....	24	4	14	3	
August	19, do	do return of labor on road, to 1st August... ..	.....	Part of 34	5	4	3	
do	30, do	do do do do 15th do .....	.....	do 43	3	18	0	
September	14, do	do do do do 29th do .....	.....	do 54	2	0	2	
do	24, do	do do do do 12th September .....	.....	do 65	7	3	5	
October	12, do	do do do do 20th do .....	.....	do 77	3	19	0	
do	26, do	do do do do 12th October .....	.....	do 86	3	15	3	
do	31, do	do do do do 24th do .....	.....	do 94	2	9	9	
do	do do	do do do do 24th do .....	.....	do 94	0	2	6	
November	11, do	do do do do 7th November .....	.....	do 107	0	15	8	
December	3, do	do paid for tools for road .....	.....	do 118	0	15	0	
do	do do	do return of labor on road, to 21st November .....	.....	do 119	6	13	3	
do	16, do	do do do do 5th December .....	.....	do 130	11	10	0	
do	31, do	do do do do 19th do .....	.....	do 138	5	6	4	
do	do do	To proportion of Interest on Road Bonds, Salaries, &c.—see Expense Account .....	.....		148	16	10	
					£	216	0	4

DISBURSEMENTS for LABOR, &c., on VICTORIA ROAD, from 30th June to 31st December, 1850.

				Vouchers.	£	s.	d.	
July	16, 1850	To paid return of labor on road, to 4th July.....	.....	Part of 10	4	7	3	
do	22, do	do do do do 20th do .....	.....	do 23	0	11	7	
August	19, do	do do do do 1st August .....	.....	do 34	1	12	6	
do	30, do	do do do do 15th do .....	.....	do 43	3	2	9	
September	14, do	do do do do 29th do .....	.....	do 54	3	6	7	
do	24, do	do do do do 12th September .....	.....	do 65	2	4	0	
October	12, do	do do do do 26th do .....	.....	do 77	3	7	0	
do	26, do	do do do do 12th October .....	.....	do 86	1	6	9	
do	31, do	do do do do 24th do .....	.....	do 94	1	18	6	
November	11, do	do do do do 7th November.....	.....	do 107	1	12	6	
December	3, do	do for tools for road .....	.....	do 118	0	5	10	
do	do do	do return of labour on road, to 21st November.....	.....	do 119	2	10	0	
do	16, do	do for cedars for a culvert .....	.....	126	0	9	1	
do	do do	do return of labor on road, to 5th December .....	.....	Part of 130	6	8	6	
do	31, do	do do do do 19th do .....	.....	do 138	3	5	0	
do	do do	To proportion of Interest on Road Bonds, Salaries, &c.—see Expense Account .....	.....		41	6	11	
					£	77	14	9

DISBURSEMENTS for LABOR, &c., on QUEBEC ROAD, from 30th June to 31st December, 1850.

			Vouchers.	£	s.	d.	
July	16, 1850	To paid return of labor on road, to 29th June	4	7	13	9	
do	do do	do for sundry articles for use of Toll-gate	8	0	11	10	
do	do do	do return of labor on road, to 4th July	Part of 10	2	1	3	
do	22, do	do do do do 12th do	do 21	5	0	0	
do	do do	do do do do 20th do	do 23	3	19	6	
August	2, do	do N. Trudeau, repairs to Toll-gate	29	1	11	2	
do	do do	do return of labor on road, to 26th July	30	4	9	8	
do	do do	do for 100 plank for shed for Toll-house	33	1	7	6	
do	19, do	do return of labor on road, to 1st August	Part of 34	3	17	0	
do	do do	do do do do 8th do	do 38	7	0	2	
do	28, do	To William Kerr, 4,708 loads broken stone, delivered on road, at 2s. 3d.—see W. Kerr's Account		529	13	0	
do	do do	do do 3019 rods of road shaped and macadamized, at 5s. 9d.—see W. Kerr's Account		91	14	3	
do	30, do	To paid return of labor on road, to 15th August	Part of 43	0	12	0	
do	do do	do do do do 23rd do	47	8	0	11	
September	14, do	do do do do 6th September	63	3	18	1	
do	24, do	do J. Allen, for 27 toise of stone delivered on road	67	29	0	0	
do	do do	do Sims & Coleman, for laths for Toll-house	Part of 69	0	8	9	
do	do do	do return of labor on road, to 19th September	74	3	14	6	
do	do do	To William Kerr, 319 rods of road blinded, at 3s. 6d.—see his Account		55	16	6	
October	12, do	To paid return of labor on road, to 4th October	82	5	16	0	
do	26, do	do do do do 12th do	86	0	16	0	
do	do do	do do do do 18th do	92	5	2	4	
do	31, do	do do do do 24th do	Part of 94	2	4	0	
November	11, do	do do do do 31st do	99	3	13	3	
do	do do	do for oil, paper, &c., for use of Toll-gate	106	1	0	0	
do	do do	do return of labor on road, to 7th November	Part of 107	8	14	0	
do	do do	To William Kerr, for 6 toise of broken stone, supplied this summer for use of road, 90 loads, at 2s. 3d.—see his Account		10	2	6	
do	do do	do do 531½ yards French drains made on road—see his Account		26	11	8	
do	22, do	To paid return of labor on road, to 15th November	111	2	12	6	
December	3, do	do for tools for road	Part of 118	1	0	9	
do	do do	do return of labor on road, to 29th November	124	3	8	9	
do	16, do	do H. G. Thompson, for measuring road and French drains	127	0	15	0	
do	do do	do Cherrier & Dorion, Attorneys of Dubord dit Latourelle, for damages to his land	136	14	18	6	
do	31, do	To proportion of Interest on Road Bonds, Salaries, &c.—see Expense Account		413	8	10	
				£	1260	13	11
CR.							
August	19, 1850	By old plank and sleepers sold at public auction		26	7	9	
				£	1234	6	2

DISBURSEMENTS, &c., for HOUSE and LOTS near MILE-END, from 30th June to 31st December, 1850.

			£	s.	d.	
June	30, 1850	To Balance as per Balance Sheet, rendered to Government to date	281	1	10	
CR.						
December	31, 1850	By rent of House, from 30th June to date	3	15	0	
			£	277	6	10

## PETTY ACCOUNTS, from 30th June to 31st December, 1850.

			Vouchers.	£	s.	d.	
July	16, 1850	...	To paid W. L. McKenzie, his expenses from New York and back, for examination <i>in. re.</i> Henderson <i>vs.</i> Trustees .....	6	5	10	0
do	do do	...	do repairing a patent measuring tape.....	7	0	5	0
do	do do	...	do T. Doucet, N.P., for drawing leases of Tolls .....	19	6	5	0
do	do do	...	do C. F. Papineau, N.P., discharge by P. Rutherford.....	20	1	7	6
August	19, do	...	do Insurance on Toll-houses .....	37	11	0	0
do	30, do	...	do J. Rose, Advocate, taxed costs in case Trustees <i>vs.</i> Lillie & Kerr .....	44	9	5	0
do	do do	...	do discount on Upper Canada Bank Bills, deposited .....	48	0	1	6
do	do do	...	do do British Silver sold .....	49	0	13	0
September	14, do	...	do Armour & Ramsay, Stationery .....	51	3	13	0
do	do do	...	do discount on British Silver sold .....	56	0	12	2
October	26, do	...	do loss on Spanish coin.....	87	0	6	8
do	31, do	...	do J. Rose, Advocate, taxed costs in case P. Rutherford <i>vs.</i> Trustees .....	96	14	11	9
November	11, do	...	do witnesses in attendance in suit Henderson <i>vs.</i> Trustees .....	105	2	12	6
do	22, do	...	do A. C. Decelles, N.P., for a copy of a Procès Verbal .....	112	0	17	10
do	do do	...	do Witnesses in attendance in suit Henderson, <i>vs.</i> Trustees .....	113	0	11	2
do	do do	...	do discount $\frac{1}{2}$ per cent. on British Silver sold .....	115	0	3	6
December	31, do	...	do Lovell & Gibson, printing Toll Tickets .....	139	5	10	0
				£	63	5	7
CR.							
October	12, 1850	...	By received for 1,000 Toll Tickets, Lower Lachine Gate.....	0	2	6	
				£	63	3	1

## EXPENSE ACCOUNT, from 30th June to 31st December, 1850.

			Vouchers.	£	s.	d.	
December	31, 1850	...	To Secretary's Salary, from 30th June to date .....	142	137	10	0
do	do do	...	To Overseer's do to date .....	143	78	15	0
do	do do	...	To H. G. Thompson, services as copyist.....	144	7	10	0
do	do do	...	To amount of Petty Account as per account, for vouchers see account.....		63	3	1
do	do do	...	To Interest paid on money loaned and on Road Bonds, as per Interest receipts, numbered 12, 20 to 40,—see Interest Account .....		1527	0	0
do	do do	...	To Cab Account, paid for vehicles to inspect roads .....	145	5	5	5
				£	1819	3	6

## GENERAL TOLL ACCOUNT, Receipts from 30th June to 31st December, 1850.

			£	s.	d.		
December	31, 1850	...	By received from the Tolls of the Quebec Toll-gate, from 30th June to date .....	478	16	4	
do	do do	...	do from Lessee of St. Antoine do, do do .....	207	12	8	
do	do do	...	do from the Tolls of the Côte-des-Neiges do, do do .....	378	11	8	
do	do do	...	do from Lessee of Victoria do, do do .....	80	18	3	
do	do do	...	do from the Tolls of the St. Laurent do, do do .....	909	12	4	
do	do do	...	do from Lessee of Lower Lachine do, do do .....	151	10	0	
do	do do	...	do from do of Upper Lachine do, do do .....	539	17	6	
do	do do	...	do from Lessees of Long Point do, do do .....	181	0	0	
				£	2922	18	9

TURNPIKE ROADS ACCOUNTS, from 30th June to 31st December, 1850.

			£	s.	d.
June 30, 1850	...	To amount of this Account, as per Account rendered to date, being cost of roads and repairs .....	57726	3	3
December 31, do	...	To disbursements on Upper Lachine Road, as per Account transmitted herewith, from 30th June to date .....	296	11	4
do do do	...	do on Lower Lachine Road, from do to do .....	392	7	2
do do do	...	do on St. Antoine and St. Luc Roads, from do to do .....	162	3	6
do do do	...	do on Abord à Plouffe Road, from do to do .....	298	13	11
do do do	...	do on St. Catherines Road, from do to do .....	216	0	4
do do do	...	do on St. Laurent Road, from do to do .....	366	7	8
do do do	...	do on Victoria Road, from do to do .....	77	14	9
do do do	...	do on Quebec Road, from do to do .....	1234	6	2
			£ 60770	8	1
Cr.					
December 31, 1850	...	By General Toll Account, amount transferred .....	2922	18	9
			£ 57847	9	4

INTEREST ACCOUNT, from 30th June to 31st December, 1850.

			£	s.	d.
December 31, 1850	...	To paid Interest on Money loaned, and on Road Bonds, from 30th June to date, as per Interest Vouchers Nos. 12, 20 to 40 .....	1527	0	0

WILLIAM KERR'S ACCOUNT, from 30th June to 31st December, 1850.

			Vouchers.	£	s.	d.
August 2, 1850	...	To paid him on account of contract for road making .....	27	66	10	0
September 24, do	...	do do do do .....	75	50	0	0
October 12, do	...	do do do do .....	78½	50	0	0
November 11, do	...	do do do do .....	101	100	0	0
December 3, do	...	do do do do .....	116	67	10	0
do 31, do	...	To Balance to date carried down .....		1248	17	3
			£	1582	17	3
Cr.						
June 30, 1850	...	By Balance as per Balance Sheet to date .....		868	14	4
August 28, do	...	By 4,708 loads broken stone, delivered on Quebec Road, at 2s. 3d. per load .....		529	13	0
do do do	...	By 319 rods of Quebec road, shaped and macadamized this year, at 5s. 9d. .....		91	14	3
September 24, do	...	By amount charged him, 8th December, 1849, for cab-hire (see Account) now reversed .....		0	5	0
do do do	...	By 319 rods of Quebec road, blinded this season, at 3s. 6d. .....		55	16	6
November 11, do	...	By 6 toise of broken stone supplied this summer for use of Quebec road, 90 loads, at 2s. 3d. per load .....		10	2	6
do do do	...	By 531½ yards of French drains made on Quebec road this year, at 1s. .....		26	11	8
				1582	17	3
December 31, 1850	...	By Balance in his favor this day .....	£	1248	17	3

Appendix  
(G.)  
27th May.

DETAILED STATEMENT of the TOLLS of Sundry ROADS.

		Vouchers.	£	s.	d.	£	s.	d.	£	s.	d.
ST. LAURENT TOLLS	December 31, 1850	Cr. By gross amount of Tolls collected from 30th June to date				1024	19	10			
	do	Dr. To share of Tolls of St. Michel Road, collected at St. Laurent Toll-gate, from 1st Dec., 1849, to 1st Dec. instant, paid St. Michel Road Company	77	17	6						
	do	To paid half-year's Wages, ending 1st instant, of Toll Collector	37	10	0	115	7	6	909	12	4
VICTORIA TOLLS	December 31, 1850	Cr. By gross amount of Tolls received from Lessee of said Tolls, from 30th June to date				158	15	9			
	do	Dr. To share of Tolls of St. Michel Road, collected at Victoria Gate, from 1st December, 1849, to 1st December instant, paid St. Michel Road Company	77	17	6	77	17	6	80	18	3
QUEBEC TOLLS	December 31, 1850	Cr. By gross amount of Tolls collected at Quebec Toll-gate, from 30th June last to date				516	6	4			
	do	Dr. To Wages of Toll Collector, from 1st June to 1st December instant	37	10	0	37	10	0	478	16	4
		Total, as per General Toll Account							1469	6	11

Appendix  
(G.)  
27th May.

Appendix (G.) 27th May.

Appendix (G.) 27th May.

BALANCE SHEET of the BOOKS of the TRUSTEES of the MONTREAL TURNPIKE ROADS, from 30th June to 31st December, 1850.

Dr.

Cr.

	£	s.	d.		£	s.	d.
Turnpike Roads.....	57847	9	4	Road Debentures .....			
Cash .....	181	17	9	Receiver General .....	50750	0	0
Board of Works.....				Advanced to pay Interest on Road Debentures .....	6459	7	11
				Thomas Heaven.....			
For this sum paid for Plans of Bridges and				Balance of Contract .....	57209	7	11
Survey of River at Bout d'Lisle.....	165	4	8	Rutherford & Kerr .....			
Balance in deposit.....	15	0	8	Balance of Contract .....	6	1	7
House and Lots near Mile-End..	277	6	10	Balance of Contract .....	100	0	0
Winter Roads, 1851 .....	44	0	0	Balance of Contracts.....	1248	17	3
Disbursements on Account .....	33	7	6				
Promissory Note .....							
On account of Tolls .....							
	£	58564	6		£	58564	6
			9				9

Examined and found correct.

JOHN. M. TOBIN,  
W. J. KNOX,  
WM. EVANS.

Montreal, 5th March, 1851.

Errors Excepted.

JAMES HOLMES,  
Secretary of the Turnpike Trustees.

Montreal, 31st December, 1850.



## A S C H E D U L E

OF various Statements relating to the Public Debt of the Province of Canada, up to 31st January, 1851, laid before this House, by command of His Excellency the Governor General, on the 30th May, 1851.

- No. 1.—An Abstract of the Public Debt of Canada, exclusive of Loans to Companies or Individuals, with the rate of Interest on the same, and where payable.
- No. 2.—A Statement of Debentures issued on behalf of various Special Accounts, for which the Province is partially liable.
- No. 3.—A Statement of Debentures redeemed under Act 12 Vic. cap. 5, of which £21,600 was prior to 1850.
- No. 4.—A Statement of the several Grants for the construction of Public Works subsequent to the Union, and of all Debentures issued under the several Acts of Appropriation, and the terms on which the same were negotiated, and where payable.
- No. 5.—A Statement of the Sterling 5 per cent. Debentures redeemed during the year ended the 31st January, 1851, the same to form an addition to the Sinking Fund for the redemption of the Public Debt, and shewing by whom purchased, and the discount thereon.

F. HINCKS,

*Inspector General.*

INSPECTOR GENERAL'S OFFICE,  
Toronto, 30th April, 1851.

## No. 1.

AN ABSTRACT of the Public Debt of Canada, on the 31st January, 1851, exclusive of Loans to Companies or Individuals, with the rate of Interest on the same, and where payable.

Where payable.	Debentures at 4 per cent.			Debentures at 5 per cent.			Debentures at 6 per cent.			Total Debentures.			Annual Interest.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
IN ENGLAND.															
Bank of England .....	1825000	0	0							1825000	0	0	73000	0	0
Glynn, Mills & Co.....				657797	7	8	360741	13	3	1018539	0	11	54534	7	4
Baring & Co. ....				561552	10	0	304775	0	0	866327	10	0	46324	2	6
Bosanquet & Co. ....				1058	10	0				1058	10	0	52	18	6
IN CANADA.															
Provincial Debentures .....				*262556	13	4	*458779	10	5	721336	3	9	40654	12	1
Small Debentures.....							80207	10	0	80207	10	0	4812	9	0
Total Currency... £	1825000	0	0	1482965	1	0	1204503	13	8	4512468	14	8	219418	9	5

\* NOTE.—In these Amounts are included the following Debentures, issued under Acts of Lower Canada by Local Commissioners, for the Interest of which the Province is liable, viz :—

	£	s.	d.	£	s.	d.
Montreal Harbor .....	116656	13	4			
Quebec Turnpike Trust .....	28292	0	0			
Montreal do do .....	38750	0	0			
Longueuil do do .....	2000	0	0			
				185698	13	4

F. HINCKS,

*Inspector General.*

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

No. 2.

30th May.

30th May.

A STATEMENT of Debentures issued on behalf of various Special Accounts for which the Government is partially liable.

On what Account.	Authority.	Amount.			Remarks.
		£	s.	d.	
Quebec Fire Loan.....	Act 9 & 10 Vic. caps. 62 and 55...	99970	0	0	The Government liable to Interest at 6 per cent., towards which 4 per cent. is to be collected.
Rebellion and Invasion Claims, Lower Canada .....	Act 9 Vic. cap. 65, and 12 Vic. cap. 58 .....	8642	12	11	
Law Society, Upper Canada .....	Act 9 Vic. cap. 38 .....	6000	0	0	Interest under last mentioned Act, chargeable against Consolidated Fund.
Lunatic Asylum, Upper Canada.....	Act 9 Vic. cap. 61, and 12 Vic. cap. 32 .....	26750	0	0	Principal and Interest payable out of Law Fees, Upper Canada.
Upper Canada Building Fund.....	Act 13 & 14 Vic. caps. 2 and 68...	20500	0	0	Principal and Interest payable by Assessment, Upper Canada.
Court Houses, Lower Canada .....	Act 12 Vic. cap. 112.....	21310	0	0	Principal and Interest payable by Assessment, Upper Canada—£15500 per University, Toronto, and £5000 per J. C. Street, Esq.
					Principal and Interest payable out of Law Fees, Lower Canada.
					These Debentures issued to the following parties, viz:—
					District Savings Bank, Montreal, £11000
					G. B. Lyons .....
					5000
					Henry Judah .....
					2000
					D. Masson.....
					1000
					P. Durnford .....
					200
					A. Laroque .....
					50
					J. G. Taché .....
					1500
					J. C. Taché .....
					150
					J. Larue, Widow Tudor .....
					125
					John Burns .....
					285
	Currency.....	£ 183172	12	11	£21310

F. HINCKS,  
Inspector General.

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

No. 3.

A STATEMENT of Debentures redeemed under Act 12 Vic. cap. 5, up to the 31st January, 1851, of which £21,600 was prior to 1850.

		£	s.	d.	
In 1849 .....	Chambly Canal .....	20000	0	0	
	Welland do .....	1000	0	0	
	Desjardins do .....	600	0	0	
In 1850, Lower Canada Debentures, viz.:	Chambly Road Trust .....	17000	0	0	} At a discount of } £893 10s. 6d.
	Montreal do do .....	13000	0	0	
	Quebec do do .....	5590	0	0	
do Upper Canada Debentures ...	Cobourg Harbor .....	3000	0	0	
	Desjardins Canal .....	12000	0	0	
	St. Lawrence Improvements .....	3000	0	0	
	Thames River Bridge .....	1500	0	0	
	Trent do do .....	1333	6	8	
	Home District Roads .....	500	0	0	
	Grand River Navigation .....	500	0	0	
	Erie and Ontario Railroad .....	4000	0	0	
	Oakville Harbor.....	2500	0	0	
	Port Hope Harbor.....	2000	0	0	
	War Losses.....	610	0	0	
	Inland Waters, Newcastle District.....	2000	0	0	
Public Works.....	9 Vic. cap. 66 .. .. .	13179	0	3	
do .....	10 & 11 Vic. cap. 34.....	1350	0	0	
do .....	12 Vic. cap. 5.....	11003	7	4	
do .....	12 Vic. cap. 32 .....	107	0	0	
	Total, Currency.....	£ 105772	14	3	

F. HINCKS,  
Inspector General.

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

Appendix  
(H.)  
30th May.

Appendix  
(H.)  
30th May.

No. 4.

A STATEMENT of the several Grants for the construction of Public Works subsequent to the Union, up to the 31st January, 1851; and of all Debentures issued under the several Acts of Appropriation, and the terms on which the same were negotiated, and where payable.

	£	s.	d.	£	s.	d.	£	s.	d.
Appropriated under Act 4 & 5 Vic. cap. 28.....				1825000	0	0			
do do 7 Vic. cap. 34.....				117800	0	0			
do do 9 Vic. cap. 66.....	519676	7	11						
Less—Premium on 1½ million Loan, credited redemption of Public Debt .....	170393	6	8						
Stg. £140,000.									
Act. 10 & 11 Vic. cap. 34 .....				349343	1	3			
do 11 Vic. cap. 9 .....				60000	0	0			
do 12 Vic. cap. 5 .....				115001	9	8			
do 12 Vic. cap. 32.....				200000	0	0			
do 13 & 14 Vic. cap. 1.....				71494	6	4			
				187573	14	3			
							2926212	11	6
Negotiated at par, excepting 1½ million Loan which was sold at a premium.									
In England—At 4 per cent.....	1825000	0	0						
At 5 do account Clergy Fund.....	86383	6	8						
At 5 do to Welland Canal Shareholders ...	94565	17	7						
At 6 do held by Individuals .....	665516	13	4						
				2671465	17	7			
In Canada—At 5 per cent. on account Special Funds.....	88000	0	0						
At 6 do on do do .....	140700	0	0						
At 6 do held by Individuals' .....	104607	16	7						
At 6 do to Welland Canal Shareholders ...	20134	0	0						
				353441	16	7			
Balance which has been applied to the redemption of Debentures.—See Statement No. —, under Act 12 Vic. cap. 5.....							3024907	14	2
							98695	2	8

NOTE.—The small Debentures have not been included in the above Statement. The amount of these Debentures now outstanding is £6,610.

F. HINCKS,  
Inspector General.

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

No. 5.

A STATEMENT of the Sterling 5 per cent. Debentures, redeemed during the year ended the 31st January, 1851, the same to form an addition to the Sinking Fund for the redemption of the Public Debt, and shewing by whom purchased, and the discount thereon.

By whom purchased.	Amount.			Rate of Discount.	Amount of Discount.		
	£	s.	d.		£	s.	d.
Glynn, Mills & Co. ....	2000	0	0	7 per cent. ....	140	0	0
	4500	0	0	4½ do .....	202	0	0
	700	0	0	5 do .....	35	0	0
Baring, Brothers & Co. ....	5100	0	0	7 do .....	357	0	0
	3000	0	0	6 do .....	180	0	0
Totals Sterling .....	£ 15300	0	0		£ 914	0	0
Totals Currency.....	£ 18615	0	0		£ 1112	0	8

F. HINCKS,  
Inspector General.

INSPECTOR GENERAL'S OFFICE,  
Toronto, April, 1851.

# RETURNS

FROM

## CHARTERED BANKS, SAVINGS BANKS,

AND

## INSURANCE COMPANIES.

LAI'D BEFORE THE LEGISLATIVE ASSEMBLY, DURING THE FOURTH  
SESSION, FOURTH PARLIAMENT, 1851.

### BANK STATEMENTS.

- No. 1.—RETURN of the average amount of Liabilities and Assets of "La Banque du  
Peuple," during the period from 1st December, 1850, to 1st June, 1851.
- No. 2.—RETURN of the average amount of Liabilities and Assets of the Quebec Bank,  
during the period from the 1st March to the 31st May, 1851.
- No. 3.—RETURN of the average amount of Liabilities and Assets of the Bank of Mon-  
treal, from 1st March to 31st May, 1851.
- No. 4.—GENERAL STATEMENT of the Affairs of the Commercial Bank, M.D., on  
31st May, 1851.
- No. 5.—GENERAL STATEMENT of the Affairs of the Bank of Upper Canada, on the  
9th day of June, 1851.
- No. 6.—ABSTRACT from the Books of the City Bank, exhibiting a General Statement  
of the Affairs of that Institution, on Saturday the 31st May, 1851.
- No. 7.—ACCOUNT shewing the whole amount of the Debts and Assets of the Canadian  
Branches of the Bank of British North America, on the 2nd June, 1851,  
with the amount of Notes in circulation and Specie in hand.
- No. 8.—GENERAL STATEMENT of the Affairs of the Gore Bank, on Monday 16th  
June, 1851.

### SAVINGS BANKS STATEMENTS.

- No. 9.—RETURN by the Trustees of the Quebec Provident and Savings Bank, for the  
year ending the 1st day of March, 1851.
- No. 10.—STATEMENT of the Affairs of the Montreal City and District Savings Bank,  
to 1st January, 1851.
- No. 11.—STATEMENT of the Liabilities and Assets of the Montreal Provident and  
Savings Bank, on the 31st May, 1851.
- No. 12.—STATEMENT of the Affairs of the Hamilton and Gore District Savings Bank,  
on Monday the 30th June, 1851.

### INSURANCE COMPANIES STATEMENTS.

- No. 13.—RETURN of the British America Fire and Life Assurance Company, to 27th  
May, 1851.
- No. 14.—RETURN of the Kingston Fire and Marine Insurance Company, made in accor-  
dance with the 20th clause of the Act of Incorporation.
- No. 15.—GENERAL STATEMENT of the Affairs of the Montreal Assurance Company,  
exhibiting the Assets and Liabilities of the Institution, on the 31st day of  
May, 1851.
- No. 16.—STATEMENT of the Receipts and Expenditure of the Canada Life Assurance  
Company, for the year ending 30th April, 1850.  
Also, GENERAL ABSTRACT of Estimated Liabilities and Assets of the same  
Company, on the 30th April, 1850.
- No. 17.—RETURN to Parliament by the Saint Lawrence Inland Marine Assurance Com-  
pany, for the year 1850.

# BANK STATEMENTS.

No. 1.—RETURN of the average Amount of LIABILITIES and ASSETS of "LA BANQUE DU PEUPLE," during the period from 1st December, 1850, to 1st June, 1851.

	31st December, 1850.			31st January, 1851.			29th February, 1851.			31st March, 1851.			30th April, 1851.			31st May, 1851.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
<b>LIABILITIES.</b>																		
Promissory Notes in circulation, not bearing Interest.....	62398	15	0	63793	15	0	70691	15	0	76912	15	0	76867	15	0	70308	10	0
Bills of Exchange in circulation, not bearing Interest.....																		
Bills and Notes in circulation, bearing Interest.....	4183	6	9	3535	7	7	4483	7	0	8171	16	6	4904	18	3	7948	17	11
Balance due to other Banks and Bankers.....	51453	1	9	44384	4	3	56319	19	11	44225	12	10	39891	12	7	43230	0	6
Cash Deposits, not bearing Interest.....	74712	3	11	74149	8	0	74159	13	9	77694	1	7	80580	12	0	79405	3	2
Cash Deposits, bearing Interest.....																		
Total, average Liabilities.....	192747	7	5	185862	14	10	205654	15	8	207304	5	11	202244	17	10	201092	11	7
<b>ASSETS.</b>																		
Coin and Bullion.....	20631	11	5	22722	17	2	31206	2	3	31703	12	11	19706	18	7	21811	7	7
Landed or other Property of the Bank.....	13570	19	2	13570	19	2	13570	19	2	13570	19	2	13570	19	2	13570	19	2
Government Securities.....																		
Promissory Notes or Bills, and Checks of other Banks.....	6596	7	8	3787	1	3	3754	0	3	2476	8	11	5282	9	6	5987	19	8
Balances due from other Banks and Bankers.....	17382	0	7	7238	0	3	9428	9	1	7914	7	8	8098	14	6	8220	5	4
Notes and Bills Discounted, or other Debts due to the Bank, not included under the foregoing heads.....	335791	9	6	341091	8	0	331183	3	8	340301	4	4	354126	13	9	351083	3	1
Total, average Assets.....	393972	8	4	388360	5	10	409142	14	5	405166	13	0	400785	15	6	400073	14	10

B. II. LEMOINE,  
*Cashier.*

LA BANQUE DU PEUPLE,  
Montreal, 4th June, 1851.

No. 2.—RETURN of the average Amount of LIABILITIES and ASSETS of the QUEBEC BANK, during the period from the 1st March to the 31st May, 1851; published in conformity with the Act 4th and 5th Vic. Cap. 94.

LIABILITIES.	MONTH ENDING								
	31st March, 1851.			30th April, 1851.			31st May, 1851.		
	£	s.	d.	£	s.	d.	£	s.	d.
Promissory Notes in circulation, not bearing Interest.....	57033	5	0	62373	5	0	65960	0	0
Bills of Exchange in circulation, not bearing Interest.....									
Bills and Notes in circulation, bearing Interest .....									
Balances due to other Banks .....	390	9	10	4635	1	9	5963	18	10
Cash Deposits, not bearing Interest .....	42663	19	8	34764	13	10	37731	6	9
Cash Deposits, bearing Interest .....	28454	0	0	23680	0	0	24786	0	0
Total, average Liabilities..... £	128541	14	6	125453	0	7	134441	5	7
ASSETS.									
Coin and Bullion .....	23858	7	5	21250	5	1	19170	4	8
Landed or other Property of the Bank .....	6500	0	0	6500	0	0	6500	0	0
Government Securities.....	11000	0	0	9600	0	0	13600	0	0
Promissory Notes or Bills of other Banks.....	3020	0	0	689	10	0	1352	5	0
Balances due from other Banks .....	8546	19	0	3424	3	1	4390	14	8
Notes and Bills Discounted, or other Debts due to the Bank, not included under the foregoing heads.....	182005	13	4	190457	6	2	195484	2	10
Total, average Assets .....	£ 234930	19	9	231921	4	4	240497	7	2

NOAH FREER,

QUEBEC BANK,  
6th June, 1851.

Cashier.

No. 3.—RETURN of the average Amount of LIABILITIES and ASSETS of the BANK of MONTREAL, from 1st March to 31st May, 1851.

LIABILITIES.	31st March, 1851.			30th April, 1851.			31st May, 1851.		
	£	s.	d.	£	s.	d.	£	s.	d.
Promissory Notes in circulation, not bearing Interest.....	573245	0	0	590628	15	0	581697	5	0
Bills of Exchange in circulation, not bearing Interest.....									
Bills and Notes in circulation, bearing Interest .....									
Balances due to other Banks .....	49387	19	1	54844	19	2	111614	17	10
Cash Deposits, not bearing Interest .....	301258	14	2	283977	13	8	268222	10	9
Cash Deposits, bearing Interest .....	122546	3	8	118854	8	4	140141	4	7
Total, average Liabilities..... £	1046437	16	11	1048305	16	2	1101079	18	2
ASSETS.									
Coin and Bullion .....	160996	10	6	135143	9	6	139678	18	1
Landed and other Property of the Bank.....	43285	18	6	42960	18	6	41925	0	0
Government Securities.....	100	0	0	100	0	0	100	0	0
Promissory Notes and Bills of other Banks .....	25896	18	10	24093	18	9	32867	16	11
Balances due from other Banks .....	87390	0	3	69609	6	3	67883	14	0
Notes and Bills Discounted, or other Debts due the Bank, not included under these heads .....	1562664	13	6	1610859	12	6	1650564	3	11
Total, average Assets..... £	1880334	1	7	1883667	5	6	1933019	12	11

A. SIMPSON,

BANK OF MONTREAL,  
Montreal, 5th June, 1851.

Cashier.

Appendix  
(I.)  
12th June.

Appendix  
(I.)  
12th June.

No. 4.—GENERAL STATEMENT of the AFFAIRS of the COMMERCIAL BANK, MIDLAND DISTRICT, on 31st May 1851; in compliance with the requisition of the Honorable the Legislative Assembly.

LIABILITIES.	Amount.			ASSETS.	Amount.		
	£	s.	d.		£	s.	d.
Capital Stock paid up .. .. .			0	Gold, Silver, and Copper Coin on hand .. .. .	58052	14	8
Bank Notes in circulation, not bearing Interest, \$5 and over .. .. .	165092	0	0	Notes and Checks of other Banks do .. .. .	20714	2	1
do do do under \$5.....	58937	5	0	Balances due by other Banks and Foreign Agents .. .. .	52772	4	0
Balances due to other Banks and Foreign Agents .. .. .			0	Real Estate and Bank Furniture .. .. .	23607	8	0
Contingent Fund .. .. .			4	Notes discounted and all other Debts due to the Bank, not included under foregoing heads. . . . .	851571	9	1
Deposits, bearing Interest .. .. .	135589	17	2				
Deposits, not bearing Interest.....	90366	1	4				
			6				
	£	1006717	17	£	1006717	17	10

THOS. HAMILTON,  
President.  
F. A. HARPER,  
Cashier.

COMMERCIAL BANK, MIDLAND DISTRICT,  
Kingston, 4th June, 1851.

No. 5.—GENERAL STATEMENT of the AFFAIRS of the BANK of UPPER CANADA on the 9th day of June, 1851; furnished by order of the Honorable the Legislative Assembly.

	£	s.	d.	£	s.	d.
Capital Stock paid up .....	381192	10	0			
Amount of Notes in circulation, not bearing Interest, of the value of \$5 and upwards .....	£151568	15	0			
Ditto, \$4 and under .....	99466	15	0			
Bills and Notes in circulation bearing Interest .....						
Balances due to other Banks and Foreign Agents .....						
Cash deposited, including all sums whatsoever due from the Bank, not bearing Interest, its Bills in circulation, and Balances due to other Banks excepted .....	396856	5	5			
Cash deposited bearing Interest .....	149227	4	4			
	1189808	18	2			
Gold, Silver, and other coined Metals in the Vaults of the Bank .....	51206	6	1			
Real Estate and Bank Furniture .....	35914	9	0			
Bills of other Banks .....	33778	15	0			
Balances due from other Banks and Foreign Agents in New York and London .....	53580	8	7			
Amount of all Debts due to the Bank, including Notes, Bills of Exchange, and all Stock and Funded Debts of every description, excepting Balances due from other Banks .....	1015883	19	6			
	1189808	18	2			

MISCELLANEOUS.

	£	s.	d.
Rate and Amount of the last Dividend, being for the six months ending the 31st December, 1850; rate, 3 per cent., amount .....	11427	9	0
Amount of reserved Profits after declaring the last Dividend .....	10514	15	1
Amount of Debts due to the Bank not paid, and considered doubtful .....	7000	0	0

We, the undersigned, make Oath and Swear, that the foregoing Statements are correct, to the best of our knowledge and belief.

WM. PROUDFOOT,  
*President.*

THOS. G. RIDOUT,  
*Cashier.*

Sworn before me, at Toronto,  
this 14th day of June, 1851.  
J. SYMS, J. P.



Appendix  
(I.)  
17th June.

No. 6.—ABSTRACT from the BOOKS of the CITY BANK, exhibiting a GENERAL STATEMENT of the AFFAIRS of that INSTITUTION, on Saturday, the 31st May, 1851; pursuant to the Act.

	£		s.		d.			£		s.		d.	
	£	s.	d.			£		s.	d.	£	s.	d.	
Capital Stock .....													
Bills in circulation—													
68625 at \$ 1 .....	68625							221793	15	0			
38568 at 2 .....	77126												
1559 at 4 .....	6286												
27229 at 5 .....	136145												
6773 at 10 .....	67730												
844 at 20 .....	16880												
114 at 50 .....	5700												
78 at 100 .....	7300												
<b>3885742</b>								96435	10	0			
Dividends unpaid .....								807	18	6			
Contingent Fund .....								17265	17	0			
Deposits, not bearing Interest .....													
Deposits, bearing Interest .....													
<b>Balances due to other Banks .....</b>								51795	8	9			
								6157	7	8			
								394255	16	11			

Appendix  
(I.)  
17th June.

F. MACCULLOCH,  
Cashier.

CITY BANK,  
Montreal, 11th June, 1851.

Appendix  
(I.)

20th June.

Appendix  
(I.)

20th June.

No. 7.—ACCOUNT shewing the whole Amount of the DEBTS and ASSETS of the CANADIAN BRANCHES of the BANK of BRITISH NORTH AMERICA, on the 2nd June, 1851; with the Amount of NOTES in circulation, and SPECIE on hand; furnished in accordance with the Order of the House of Assembly.

DEBTS.				ASSETS.			
	£	s.	d.		£	s.	d.
Circulation .....	200584	10	0	Specie .....	93122	6	9
Balances due to Banks .....	11706	3	2	Notes and Cheques of other Banks .....	24931	18	2
Deposits.....	289371	13	0	Balances due by Banks .....	17710	1	10
				Bills discounted and other Assets .....	966932	18	1
	£ 451662	6	2		£ 1102697	4	10

D. DAVIDSON,

*Manager.*

BANK OF BRITISH NORTH AMERICA.

Montreal Branch, June 17th, 1851.

ACCOUNT shewing the whole Amount of the DEBTS and ASSETS of the BANK of BRITISH NORTH AMERICA, at the close of the year 1850; and shewing also, the Amount of its Notes payable on demand which had been in circulation during every month of that year, together with the Amount of Specie and other Assets, distinguishing each kind immediately available in every such month for the discharge of such Notes; published pursuant to Royal Charter of Incorporation.

DEBTS.				ASSETS.			
	Sterling.				Sterling.		
	£	s.	d.		£	s.	d.
Circulation .....	279214	10	11	Specie .....	195050	0	3
Other Liabilities .....	867062	8	5	Other Assets.....	2010769	9	4
	£ 1146276	19	4		£ 2205819	9	7

1850.	Notes in Circulation.			Specie.			Notes of other Banks.		
	Halifax Currency.			Halifax Currency.			Halifax Currency.		
	£	s.	d.	£	s.	d.	£	s.	d.
January .....	205444	15	0	154151	18	3	31956	18	7
February .....	293899	0	0	156226	13	10	34951	17	9
March.....	291649	0	0	157381	9	3	41678	7	2
April .....	297827	0	0	159983	3	10	35579	17	7
May .....	303641	5	0	176638	6	2	49226	2	2
June .....	296629	5	6	166905	10	4	37406	3	1
July .....	280928	15	0	169771	16	0	35285	8	1
August .....	291609	5	0	167434	16	3	32310	12	6
September .....	320136	10	0	155867	5	6	38983	13	2
October .....	353754	15	0	155556	10	7	27761	18	7
November .....	357444	10	0	149401	12	0	35519	8	3
December .....	360190	10	0	164923	1	7	40082	10	2

By Order of the Court of Directors.

(Signed,) G. DEB. ATTWOOD,

*Secretary.*

BANK OF BRITISH NORTH AMERICA,

London, 27th May, 1851.



## SAVINGS BANKS STATEMENTS.

No. 9.—RETURN by the TRUSTEES of the QUEBEC PROVIDENT and SAVINGS BANK, to the three branches of the Provincial Legislature, under the provision of the 4th and 5th of Vic. cap. 32, sec. 13, for the year ending the first day of March, one thousand eight hundred and fifty-one, being the day fixed upon by the Regulations for the Annual Statement.

	£	s.	d.	£	s.	d.
Invested in Bank Stock, viz. :—						
Montreal Bank .....	3000	0	0			
Quebec Bank .....	3575	0	0			
City Bank .....	3018	15	0			
Bank du Peuple .....	1900	0	0			
Commercial Bank .....	1000	0	0			
Deposited at Interest in Quebec Bank .....	6706	2	9	12493	15	0
do do do .....	3397	6	8			
Secured by Bank Stock, viz. :—				10103	9	5
City Bank and Bank du Peuple .....	1400	0	0			
British Bank and Public Securities .....	3000	0	0			
Vested in, or loaned on Public Security, viz. :—				4400	0	0
Montreal Corporation Water Works Debentures .....	7400	0	0			
Quebec Turnpike Trust Debentures .....	3400	0	0			
Quebec Fire Debentures .....	9675	0	0			
Provincial Debentures .....	992	10	0			
Quebec Corporation Debentures .....	7250	0	0			
Trinity House Certificates .....	3000	0	0			
Number of Depositors .....	1145			91717	10	0
Total of Deposits .....				64895	9	8
Accrued Interest for the year .....				1951	7	7
Expenses of the Bank for the year .....				369	16	9

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

RICHARD ELLIS,

*Cashier.*

JEFFERY HALE,

CHRISTIAN WURTELE,

MICHAEL CONNOLLY,

F. X. PARADIS,

A. LAURIE,

J. MUSSON,

HENRY S. SCOTT,

F. X. METHOT,

L. MASSUE,

*Trustees.*

“

“

“

“

“

“

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“

“

Sworn before me, this twenty-sixth

day of May, in the year of our Lord,

one thousand eight hundred and fifty-one,

RICHARD J. ALLEYN, J.P.

Appendix (I.) 12th June.

Appendix (I.) 12th June.

No. 10.--MONTREAL CITY and DISTRICT SAVINGS BANK, STATEMENT of AFFAIRS to 1st January, 1851.

Dr.

Cr.

January 1, 1851		£	s.	d.	January 1, 1851				£	s.	d.
To Amount due to Depositors at this date.....	68498	10	10	10	£	14777	6	0	12881	7	10
To Contingent Account, Water Works Companies, &c. ....	946	19	8	8					2006	2	8
									27585	19	3
									5086	14	8
									169	15	8
									71	1	7
									8582	9	5
									69445	10	6

I certify that the above is, to the best of my knowledge and belief, a just and true statement of the Funds of the Montreal City and District Savings Bank.

WILLIAM WORKMAN,  
*President.*

JOHN COLLINS,  
*Actuary.*

I certify that the above is a full and true Account of the transactions and state of the Funds of the Montreal City and District Savings Bank, for the period ending first of January, 1851.

No. 11.—STATEMENT of the LIABILITIES and ASSETS of the MONTREAL PROVIDENT and SAVINGS BANK, on the 31st May, 1851.

LIABILITIES.			£	s.	d.	£	s.	d.
Amount due Depositors, (including 10 per cent. originally reserved upon balances at the time of the Bank's suspension, to meet estimated deficiency, £15,259 5s. 6d.) .....						30179	13	0
ASSETS.								
Bank Stocks, Banque du Peuple .....	495	0	0					
do Gore Bank .....	1120	0	0					
Public Securities, Montreal Corporation Bonds .....	6248	13	4					
do do Harbor Debentures .....	171	0	0					
Loans on Real and Personal Security, &c., still outstanding .....	17026	15	6					
(N.B.—This is the residue of Loans at suspension, amounting to £102,583 18s. 10d., and includes the whole loss upon the said Loans, estimated at £9,740).								
Due by John Eadie, former Actuary, being balance of his defalcations .....	8499	11	0					
(N.B.—The amount still to be realized from this is estimated at £1,300).								
Office Furniture .....	177	14	1					
Due by Banks .....	13	5	3			39751	19	2
ABSTRACT STATEMENT.								
The Liabilities to Depositors at the time of the suspension amounted, per printed statement, to .....						158719	19	4
Of which, there has been paid in cash and transfers of loans to the extent of 90 per cent., amounting, inclusive of 10 per cent. reserved as above, to say .....						99309	18	4
Amount due remaining Depositors, say .....						59410	1	0
Upon this balance three dividends have been declared, equal to 80 per cent. or 16s. per £, the amount of which already paid is, say .....			38287	18	0			
Amount outstanding and now in course of payment, viz. :—								
On first dividend of 4s. per £, payable July, 1848 .....			£ 329	7	2			
On second do of 7s. do do 1st November, 1850 .....			3178	0	10			
On third do of 5s. do do 21st April, 1851 .....			5377	18	1			
Add—Ten per cent. reserved as above, say .....			8885	6	1			
			6201	1	6			
						59374	5	7
Amount required to pay 2s. per £, to make up 90 per cent. or 18s. per £, to Depositors who have not accepted transfers, including also sundry petty balances..						6035	15	5
ASSETS.								
To meet this dividend the amount to be received from Bank Stocks, Public Securities, Loans, &c., is estimated at .....			16482	6	9			
From which deduct dividends declared and in course of payment, as above .....			8885	6	1			
						7597	0	8
Estimated surplus after paying the Depositors 90 per cent. or 18s. per £, upon the amounts due them at time of suspension, and to meet contingencies and over-estimate of Assets .....								
						£ 1561	5	3
Number of Depositors who have accepted transfers to the extent of 90 per cent. ....								670
Ditto ditto otherwise .....								1165
Ditto ditto to whom petty balances, amounting to £133 5s. 3d., are due .....								840
Total .....								2175
Expenses of Management, viz. :—Salaries, Rent, Advertising, Stationery, &c., and including legal charges, from 31st May, 1850, till 31st May, 1851 .....								£795 11 2

E.E.

MONTREAL, 31st May, 1851.

We, John Redpath and James Ferrier, a majority of the Trustees, and James Court, Actuary of the Montreal Provident and Savings Bank, do hereby severally certify that the foregoing Statement is correct and true to the best of our knowledge and belief.

J. REDPATH, *Trustee.*

J. FERRIER, "

JAMES COURT, *Actuary.*

MONTREAL, 31st May, 1851.

Appendix  
(I.)  
17th July.

Appendix  
(I.)  
17th July.

No. 12—STATEMENT of the AFFAIRS of the HAMILTON and GORE DISTRICT SAVINGS BANK, Monday, the 30th June, 1851, furnished for the information of the Honorable the Legislative Assembly.

LIABILITIES.		ASSETS.					
	£	s.	d.	£	s.	d.	
Deposits .....	9987	0	1	Bank of Upper Canada Stock .....	762	10	0
Interest on Investments, &c., accrued during 1851 .....	294	0	7	Commercial Bank Stock .....	275	0	0
Surplus Fund on hand, 31st December, 1850 .....	651	10	2	Gore Bank Stock .....	1750	0	0
				Debentures .....	6566	5	5
				Cash on hand .....	1518	10	5
				Dividends due on Bank Stock .....	8	5	0
				Expenses for the current year .....	52	0	0
	£				10932	10	10
Balance due Depositors, 29th June, 1850 .....	£						
Add amount deposited since 29th June, 1850 .....	7577	3	9	Total amount of Interest paid to Depositors for the year 1850, being at the rate of 4 per cent. per annum .....	308	14	7
	11519	4	6				
Deduct amount withdrawn during the same period .....	19096	8	3	Expenses of Management for the year 1850, was .....	127	11	6
	9109	8	2				
Balance now due .....	9987	0	1	Total number of Depositors, at the present date,			

We, the undersigned, Directors in the Hamilton and Gore District Savings Bank, hereby make oath and say, that the foregoing Statement is true to the best of our knowledge and belief.

E. CARTWRIGHT THOMAS.  
JOHN YOUNG.  
W. KENNEDY.

I, Richard Porter Street, Actuary to the Hamilton and Gore District Savings Bank, hereby make oath and say, that the foregoing Statement is true to the best of my knowledge and belief.

RICHARD P. STREET.

Sworn before me, at the City of Hamilton, in the United Counties of Wentworth and Halton, this fifteenth day July, one thousand eight hundred and fifty-one.  
JOHN R. HOLDEN, J.P.  
for City of Hamilton.

Appendix  
(I.)  
12th June.

Appendix  
(I.)  
12th June.

# INSURANCE COMPANIES STATEMENTS.

No. 13.—RETURN of the BRITISH AMERICA FIRE and LIFE ASSURANCE COMPANY, to 27th May, inclusive, 1851: in compliance with 3rd Will. IV., Cap. 18, Sec. 25, and 6 Vic. Cap. 26, Sec. 2.

	£	s.	d.	£	s.	d.	£	s.	d.
To Debentures, bearing 6 per cent. Interest .....	15538	15	0						
Interest due thereon .....	378	1	0				137	10	0
To Government Debentures, and Interest thereon .....				15916	16	0	44243	0	0
To War Loss do and do .....				1059	6	8	105	0	0
To Loans on Bond and Mortgage, at 6 per cent. ....				52	4	6	447	0	0
Interest due thereon .....	16225	16	0						
To Deposit in Bank of Upper Canada, at 3 per cent. ....	139	3	6	16364	19	6	0	7	4
To a Fire Engine, for this amount .....				1023	0	3	1993	17	5
To Bills Payable, for this amount .....				264	14	5	228	3	3½
To Agencies, for this amount .....				2150	0	0			
To Navigation Premium, unpaid .....				571	19	0			
To the Bank of Upper Canada, for this Balance there .....				297	4	7			
To Cash, for this Balance .....	160	8	1½						
To Balance .....	396	16	7½	557	4	9			
				8297	8	4½			
				46554	18	0½	46554	18	0½
							8297	8	4½
May 27.—By Balance brought forward.....									
Capital Stock subscribed, 8,000 Shares, Amount.....£100,000 0 0									
Capital Stock paid in, Amount.....44,932 10 0									

	£	s.	d.	£	s.	d.
Amount of Property Insured, during the year ending 27th May, 1851.....	842340	0	0			
Amount of Premium received for the same .....	8695	2	0½			
Amount of Losses paid during the same period .....	2595	2	9			
Amount of Losses under adjustment .....	586	10	0			
Present liability under 1564 Policies .....	835989	0	0			

	£	s.	d.	£	s.	d.
Amount of Property Insured against dangers of the Navigation .....				98549	0	0
Amount of Premium received for the same .....				1492	19	0
Amount of Losses paid during the same period .....				2888	0	9
Amount of Losses under adjustment .....				100	0	0
Present liability under 18 Policies .....				11492	0	0

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

Sworn before me, in the City of Toronto,  
this 4th day of June, 1851.  
S. G. SYMS, J. P.

W. ALLAN, Governor,  
WM. PROUDFOOT,  
JAS. GORDON, } Trustees.  
Third Trustee absent from the City.



No. 13.—(Continued.)—LIST of the STOCKHOLDERS of the BRITISH AMERICA FIRE and LIFE ASSURANCE COMPANY, 27th May, 1851.

NAME.	Number of Shares.	NAME.	Number of Shares.	NAME.	Number of Shares.
William Allan.....	132	Charlotte Dunn .....	80	T. S. Birchall .....	2
John S. Baldwin.....	20	John Henry Dunn .....	650	Henry S. Rowsell .....	3
Thomas S. Kirby .....	8	Alexander Wood .....	10	Alexander McNabb.....	23
George P. Ridout .....	20	Louisa B. Macaulay .....	20	James Hamilton .....	2
Robert G. Anderson .....	20	John Harris.....	10	F. L. Osler .....	47
William Maxwell.....	2	Joseph Beckett .....	120	Henry Cawthra .....	103
Francis Ermatinger.....	21	John S. Macaulay .....	85	Frederick Stow .....	11
William Proudfoot .....	20	Zaccheus Burnham.....	24	Church Society .....	100
Ann Stow.....	10	Thos. D. Harris .....	80	Mary Ann H. Street .....	3
Joseph Henderson .....	9	Geo. S. Jarvis .....	40	Jane Porter .....	17
Thomas Kirkpatrick .....	11	John Paul .....	1	John Armstrong, jr.....	31
Alexander Burnside .....	44	Samuel Gardiner.....	1	John C. Moulton .....	21
Andrew Mercer .....	10	Daniel McNabb .....	1	William Wakefield, and } .....	28
William Musson .....	20	Geo. T. Dennison .....	20	Henry Rowsell.....	2
John Armstrong .....	10	Lawrence Heydon .....	1	Robert Bothune .....	46
Thomas Moore.....	4	D. B. Stevenson .....	2	Ann Stow.....	77
Thomas Clarke .....	80	Cath. Purcell .....	8	Robert R. Loring .....	711
Samuel Street.....	80	J. A. Woodruff and } Trustees .....	20	W. B. Hamilton .....	8
Alexander Rennie .....	2	H. Sullivan .....	10	Anna Hill .....	12
Alexander Bethune.....	10	Jno. S. Cartwright .....	10	Archibald Ward .....	46
Daniel Morrison .....	1	Robert D. Cartwright.....	40	Alexander Gaviller.....	24
John Ewart .....	20	Thomas Ridout .....	2	James Gordon.....	67
George McKay .....	2	John Rothwell.....	8	Edward McMahon .....	40
Thos. W. Birchall .....	20	Ellen Murray .....	20	Manly Dixon .....	290
Edward Robson .....	2	Ann Logie .....	20	Jane Musson .....	12
Corry Coulson.....	12	John Millar .....	68	Levius P. Sherwood .....	339
John Willson .....	8	Angus Bethune .....	20	Finlay McCallum .....	4
William Leslie.....	2	Frederick Huddleston.....	133	Dinah George .....	11
John Stinson .....	8	John Murray .....	80	William Morrison .....	21
John Peter Carey .....	1	Thomas Talbot .....	40	Thomas Brunskill .....	59
Thomas Platt .....	4	Jacob E. Irving .....	137	Frederick W. Coate .....	9
Duncan McDonell .....	2	Isabella Cooper .....	31	Charles B. Turner .....	30
Thomas Helliwell .....	20	John Willson.....	8	Robert Stewart .....	8
John Leys .....	2	Alexander McDonell .....	18	Joanna Carfrae .....	9
George Dunnington .....	2	Ann Scott.....	18	William Workman .....	20
George Michie.....	2	William Hepburn .....	249	John Bell.....	11
Christopher Widmer .....	120	Jesse Ketchum .....	73	Francis Hall .....	64
Joseph Bloor .....	5	James Richardson .....	2	William H. Ripley .....	30
Richard Northcote .....	1	John Gilmour .....	98	George W. Allan .....	20
Wm. McCracken .....	1	Dominick E. Blake.....	17	J. R. McGeorge, in trust .....	6
Peter Deihl .....	72	Robert Sparke.....	257	McLean, Ridout, and } Trustees.....	22
William Woodruff.....	20	Alexander V. Stuart .....	14	Howard .....	2
Heary Ruttan .....	20	Emily Atkinson .....	50	Jane Catherine McPherson .....	4
Jonathan Dunn .....	10	Mary Moore .....	10	J. J. S. Mountain .....	77
Jonathan Scott .....	10	Robert D. Cartwright.....	27	David Paterson .....	20
Joseph Rogers.....	10	J. S. Cartwright .....	13	Edward Hooper .....	56
Robert Cathcart .....	1	Anson Green .....	12	John S. Mortimer, } Trustees.....	228
Peter Milne .....	40	Chas. Matthews .....	102	Wm. Henry Millar, } .....	2
John Macaulay .....	16	Geo. Willgress.....	9	and T. G. Ridout.....	2
John Counter .....	4	Hugh C. Baker .....	4	George E. Blenkins, } Trustees.....	347
Wm. Willson .....	4	John D. Birchall.....	1	T. G. Ridout, and } .....	7
Henry Gildersleeve.....	4	E. Q. Sewell .....	9	Wm. Henry Millar... } .....	28
Peter Grant .....	3	Judith Falls.....	12	John G. Bowes .....	44
James Wier .....	8	Christopher Elliott .....	16	Edward Chads Hancock.....	22
George S. Tiffany .....	8	Samuel S. Junkin .....	20	Edward C. Jones .....	9
Henry J. Boulton .....	10	D. E. & W. H. Blake.....	10	Harriet Lindsay .....	13
Thomas Bell .....	2	Jane Sewell .....	12	Mary Dickinson .....	50
James Lesslie .....	20	John R. Dunn.....	80	Nash, Cayley & Co. ....	7
J. L. Perrin .....	27	Burns & Mowatt.....	4	James McClelland .....	7
Paul F. Whitney.....	2	Peter Paterson.....	27	George Faulkner .....	14
Robert Hawke.....	8	Benjamin Slight .....	13	Isaiah Faulkner .....	54
Catharine Hawke .....	24	Andrew Steven .....	92	Daniel Lizars .....	23
George Duggan, Jr. ....	32	Archibald Geikie.....	80	James L. Robinson.....	32
Richard Woodruff .....	50	Robert Alger .....	17	C. VanNostrand .....	50
Margaret Robson .....	5	Chas. N. Cosens .....	95	J. A. Smith.....	13
Thomas J. Preston.....	2	William C. Cosens .....	13	A. McKenzie Chisholm.....	20
Thomas Bright .....	10	William Leeming .....	20		
				Total No. of Shares.....	8000

Appendix

(I.)

12th June.

Appendix

(I.)

12th June.

No. 14.—RETURN of the KINGSTON FIRE and MARINE INSURANCE COMPANY,  
made in accordance with the 20th Clause of the Act of Incorporation.

	£	s.	d.
Amount of Capital Subscribed .....	40950	0	0
One Instalment of 2½ per cent. on the subscribed Stock has been called in, of which there has been paid.....	955	0	0

This Institution having been in operation for about two months only, the other requirements of the Clause in the Act referred to will be complied with at the next Session of Parliament.

.THOMAS ASKEW,  
*President.*

WM. IRELAND,  
*Secretary.*

OFFICE OF THE KINGSTON FIRE AND  
MARINE INSURANCE COMPANY,  
Kingston, 6th June, 1851.

Appendix  
(I.)  
18th June.

Appendix  
(I.)  
18th June.

No. 15.—GENERAL STATEMENT of the AFFAIRS of the MONTREAL ASSURANCE COMPANY, exhibiting the ASSETS and LIABILITIES of the INSTITUTION, on the 31st day of May, 1851; ordered by the Honorable the Legislative Assembly.

ASSETS.	AMOUNT.			AMOUNT.			LIABILITIES.			AMOUNT.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
To Cash deposited with Bank of British North America .....	1162	6	2							20000	0	0
do do Montreal .....	1007	1	3							2586	4	4
do Balance on hand .....	96	19	10				2266	7	3	1646	0	0
To 270 Shares Bank of Montreal Stock .....	13500	0	0							3511	12	5
ADD—Premium paid thereon.....	823	2	6				14323	2	6	766	10	6
To 376 Shares City Bank Stock, reduced .....							6923	15	0	20593	2	6
To 220 do Gore Bank do .....							2145	17	1			
To 83 do Commercial Bank Stock, cost.....							2030	0	0			
To 301 do Bank Upper Canada Stock, cost.....							3683	2	6			
To 35 do Telegraph Stock, cost .....							356	5	0			
To 20 do Montreal and Lachine Railroad Stock, cost £1,000, present value .....							400	0	0			
To 10 do Montreal and Lachine Railroad guaranteed Stock .....							250	0	0			
To 200 do Montreal Mining Company's Stock .....							200	0	0			
To 45 do City Gas Company's Stock .....							371	0	0			
To City of Montreal Corporation Bonds.....							3022	10	3			
To Real Estate .....							10098	17	2			
To Bills Receivable, and Balances due by Agents, Forwarders, and others .....							3032	13	0			
			£	49103	9	9	49103	9	9			

We, the undersigned, certify that the above is a true and correct Account of the Affairs of the Montreal Assurance Company, to the best of our knowledge and belief.

J. FERRIER,  
President.

WM. MURRAY,  
Manager.

No. 16.—STATEMENT of the RECEIPTS and EXPENDITURE of the CANADA LIFE ASSURANCE COMPANY, for the year ending 30th April, 1850.

RECEIPTS.	AMOUNT.			EXPENDITURE.	AMOUNT.		
	£	s.	d.		£	s.	d.
Premiums on 210 new Policies issued, and Renewals.....	5932	7	2	Expense Account .....	1585	5	4
One Annuity Bond .....	43	13	2	Re-Assurance .....	32	9	10
Entrance Fees .....	40	9	6	Claim Paid .....	300	0	0
Interest on Investments .....	874	12	11	Deposits Withdrawn .....	436	5	11
Received for Accumulation.....	1116	4	0	Interest paid on Deposits.....	39	4	3
Policy Fees, Fines, &c.....	68	11	0	Proportion of Mutual Branch Profits claimed in Cash or Diminution .....	8	5	8
				Premiums on Policies discontinued, written off .....	175	18	9
Balance on hand, 30th April, 1849 .....	£	8075	17		£	2577	9
		4969	17	Balance on hand, 30th April, 1850 .....		10468	5
						18045	14
	£	13045	14			18045	14
			10				10

EXPLANATION OF ABOVE BALANCE.

	£	s.	d.	£	s.	d.
Cash at Bankers .....	790	11	10			
Cash at Agencies .....	616	16	1			
Investments.....	6270	7	6	1407	7	11
Interest on Investments, to 30th April, 1850 .....	115	9	5			
Investments on Policies .....	2606	9	2			
Office Furniture .....	68	11	1			
				9060	17	2
				£	10468	5
						1

HUGH C. BAKER,  
President.  
THOS. M. SIMONS,  
Secretary.

CANADA LIFE ASSURANCE COMPANY,  
Hamilton, 20th June, 1851.

No. 16.—(Continued.)—GENERAL ABSTRACT of the ESTIMATED LIABILITIES and ASSETS of the CANADA LIFE ASSURANCE COMPANY, on the 30th April, 1850.

LIABILITIES.	AMOUNT.			ASSETS.	AMOUNT.		
	£	s.	d.		£	s.	d.
To 3½ per cent. paid on Capital Stock of £50,000 .....	1750	0	0	By Cash at Bankers' .....	790	11	10
To Balance of Moneys lodged for accumulation, with Interest to 30th April .....	988	14	0	By Cash in Agents' hands .....	616	16	1
To present value of Capital Sums assured under 473 Policies, including vested additions, say £208,725 12s. 6d. ....	50166	12	11	By Bank Stock, at par value .....	410	0	0
To present value of Deferred Annuity of £100. ....	579	15	0	By Mortgages, Real Estate, at par .....	1087	12	5
£ .....	53480	1	11	By Provincial Debentures, at par .....	649	0	0
£ .....	29176	9	6	By Municipal Corporation Debentures, at par .....	4981	8	6
£ .....				By Terminable Annuity, secured on Real Estate, present value .....	386	8	10
To Balance, being surplus .....	82656	11	5	By Premiums secured on Policies .....	2606	9	2
£ .....				By Interest to 30th April, 1850, on preceding Securities .....	115	9	5
				By Office Furniture .....	68	11	1
				By present value of Annual Income from Premiums, amounting to £5974 5s. 9d. ....	70994	4	1
				£ .....	82656	11	5

Number of Policies issued .....	573
Amount covered by Policies in force .....	£208,725 12 6
Yearly Amount of Annuities:—Immediate Annuities .....	Nil.
Deferred Annuities .....	£100 0 0

HUGH C. BAKER,  
*President.*  
THOS. M. SIMONS,  
*Secretary.*

CANADA LIFE ASSURANCE COMPANY,  
Hamilton, 20th June, 1851.

## No. 17.—RETURN to Parliament, by the ST. LAWRENCE INLAND MARINE ASSURANCE COMPANY, for the year 1850.

The Amount of the CAPITAL STOCK Subscribed is, ONE HUNDRED THOUSAND POUNDS Currency, of which Fifteen per cent. or FIFTEEN THOUSAND POUNDS have been paid in.

	£	s.	d.	£	s.	d.
The Funds and Property of the Company consist of the following, viz:—						
480 Shares Stock in the Gore Bank, amounting at the present par value to .....				4800	0	0
200 do do in the Commercial Bank, amounting at par value to .....				5000	0	0
80 do do in the City Bank of Montreal, amounting at the present par value to .....				1500	0	0
88 do do in the Bank of Upper Canada, amounting at par value to .....				1100	0	0
19 do do in the Montreal Bank, amounting at par value to .....				900	0	0
Bills Receivable.....	5274	0	10	13300	0	0
Less amount of Bills Payable .....	101	15	3			
Cash on hand.....				5172	5	7
Estimated value of this Institution's Boats, &c., made use of in recovering damaged property .....				1331	10	6
Five Shares in the Montreal Magnetic Telegraph Company .....				398	14	0
Value of unsold property at the close of 1850 .....				50	0	0
				10	0	0
			£	20202	10	1
The property insured during the year amounted to .....			£	347567	6	2
The premium charged on the above property amounted to .....			£	3931	13	2
The amount of Losses paid during the year was .....			£	779	0	6

Justus S. Merwin, President, and Alpheus Jones, Secretary and Treasurer, of the St. Lawrence Inland Marine Assurance Company, severally make oath that the above Return is just and correct, according to the best of their knowledge and belief.

J. S. MERWIN,  
*President.*

A. JONES,  
*Secretary.*

Sworn before me at Prescott,  
in the United Counties of Leeds and Grenville,  
Canada West,  
this 20th day of June, 1851.

THOS. GAINFORT, J. P.

PRINTED BY ROLLO CAMPBELL, SIMCOE STREET, TORONTO.

# AGRICULTURAL REPORTS.

1850.

## LOWER CANADA.

- No. 1.—COUNTY OF DRUMMOND.
- 2.—COUNTY OF MEGANTIC.
- 3.—COUNTY OF SHERBROOKE, No. 1.
- 4.—COUNTY OF SHERBROOKE, No. 2.
- 5.—COUNTY OF GASPE, No. 2.
- 6.—COUNTY OF ROUVILLE, No. 2.
- 7.—COUNTY OF HUNTINGDON, No. 2.
- 8.—COUNTY OF SHEFFORD.
- 9.—COUNTY OF CHAMBLY, No. 2.
- 10.—COUNTY OF RICHELIEU, No. 1.
- 11.—COUNTY OF TERREBONNE.
- 12.—COUNTY OF VAUDREUIL.
- 13.—DISTRICTS OF THREE RIVERS AND ST. FRANCIS.
- 14.—COUNTY OF BELLECHASSE.
- 15.—DISTRICT OF QUEBEC.
- 16.—COUNTY OF SAGUENAY.
- 17.—COUNTY OF RICHELIEU, No. 2.
- 18.—COUNTY OF BERTHIER.
- 19.—COUNTY OF LEINSTER.
- 20.—COUNTY OF DORCHESTER, No. 1.
- 21.—COUNTY OF DORCHESTER, No. 2.
- 22.—COUNTY OF ST. HYACINTHE.
- 23.—COUNTY OF VERCHERES, No. 1—for 1849.
- 24.—COUNTY OF VERCHERES, No. 1—for 1850.
- 25.—COUNTY OF VERCHERES, No. 2—for 1850-51.
- 26.—COUNTY OF TWO MOUNTAINS, No. 2.
- 27.—COUNTY OF ST. MAURICE.



Appendix  
(J.)  
3rd June.

Appendix  
(J.) -  
3rd June.

No. 1.—REPORT of the AGRICULTURAL SOCIETY for the COUNTY of DRUMMOND,  
from 1st February, 1850, to 31st January, 1851.

APPROPRIATION.				RECEIPTS.				
	£	s.	d.		£	s.	d.	
Contingent Fund .....	25	0	0	Annual Subscription—Townships of Grantham, Dunham, Kingsey, Wendover, and Wickham .....	40	10	2½	
Fund for the purchase of Animals, Implements, Grain, Seed, &c. ....	124	16	7		Grant from Government.....	121	10	7½
Premium Fund and Agricultural Papers ...	12	4	3					
£	162	0	10	£	162	0	10	

R. MILLAR,  
Treasurer.

DRUMMONDVILLE, June, 1851.

No. 2.—ABSTRACT of the AFFAIRS of the MEGANTIC AGRICULTURAL SOCIETY,  
for the year 1850-51.

PAYMENTS.				RECEIPTS.			
	£	s.	d.		£	s.	d.
To Premiums awarded.....	99	3	9	To balance in hand from last year.....	18	15	0
Gratuities .....	1	15	0	Amount received of Government .....	135	0	0
Voted by Committee, for the purpose of building an Agricultural Hall at Leeds	70	0	0	Subscriptions .....	43	10	0
To amount for printing, stationery, and postage .....	4	2	11	Peter Patersons's subscription, after the 15th July .....	5	0	0
To amount for contingencies .....	8	4	4½	To amount received for Agriculturists .....	1	11	3
Paid on account of the District Show .....	2	7	8				
Balance in hand .....	18	2	6½				
£	203	16	3	£	203	16	3

MATHEW TIFFENS,  
Treasurer.

No. 3.—ABSTRACT of the AFFAIRS of the AGRICULTURAL SOCIETY, No. 1, for the  
Southern Division of the COUNTY of SHERBROOKE, for 1850.

RECEIPTS.				DISBURSEMENTS.			
	£	s.	d.		£	s.	d.
Amount of Subscriptions .....	27	15	0	Amount of Premiums and Gratuities .....	72	5	0
do Government Allowance .....	75	0	0	do Incidental Expenses.....	14	17	0
				Amount paid on debt due for horse .....	15	13	0
£	102	15	0	£	102	15	0

Appendix  
(J.)  
3rd June

Appendix  
(J.)  
3rd June.

No. 4.—ABSTRACT of the AFFAIRS of the AGRICULTURAL SOCIETY, No. 2, for the COUNTY of SHERBROOKE.

RECEIPTS.				PAYMENTS.				
	£	s.	d.		£	s.	d.	
Amount paid in as subscriptions .....	27	7	0	By J. S. Walton's account for advertising...	5	14	0	
Government Grant .....	75	0	0	By William Evans' Journal for 1850.....	3	15	1	
Balance from last year.....	31	11	0	By stationery .....	0	12	6	
				By postage .....	0	10	0	
				By summer premiums .....	38	6	6	
				By printing, &c. ....	2	10	0	
				By expenses, judges, &c. ....	3	7	6	
				By improved ploughs for distribution .....	47	15	0	
				By winter exhibition .....	18	0	0	
				By expenses do .....	1	0	0	
				By printing, &c. ....	3	0	0	
				By William Evans' Journal for 1849.....	3	0	0	
				By balance .....	6	7	0	
	£	133	18	0	£	133	18	0

No. 5.—ANNUAL REPORT of the COUNTY AGRICULTURAL SOCIETY, No. 2, for the COUNTY of GASPE', in the year 1850.

Having had the honor, on two previous occasions, to enter at some length on the past history, present state, and future prosperity of Agriculture in this District, in my Reports as President to the Government, I shall confine myself at this time to a slight retrospect of the transactions of our Society for the last twelve months.

In October last, a Cattle Show was held at Gaspé Basin, and another the following week at Grand Greve (separated by an arm of the sea). Agreeably to advertisement in our local paper, premiums had been offered, and were awarded, also, to garden and dairy produce.

Both meetings were numerous and respectably attended, and much interest seemed to be taken in the objects of the Society. It must be admitted, that no improvement was discernable in the breed of Cattle exhibited, which satisfied me that the funds of the Society are not thus well applied, and that the intentions of the Government and the interests of Agriculture would be best subserved by granting few and small premiums in this way, and reserve the

greater part of the grant, and the subscriptions for the introduction of a superior breed of cattle, labour-saving machines, and improved seeds. I have long advocated this change, and I would be glad to see it adopted, not only in this District, but over all Lower Canada.

On the 10th of February last, a show of Grain and domestic manufacture was held at the Basin, after due notice. The exhibition was very creditable to the place, but I could observe no advancement on the previous year. The harvest sample of wheat was 71-4 per minot. There were 24 competitors; 16 for barley—the greatest weight 61-12; 17 for black oats—the heaviest being 43-4, and the heaviest white oats 48-12. Pease, 72-12 per minot.

I may observe, that from unavoidable delays which occurred in the receipt of the Government grant, all the premiums have not yet been paid, so that the Treasurer's Statement is not complete. I beg to annex an abstract shewing the state of our finances to this date:—

AGRICULTURAL SOCIETY of GASPE', No. 2, in Account with P. BUHERANS, TREASURER.

Dr.				Cr.				
	£	s.	d.		£	s.	d.	
To Cash on hand as per last account.....	3	0	0	By Cash paid on account for Printing .....	10	0	0	
To Grant from the Government.....	75	0	0	By Subscription for 20 Nos. of Agricultural Journal .....	5	0	0	
				By Premiums paid since last return .....	38	2	3	
				By per centage to Secretary .....	2	16	10	
				By Postage .....	1	16	10	
				By Services at Show .....	0	4	0	
				By Balance on hand.....	17	15	1	
	£	78	0	0	£	78	0	0

I shall, when all the prizes have been paid, have the honor to furnish a detailed statement of the same, and the purposes for which they are applied.

The above respectfully submitted.  
H. KAVANAGH,  
President.  
Gaspé Basin, 5th June, 1851.

Appendix

(J.)

3rd June.

No. 6.—ABSTRACT of the RECEIPTS and EXPENDITURE of the AGRICULTURAL SOCIETY, No. 2, of the COUNTY of ROUVILLE, for the year 1850.

Appendix

(J.)

3rd June.

RECEIPTS.				EXPENDITURE.			
£	s.	d.		£	s.	d.	
Amount of subscriptions .....	26	18	9	Paid Premiums.....	91	16	3
Government Grant .....	75	0	0	Paid Judges .....	7	12	8
Thomas McGuire, for cattle .....	7	10	0	Paid Secretary .....	3	15	0
Balance from 1849 .....	0	7	8	Paid advertisements.....	4	3	3
				Paper, &c.....	0	2	6
				Balance on hand .....	2	6	9
£	109	16	5	£	109	16	5

No. 7.—ABSTRACT of the AFFAIRS of the AGRICULTURAL SOCIETY, No. 2, of the COUNTY of HUNTINGDON, for the year 1850-51.

RECEIPTS.				DISBURSEMENTS.			
£	s.	d.		£	s.	d.	
Amount received in Subscriptions .....	39	2	9	Amount paid in Premiums at the Fall Exhibition.....	62	2	6
do do from Government .....	75	0	0	Paid in Premiums for Ploughing Match ...	14	10	0
Balance on hand for 1849-50.....	9	17	3	do do at Winter Exhibition ...	23	7	6
				Expenses .....	22	17	9
				Balance on hand .....	1	2	3
£	124	0	0	£	124	0	0

No. 8.—ABSTRACT of the AFFAIRS of the AGRICULTURAL SOCIETY for the COUNTY of SHEFFORD, for the year 1850.

RECEIPTS.				EXPENDITURE.			
£	s.	d.		£	s.	d.	
Amount received from Subscribers .....	46	18	3	Disbursements for incidental expenses .....	12	12	3
do do from competitors on farms, gardens and crops .....	7	17	6	Amount paid in Premiums .....	189	17	6
Amount received from the Public Chest ...	138	4	9	Balance on hand.....	19	2	9½
do do from the ex-Treasurer ...	24	7	11				
Balance of funds remaining as per last report.....	4	4	1½				
£	221	12	6½	£	221	12	6½

No. 9.—THE TREASURER in Account Current with AGRICULTURAL SOCIETY, No. 2, COUNTY of CHAMBLY.

RECEIPTS.				DISBURSEMENTS.			
£	s.	d.		£	s.	d.	
To Cash on hand from last year (1849) ..	14	11	11	By Disbursements .....	120	4	6
To Cash received from John Yule, (the President,) the amount of Subscriptions for 1850 .....	33	0	0	Balance on hand .....	1	8	8
To Cash received from same, being amount of Grant from the Provincial Government, (£75). Less—Discount on Debentures, Postages, and Agency at Toronto.....	74	1	3				
£	121	13	2	£	121	13	2

No. 10.—ABSTRACT of the RECEIPTS and EXPENDITURE of the COUNTY of  
RICHELIEU AGRICULTURAL SOCIETY, No. 1, for the year 1850.

RECEIPTS.				EXPENDITURE.			
	£	s.	d.		£	s.	d.
By amount in hands of Treasurer .....	6	0	1½	To amount paid in Premiums to Subscribers	46	17	6
By amount received in subscriptions.....	31	5	0	To paid in Premiums at the St. Charles ex- hibition, on the 8th October, 1850.....	46	9	8
By amount received from Government.....	75	0	0	To paid for Stationery, &c., and to Secretary	6	0	0
				Balance in hands of Treasurer .....	13	13	11½
£	112	11	1½	£	112	11	1½

No. 11.—REPORT of the TERREBONNE COUNTY AGRICULTURAL SOCIETY, for  
the years 1850-51.

RECEIPTS.				EXPENDITURE.			
	£	s.	d.		£	s.	d.
Received from the Public Chest.....	150	0	0	Paid in Premiums .....	186	5	0
Subscriptions .....	51	0	0	Postage .....	3	14	2
				Stationery .....	2	2	6
				Printing.....	12	16	8
£	201	0	0	Contingencies .....	6	2	4
				£	211	0	8

No. 12.—ANNUAL RETURN of the VAUDREUIL COUNTY AGRICULTURAL  
SOCIETY, for 1850.

RECEIPTS.				PAYMENTS.			
	£	s.	d.		£	s.	d.
To amount of Subscriptions .....	26	0	0	By amount expended in Premiums and inci- dental disbursements .....	130	2	6
To amount received from Government .....	78	0	0				
Balance on hand .....	26	2	6				
£	130	2	6	£	130	2	6

No. 13.—REPORT of the DISTRICT AGRICULTURAL SOCIETY for the DISTRICTS  
of THREE RIVERS and ST. FRANCIS, for 1850-51.

APPROPRIATION.				RECEIPTS.			
	£	s.	d.		£	s.	d.
Contingencies .....	25	0	0	Grant of Money under warrant .....	500	0	0
For the purchase of Animals .....	99	14	11				
Given in Premiums .....	369	0	1				
Given in Gratuities .....	6	5	0				
£	500	0	0	£	500	0	0

## No. 14.—ABSTRACT of RECEIPTS and EXPENDITURE of the AGRICULTURAL SOCIETY of the COUNTY of BELLECHASSE, for the year 1850.

RECEIPTS.				EXPENDITURE.			
	£	s.	d.		£	s.	d.
Amount of Subscriptions .....	86	5	0	Amount of Premiums and Gratuities .....	117	7	6
Government Grant .....	108	15	0	Secretary's Commission .....	5	17	4½
				Printing, &c.....	18	17	8
				Arrears of preceding years .....	0	11	3½
				Discount on Debentures .....	1	10	0
				Balance in hand .....	5	16	7
	£				£		
	145	0	0		145	0	0

## No. 15.—ABSTRACT of the AFFAIRS of the AGRICULTURAL SOCIETY in the DISTRICT of QUEBEC, for the year 1850.

PAYMENTS.				RECEIPTS.			
	£	s.	d.		£	s.	d.
To Premiums awarded.....	429	15	0	By Amount from Government .....	500	0	0
To Gratuities .....	7	17	6	By Cash from the Megantic Agricultural Society .....	2	7	8
To Printing and Stationery.....	27	11	8				
Contingent Expenses, Postage, and Judges.	37	3	6				
	£				£		
	502	7	8		502	7	8

## No. 16.—ABSTRACT of the RECEIPTS and EXPENDITURE of the AGRICULTURAL SOCIETY, No. 2, of COUNTY of SAGUENAY, for the year 1850.

RECEIPTS.				EXPENDITURE.			
	£	s.	d.		£	s.	d.
Amount of Subscriptions .....	23	7	6	Amount of Premiums.....	71	6	0
Government Grant .....	70	2	6	Paid Treasurer .....	1	7	6
				Subscription to Agricultural Journal.....	3	5	0
				Acte of Procuration.....	0	10	0
				Secretary's per Centage .....	3	11	6
				Stationery, &c.....	1	5	10
				Balance in hand .....	12	9	2
	£				£		
	93	10	0		93	10	0

## No. 17.—ABSTRACT of the RECEIPTS and EXPENDITURE of the AGRICULTURAL SOCIETY, No. 2, of the COUNTY of RICHELIEU, for the year 1850.

RECEIPTS.				EXPENDITURE.			
	£	s.	d.		£	s.	d.
Amount of Subscriptions.....	31	0	6	Balance due Treasurer, 1849 .....	2	12	0
do received from Public Chest .....	75	0	0	Amount of Premiums .....	49	13	9
				Secretary's Allowance.....	2	9	8
				Set apart for purchase of Grain.....	18	6	8
				Contingent Expenses .....	22	10	9
				Balance in hand .....	10	7	11
	£				£		
	106	0	0		106	0	0

No. 18.—ABSTRACT of the RECEIPTS and EXPENDITURE of the AGRICULTURAL SOCIETY of the COUNTY of BERTHIER, for the year 1850-51.

RECEIPTS.				EXPENDITURE.				
	£	s.	d.		£	s.	d.	
Balance from last year.....	25	11	3	Amount of Premiums .....	140	5	9	
Amount of Subscriptions.....	40	15	0	Secretary's Commission .....	7	0	0	
Government Grant .....	122	5	0	Printing Circulars, and other contingencies	17	7	2	
				Balance on hand .....	23	18	4	
	£	188	11	3	£	188	11	3

No. 19.—ABSTRACT of the RECEIPTS and EXPENDITURE of the COUNTY of LEINSTER AGRICULTURAL SOCIETY, for the year 1850.

RECEIPTS.				EXPENDITURE.				
	£	s.	d.		£	s.	d.	
Balance in hands of late Treasurer .....	10	4	10	Amount of Premiums .....	114	2	0	
Amount of Subscriptions.....	36	0	4	Printing and purchase of Books.....	8	0	0	
Government Grant .....	106	1	0	Office expenses, salaries of Secretary, Judges, &c., &c. ....	28	18	8	
				Balance on hand .....	1	5	6	
	£	152	6	2	£	152	6	2

No. 20.—ABSTRACT of the RECEIPTS and EXPENDITURE of the DORCHESTER AGRICULTURAL SOCIETY, No. 1, for the year 1850.

RECEIPTS.				EXPENDITURE.				
	£	s.	d.		£	s.	d.	
Amount of Subscriptions.....	27	7	6	Premiums paid .....	107	10	0	
Amount received from Public Chest .....	75	0	0	Incidental expenses .....	19	17	10	
Amount of balance in hand, from 1849.....	31	17	5	Balance in the hands of Treasurer.....	6	17	1	
	£	134	4	11	£	134	4	11

No. 21.—ABSTRACT of the RECEIPTS and EXPENDITURE of the COUNTY of DORCHESTER AGRICULTURAL SOCIETY, No. 2, for the year 1850.

RECEIPTS.				EXPENDITURE.				
	£	s.	d.		£	s.	d.	
By amount received in Subscriptions.....	27	7	6	To amount paid for printing, advertising, per centage to Secretary, and other incidental expenses .....	19	17	10	
By amount received from Public Chest.....	75	0	0	To amount paid in Premiums.....	107	10	0	
Balance in hands of Treasurer in February, 1850 .....	31	17	5	To balance in hand .....	6	17	1	
	£	134	4	11	£	134	4	11

## No. 22.—ABSTRACT of the RECEIPTS and EXPENDITURE of the COUNTY of ST. HYACINTHE AGRICULTURAL SOCIETY, for the year 1850.

RECEIPTS.			EXPENDITURE.					
	£	s.	d.		£	s.	d.	
Amount of Subscriptions.....	97	14	0	Paid for different descriptions of Grain, &c.	113	13	0	
Government Grant .....	150	0	0	Paid for Account Books, Subscriptions to Agricultural Journal, &c.....	7	5	3	
				Balance in hand .....	126	15	9	
	£	247	14	0	£	247	14	0

## No. 23.—ABSTRACT of the RECEIPTS and EXPENDITURE of the AGRICULTURAL SOCIETY, No. 1, for the COUNTY of VERCHERES, for the year 1849.

RECEIPTS.			EXPENDITURE.					
	£	s.	d.		£	s.	d.	
Amount of Subscriptions.....	54	0	0	Paid for Grain .....	81	0	0	
From Honorable Mr. Leslie .....	2	10	0	Amount of Premiums .....	43	3	6	
From G. E. Cartier, Esquire, M.P.P. ....	2	10	0	Paid Judges, Secretary, &c. ....	12	16	0	
Entrance Fees paid by Competitors .....	1	18	9	Balance in hand .....	5	3	9	
Deductions from the Prizes. ....	6	4	6					
Government Grant .....	75	0	0					
	£	142	3	3	£	142	3	3

## No. 24.—ABSTRACT of the RECEIPTS and EXPENDITURE of the AGRICULTURAL SOCIETY, No. 1, for the COUNTY of VERCHERES, for the year 1850.

RECEIPTS.			EXPENDITURE.					
	£	s.	d.		£	s.	d.	
Honorable James Leslie .....	2	10	0	Paid for Grain ..	32	5	0	
G. E. Cartier, Esquire, M.P.P.....	2	10	0	Amount of Premiums .....	65	12	3½	
Subscriptions .....	2	10	0	Paid Judges, Secretary, &c. ....	13	2	4½	
Entrance Fees paid by Competitors .....	2	18	9					
Government Grant ..	75	0	0	Expenditure .....	£	110	19	8
Balance from preceding year .....	5	3	6	Deficit .....	£	1	7	5
	£	109	12	3	£	109	12	3

## No. 25.—ABSTRACT of the RECEIPTS and EXPENDITURE of the COUNTY of VERCHERES AGRICULTURAL SOCIETY, No. 2, for the year 1850.

RECEIPTS.			EXPENDITURE.					
	£	s.	d.		£	s.	d.	
Balance remaining in the funds for the year 1849 .....	15	1	4½	Paid for clover seed for 1850 and 1851.....	140	0	0	
Amount of Subscriptions for 1850.....	33	5	4	Printing.....	2	0	0	
Donation from Honorable James Leslie ...	2	10	0	Premiums at exhibition of 1850.....	61	10	3	
Donation from G. E. Cartier, Esq., M.P.P.	2	10	0	To Secretary for per centage .....	3	1	0½	
Subscription after return from Calixte Guertin .....	0	5	0	Notice sent by Secretary.....	0	3	9	
Interest from Savings Bank .....	0	15	0	Fifteen copies of Agricultural Journal .....	2	10	0	
Subscriptions for the year 1851 .....	46	5	0	Postage on letters and on Agricultural Journal .....	0	5	6	
Donation from Honorable James Leslie ...	2	10	0	Cards and ribbons for exhibition .....	1	1	6	
Donation from G. E. Cartier, Esq., M.P.P.	2	10	0	Commission to Agent for drawing the Government Grant .....	0	15	0	
Subscription after return from Edouard Dufresne .....	0	5	0	Discount on Government money .....	0	2	6	
Government Grant for 1850 and 1851 .....	150	0	0	Balance in hands .....	44	8	0	
	£	255	17	6½	£	255	17	6½

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No. 26.—ABSTRACT of the RECEIPTS and EXPENDITURE of the AGRICULTURAL SOCIETY, No. 2, of the COUNTY of TWO MOUNTAINS, for the year 1849.

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RECEIPTS.				EXPENDITURE.				
	£	s.	d.		£	s.	d.	
Amount of subscriptions .....	30	2	1	Amount of Premiums.....	107	0	0	
Government Grant .....	75	0	0	Printing Notices, &c. ....	4	10	0	
Balance in hand from 1849. . . . .	2	10	8½	Paid Judges, &c. ....	7	11	0	
Part of Subscriptions for 1851 . . . . .	16	16	5	Paid Secretary .....	5	4	6	
				Discount .....	0	3	8½	
	£	124	9	2½	£	124	9	2½

No. 27.—ABSTRACT of the RECEIPTS and EXPENDITURE of the COUNTY of ST. MAURICE AGRICULTURAL SOCIETY, for the year 1850.

RECEIPTS.				EXPENDITURE.				
	£	s.	d.		£	s.	d.	
Amount of Subscriptions .....	47	18	0	Premiums and other expenses of the Society	172	4	9	
Received from the Public Chest.....	143	12	6	To Balance in the hand of the Treasurer...	19	5	9	
	£	191	10	6	£	191	10	6

## UPPER CANADA.

No. 1.—DISTRICT OF HURON.

- 2.—TOWNSHIP OF STRATFORD, COUNTY OF HURON.
- 3.—TOWNSHIP OF BLANCHARD, COUNTY OF HURON.
- 4.—TOWNSHIP OF HARPURHEY, COUNTY OF HURON.
- 5.—LONDON ROAD, COUNTY OF HURON.
- 6.—COUNTY OF KENT.
- 7.—COUNTY OF MIDDLESEX.
- 8.—COUNTY OF WATERLOO.
- 9.—TOWNSHIP OF GUELPH, COUNTY OF WATERLOO.
- 10.—TOWNSHIP OF ERAMOSIA, COUNTY OF WATERLOO.
- 11.—TOWNSHIP OF NICHOL, COUNTY OF WATERLOO.
- 12.—TOWNSHIP OF PUSLINCH, COUNTY OF WATERLOO.
- 13.—TOWNSHIP OF WEST GWILLIMSBURY, COUNTY OF SIMCOE.
- 14.—TOWNSHIP OF CLARENCE.
- 15.—COUNTY OF RUSSELL.
- 16.—COUNTY OF LANARK.
- 17.—UNITED COUNTIES OF PRESCOTT AND RUSSELL.
- 18.—COUNTY OF CARLETON.
- 19.—UNITED COUNTIES OF LANARK AND RENFREW.
- 20.—TOWNSHIP OF DALHOUSIE.
- 21.—COUNTY OF PRINCE EDWARD.



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No. 1.—RECEIPTS and EXPENDITURE of the HURON DISTRICT AGRICULTURAL SOCIETY, for the year 1850.

RECEIPTS.		EXPENDITURE.	
£	s.	£	s.
	d.		d.
43	5	0	7
2	15	58	16
250	0	27	18
7	5	42	3
		35	12
		0	10
		1	1
		68	2
		6	0
		8	0
		15	0
		6	8
		2	15
		10	0
		6	0
		5	12
		6	15
		0	5
		0	11
		6	10
		2	10
		9	0
		303	5
			0

No. 2.—STRATFORD BRANCH AGRICULTURAL SOCIETY, in Account with JOHN SHARMAN, TREASURER.

Da.		Cr.	
£	s.	£	s.
	d.		d.
22	10	0	8
0	1	12	10
2	5	12	4
0	0	24	15
0	0	55	10
0	0	2	10
0	1	0	15
1	10	0	5
1	2	0	17
		109	7
			6

Carried forward

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No. 2.—STRATFORD BRANCH AGRICULTURAL SOCIETY, &c.—(Continued.)

Da.	£			s.			d.			Ca.
	£	s.	d.	£	s.	d.	£	s.	d.	
October 29, 1850										
do do do do do do do do do do										Brought forward.....
			27	12	4½					
do do do do do do do do do do			4	10	0					By Adam Seegmiller .....
do do do do do do do do do do			2	0	0					
do do do do do do do do do do			0	1	6					
do do do do do do do do do do			3	0	0					
do do do do do do do do do do			12	4	3½					
do do do do do do do do do do			43	0	0					
February 15, do			4	15	0					
do do do do do do do do do do			1	2	3					
do do do do do do do do do do			0	9	9					
April 1, do			3	12	6					
do do do do do do do do do do			0	1	3					
do do do do do do do do do do			0	1	1					
May 10, do			6	5	0					
June 2, do			109	15	0					
		£	109	15	0					£

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No. 3.—ABSTRACT OF THE AFFAIRS OF THE BLANCHARD BRANCH OF THE HURON DISTRICT AGRICULTURAL SOCIETY, for the year 1850.

Da.	£			s.			d.			RECEIPTS.
	£	s.	d.	£	s.	d.	£	s.	d.	
October 13, 1850 .....										Received from Parent Society .....
do do do do do do do do do do										
			\$9	6	3					
do do do do do do do do do do			3	1	10½					
do do do do do do do do do do			3	0	0					
do do do do do do do do do do			0	6	0					
do do do do do do do do do do			1	8	11					
do do do do do do do do do do			0	19	4					
do do do do do do do do do do			0	12	7½					
		£	48	15	0					£

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No. 4.—STATEMENT of the AFFAIRS of the HARPURHEY BRANCH of the HURON DISTRICT AGRICULTURAL SOCIETY, for the year 1850.

		EXPENDITURE.			RECEIPTS.		
		£	s.	d.	February 20, 1850	August 10, do	September do do
May 25, 1850	To Postage for Secretary	0	2	7½			
do 9, do	do do	0	1	1½			
August 21, do	To 22 Papers, Society	0	2	6			
do 21, do	To Postage	0	0	4½			
September 8, do	do	0	0	4½			
do 14, do	do	0	0	4½			
do 17, do	To 1 lb. Nails	0	0	4½			
do do	To Postage	0	0	4½			
do 20, do	To Dinner for Judges	1	12	4½			
do do	To Man attending Show	0	3	9			
do do	To Postage	0	0	9			
do do	To 1 quire Paper	0	1	3			
do do	To ½ per cent. paid to the Treasurer of Parent Society on Government Grant	2	8	0			
do do	To Premiums awarded	39	2	6			
October 10, do	To Postage	0	0	4½			
do 23, do	To Premiums awarded at Ploughing Match	5	0	0			
do do	To Judges' Dinner, &c.	0	9	4½			
do do	To Rt. Canas Ex.	0	2	6			
November 7, do	To Postage	0	0	9			
do do	To Treasurer and Secretary's Salary	6	0	0			
do do	To Woodcock, for Printing	3	10	0			
do do	To Postage. See 26th and 29th September	0	0	9			
do do	To Balance	7	9	8			
		66	10	6½	February 19, 1851	By Balance in hand	£ 66 10 6½

G. THOMPSON, Secretary.

No. 5.—ABSTRACT of the AFFAIRS of the LONDON ROAD BRANCH of the COUNTY of HURON AGRICULTURAL SOCIETY, for the year 1850.

		RECEIPTS.			EXPENDITURE.		
		£	s.	d.	To Amount paid in Premiums	To Secretary's Salary	To Postage
	By Subscriptions	11	5	0	34	19	3
	By Cash in Treasurer's hands last year	4	6	7	2	10	0
	By Share of Government Grant	26	2	3	0	3	0
	By Share of Canada Company's Donation	1	16	2	0	2	6
	Balance due Treasurer	0	2	11	3	1	5
		44	2	11	1	10	9
		44	2	11	To Treasurer's Fees at Goderich	1	15
					To paid for Printing		0

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No. 6.—STATEMENT of the AFFAIRS of the COUNTY of KENT AGRICULTURAL SOCIETY, for the year 1850.

RECEIPTS.		PAYMENTS.	
£	s.	£	s.
12	10	86	0
8	12	17	5
46	15	6	5
		25	0
		17	5
		0	12
69	17	102	7
Total Receipts, Currency .....		Total Payments, Currency .....	
	10		6

No. 7.—STATEMENT showing the Amount of Money Received and Balance in hands of the Treasurer of the COUNTY of MIDDLESEX AGRICULTURAL SOCIETY, for the year ending 31st December, 1851; and how Expended.

Dr.		Cr.	
£	s.	£	s.
312	1	10	18
76	5	57	9
19	0	63	7
20	0	69	5
12	5	9	3
24	10	0	3
1	18	0	2
0	15	0	2
250	0	0	1
		26	15
716	14	237	3
Total Receipts, Currency .....		Total Payments, Currency .....	
	9½		7

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No. 7.—COUNTY OF MIDDLESEX AGRICULTURAL SOCIETY, &c.—(Continued.)

Dr.	£	s.	d.	Cr.	£	s.	d.
<i>Brought over</i> .....	716	14	9½		237	3	7
				<i>Brought over</i> .....			
				Postage on Agriculturist Newspaper .....	0	10	0
				Treasurer, Provincial Association .....	25	0	0
				do Postage on Agriculturist .....	0	2	6
				do letters and paper .....	0	10	0
				do W. Sutherland, for Printing .....	3	16	3
				do Premiums for Fall Seed Wheat .....	5	5	0
				do Delegates to Provincial Association .....	8	0	0
				do Postage on Agriculturist .....	0	2	6
				do Premiums, Fall Exhibition .....	80	0	0
				do James Farley, as Secretary .....	5	0	0
				do Secretary, for Stationery, &c., &c. ....	0	5	3
				do Treasurer, for services, past year .....	5	0	0
				do Constables, for services at Town Hall .....	1	0	0
				do Thomas Craig, for Blank Book .....	0	15	0
				do for posting Bills .....	0	5	0
				do John Alway, repairing Pens, &c. ....	0	15	0
				do Postage on Agriculturist .....	0	2	6
				do writing out Accounts, Powers of Attorney, &c., for .....	1	10	0
				do Treasurer, to the Government .....	6	10	0
				do Premiums for Ploughing Match .....	0	7	6
				do Lemon & Hart, for Printing .....	0	1	3
				do William Williams, for posting Bills .....	3	10	0
				do Agency, Bank Charges, &c. ....	51	17	10
				do Treasurer, St. Thomas Branch .....	49	4	11
				do do Malahide Branch .....	63	15	9½
				do do Metcalfe Branch .....	0	2	6
				do Postage on Agriculturist .....	31	7	10½
				do Treasurer of the Township of Adelaide Branch .....	0	19	6
				do D. W. Hart, for Printing .....	0	2	6
				do Postage for Agriculturist .....	8	12	9
				do for Draft to purchase Agriculturist paper, Postage, &c. ....	12½	19	9½
				Balance .....	716	14	9½

I do hereby certify, that the above Account is a correct statement of the amount received and expended by the County of Middlesex Agricultural Society, in the year 1850.

JAMES FARLEY, Secretary.

No. 8.—JOHN HARLAND, TREASURER, in Account with the COUNTY of WATERLOO AGRICULTURAL SOCIETY.

RECEIPTS.		£	s.	d.	EXPENDITURE.		£	s.	d.
September 28, 1850	To Cash from the Township of Puslinch	20	10	0	By old account for balance overpaid	14	17	0	0
	do do do	92	15	0	By Cash to the Township of Puslinch	42	13	0	0
	do do do	20	0	0	do do Eramosa	66	17	0	0
	do do do	47	10	0	do do Nichol	40	13	4	4
	do do do on account of the Canada Company's Premiums	5	0	0	do do Guelph	96	11	8	8
	To Cash from several persons on account of the County Ploughing Match	3	0	0	By Cash paid Premiums at the General Show	57	15	0	0
	To Cash from J. Smith, Esquire, and Mr. Hubbard	1	10	0	do do Ploughing Match	6	0	0	0
	do do the Receiver General	250	0	0	G. Price, for Printing	1	3	6	6
					J. Thorp, for Fencing, &c.	5	13	3	3
					T. Sandilands, for Ribbons, &c.	0	18	3	3
					William Nicholls	1	7	6	6
					do do	2	2	6	6
					G. M. Keeling, for Printing	3	7	9	9
					do do	0	15	0	0
					J. Smith, for Stationery, &c.	2	1	9	9
					do do	0	0	0	0
					do do to Constables, Bill-stickers, &c.	30	0	0	0
					do do for Postage	7	8	6	6
					By Salary as Secretary and Treasurer				
					Balance in hand	380	5	0	0
						£			

No. 9.—ABSTRACT of the AFFAIRS of the AGRICULTURAL SOCIETY of the TOWNSHIP of GUELPH, for the year 1850.

RECEIPTS.		£	s.	d.	EXPENDITURE.		£	s.	d.
March 23, 1850	To Balance in hand at this date	15	17	0 $\frac{1}{2}$	By Cash paid Premiums	34	17	6	6
September 28, do	To Cash from Parent Society	96	11	8	do do to Parent Society on account of Canada Company	5	0	0	0
	To Subscriptions received since the Legislative Grant was apportioned	1	10	0	Premiums at Ploughing Match	8	5	0	0
					do do Grain Show	25	2	6	6
					T. Sandilands	0	8	9	9
					James Lynd	0	10	0	0
					do do Ellwoods	0	15	0	0
					John Pipe	0	18	9	9
					George Price	2	11	6	6
					John Thorp	4	9	0	0
					William Nicholls	1	2	6	6
					Hart & Perkins	0	15	0	0
					for Bill-sticking	0	2	6	6
					Parent Society on account of extra Premiums, by J. Smith, Esquire, and Mr. Hubbard	1	10	0	0
					By Balance in hand	27	10	8 $\frac{1}{2}$	8 $\frac{1}{2}$
						£			
		118	18	8 $\frac{1}{2}$		118	18	8 $\frac{1}{2}$	8 $\frac{1}{2}$

No. 10.—ABSTRACT of the AFFAIRS of the AGRICULTURAL SOCIETY of the TOWNSHIP of ERAMOSA, for the year 1850.

RECEIPTS.		EXPENDITURE.	
£	s.	£	s.
5	11	53	0
66	17	1	5
		2	5
		1	2
		0	3
		14	13
		72	8
			8½

No. 11.—ABSTRACT of the AFFAIRS of the AGRICULTURAL SOCIETY of the TOWNSHIP of NICHOL, for the year 1850.

RECEIPTS.		EXPENDITURE.	
£	s.	£	s.
2	19	27	3
40	13	0	3
		0	7
		1	6
		0	1
		3	0
		11	5
		43	13
			0½

No. 12.—ABSTRACT of the AFFAIRS of the AGRICULTURAL SOCIETY of the TOWNSHIP of PUSLINCH, for the year 1850.

RECEIPTS.		EXPENDITURE.	
£	s.	£	s.
2	18	28	7
42	13	2	0
		0	15
		0	2
		0	19
		1	0
		12	6
		45	11
			8

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No. 13.—ABSTRACT of the AFFAIRS of the AGRICULTURAL SOCIETY of the TOWNSHIP of WEST GWILLIMSBURY, COUNTY of SIMCOE, for the year 1850.

RECEIPTS.		£	s.	d.	EXPENDITURE.		£	s.	d.
By balance on hand from 1849	.....	53	17	3	To amount paid in Premiums	.....	69	15	0
By amount received in Subscriptions	.....	25	7	6	To paid for Printing and contingencies	.....	7	4	1
By amount of Government Grant	.....	45	13	2½	Balance in hand	.....	66	18	10½
By received for the sale of a Bull	.....	19	0	0			143	17	11½
		£	143	17					

No. 14.—ABSTRACT of the AFFAIRS of the TOWNSHIP of CLARENCE AGRICULTURAL SOCIETY, for the year 1850.

RECEIPTS.		£	s.	d.	EXPENDITURE.		£	s.	d.
To balance from last Account	.....	0	3	4½	By Cash paid Premiums	.....	45	3	9
To amount of Subscriptions	.....	18	0	0	do Crop-viewers	.....	5	0	0
To Government allowance	.....	25	0	0	By Cash to incidental expenses	.....	1	11	0
To Entry Fees	.....	3	16	3					
To deduction on Premiums	.....	4	9	4½					
To balance charged to next Account	.....	0	5	9			51	14	9
		£	51	14					

No. 15.—ABSTRACT of the AFFAIRS of the AGRICULTURAL SOCIETY for the COUNTY of RUSSELL, for the year 1850.

EXPENDITURE.		£	s.	d.	RECEIPTS.		£	s.	d.
To Cash paid William Lough—an error on former Account	.....	0	15	0	By balance, former Account	.....	0	0	7½
To paid transport of Bulls	.....	0	10	0	By Cash from District Treasurer	.....	50	0	0
do amount of Premiums	.....	61	12	0	By amount of Subscriptions	.....	25	0	0
do Inspectors of Crops	.....	9	10	0					
do Contingencies, Printing, Postage, &c.	.....	2	0	6½					
To balance in hand	.....	0	13	1			75	0	7½
		£	75	0					

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No. 16.—REPORT of the PERTH AGRICULTURAL SOCIETY of the COUNTY of LANARK, for the year 1850.

The amount of subscriptions received by the Treasurer during the year was £75 13s., the amount received from the Public Chest was £96 4s. 8d.; amount from other sources, being a balance brought down from 1849, £253 2s. 10½d., making in all the sum of £425 0s. 6½d.

In premiums, in procuring Agricultural Papers, in payment of Promissory Notes held by individuals against the Society, and other incidental expenses, the Society has paid £293 3s. 5½d. leaving a balance in the Society's favor of £131 17s. 1d.

In concluding this Report, it is only necessary to state that, from the establishment of Libraries, the delivery of Lectures, an extensive circulation of Agricultural Periodicals; and a greater degree of zeal and energy evinced by the Office Bearers of the Society, a decided advance has been made both in the knowledge and practice of Agriculture.

THOMAS THOMPSON,

Secretary.

PERTH, May 22, 1851.

No. 17.—ABSTRACT STATEMENT of the RECEIPTS and DISBURSEMENTS of the AGRICULTURAL SOCIETY of the United COUNTIES of PRESCOTT and RUSSELL, for the year 1850.

RECEIPTS.				DISBURSEMENTS.				
	£	s.	d.		£	s.	d.	
Amount Provincial Grant .....	250	0	0	Amount paid Cumberland Society.....	75	0	0	
Balance on hand since last year.....	2	1	0	do Clarence Society .....	43	15	0	
Amount Subscriptions for year 1850.....	76	0	0	Amount Premiums on Grain, &c., Cy. Soc.	192	0	0	
Amount Subscriptions paid in by Clarence and Cumberland Township Societies...	43	15	0	Amount paid Secretary, Cy. Society.....	6	5	0	
				do Treasurer .....	5	0	0	
				do Collector .....	5	0	0	
				do Experts .....	18	15	0	
				do for Printing .....	6	10	0	
				do for Ploughing Match .....	9	10	0	
				do for sundry Postages .....	0	14	8	
				Balance in Treasurer's hands .....	9	6	4	
	£	371	16	0	£	371	16	0

No. 18.—STATEMENT of the AFFAIRS of the COUNTY of CARLETON AGRICULTURAL SOCIETY, for the year 1850.

RECEIPTS.				EXPENDITURE.				
	£	s.	d.		£	s.	d.	
To Subscriptions, County .....	50	15	0	By Balance per Account 24th June, 1850...	17	17	1	
do Township of Goulbourn.....	20	7	6	By Agricultural Journals, for distribution..	4	0	0	
do do Fitzroy .....	20	0	0	By Postages and Printing .....	7	4	2	
do do Huntley .....	19	0	0	By Judges' Expenses, viewing Crops .....	6	15	0	
To Legislative Grant .....	250	0	0	By Expenses Agricultural Exhibition .....	4	14	0	
				By Cash to Treasurer, Township of Goul- bourn .....	66	7	1	
				do Treasurer, Township of Fitzroy.....	65	3	7	
				do do do Huntley .....	61	18	2	
				By Premiums, County.....	102	5	0	
				By Balance .....	23	18	5	
	£	360	2	6	£	360	2	6

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No. 19.—ACCOUNT of the United COUNTIES of LANARK and RENFREW AGRICULTURAL SOCIETY, for the year 1850.

		EXPENDITURE.				RECEIPTS.			
		£	s.	d.		£	s.	d.	
May	— 1850				By Cash in hand this date	72	7	3½	
		29	7	5	By Subscriptions	61	5	0	
		93	17	2½	By Cash for Animals sold	17	3	9	
		7	17	0	By Government Bounty				
		20	19	1	Less—Agency and Discount				
		1	1	11½		246	17	7½	
		58	12	6					
		3	8	8½					
		7	13	0½					
		2	14	0					
		0	18	10½					
		40	9	2½					
		11	3	11					
		2	15	0					
		96	4	8½					
		20	11	0½					
January	15, 1851	£ 397	13	8		£ 397	13	8	

No. 20.—REPORT of the DALHOUSIE AGRICULTURAL SOCIETY of the United COUNTIES of LANARK and RENFREW, for the year 1850.

		RECEIPTS.				EXPENDITURE.			
		£	s.	d.		£	s.	d.	
January	1, 1850	2	5	5½	By Cash paid for Postages	0	1	1½	
do	22, do	2	5	0	do William Stead, for two Rams	1	5	0	
do	do	2	16	2	By discount on Debenature	0	1	3	
August	20, do	4	4	0	By Cash sent for 25 copies of British American Agriculturist	3	2	6	
do	26, do	6	1	0	By Postage on remittance and papers	0	13	5½	
do	28, do	0	16	6	By Postage	0	0	4½	
February	24, 1851	11	3	9	By Cash paid William Cuthbertson, for two Rams	2	12	6	
					By Cash for bringing a Ram from Bathurst	0	2	6	
					By Cash remitted for 25 copies British American Agriculturist	3	2	6	
					By Postage for papers and remittance	0	18	5½	
					do with Government Bounty	0	0	9	
					By Cash paid for printing advertisement	2	17	6	
					do do for two Cultivators	0	2	6	
					do do for Minute Book	0	16	3	
					By difference of price on 18 bushels Seed Wheat, bought at 4s.—carriage, 1s.—sold to Members at 8s. 9d. per bushel	0	18	5½	
					By Cash on hand	29	11	10½	
		£ 29	11	10½		£ 29	11	10½	

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No. 21.—ACCOUNT of the RECEIPTS and DISBURSEMENTS of the PRINCE EDWARD COUNTY AGRICULTURAL SOCIETY, for 1850.

	February —, 1850	November —, do	June July	—, 1850 —, do	RECEIPTS.	£	s.	d.
					By Cash from 163 Members, County Society .....	40	15	0
					do Ameliasburgh Township .....	15	0	0
					do Marysburgh do .....	9	5	0
					do Sophiasburgh do .....	11	5	0
					do Hallowell do .....	11	5	0
					do Hillier do .....	18	0	0
					do Athol do .....	15	0	0
					By Government Grant .....	250	0	0
					DISBURSEMENTS.			
					To Amount paid for 163 copies of Agriculturalist .....	20	7	6
					To paid Postage on charges at Toronto .....	4	1	6
					do Treasurer of Marysburgh Township Society .....	0	10	0
					do do do .....	28	6	1
					do do do .....	34	8	6
					do do do .....	45	18	0
					do do do .....	34	8	6
					do do do .....	55	1	7
					do do do .....	45	18	0
					Premiums on Horses .....	6	2	6
					do do do .....	6	0	0
					do do do .....	5	2	6
					do do do .....	4	2	6
					do do do .....	2	15	0
					do do do .....	11	11	0
					do do do .....	3	16	0
					To amount paid 7½ tons Plaster, and 26½ bushels Clover Seed .....	23	15	4
					To Postage and Stationery .....	0	15	6
					To Balance on hand, carried to next year's account .....	37	10	0
						£ 370	10	0

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3rd June  
REPORT.—(12th August.)

# R E P O R T.

(Translation.)

THE Special Committee to whom were referred the Annual Report of the Lower Canada Agricultural Society, and the Special Report of the Agricultural Society of the County of Beauharnois, have the Honor to Report, as follows:—

In conformity with the order of reference of your Honorable House, your Committee have examined, with all the care which the subject demands, the Report of the Lower Canada Agricultural Society, and the Special Report of the Agricultural Society of the County of Beauharnois.

Your Committee have understood with great satisfaction, that the publication in French and English, supported by the Society of Lower Canada, and known as "The Agricultural Journal," is going on prosperously, and has a wide circulation.

The Agricultural Society of Lower Canada has set on foot an inquiry, the object of which is the solution of some interesting problems in practical Agriculture in Lower Canada; and your Committee invite the attention of your Honorable House to the documents resulting from that inquiry, annexed to this Report.

Your Committee do not stay to consider the several questions which the Lower Canada Agricultural Society have proposed in the inquiry, of which mention has been made, and which especially relate to the practice of Agriculture; Your Committee feeling bound to attend more particularly to that part of the Report which indicates the legislative measures to be adopted for the advancement of Agriculture, and the diffusion of scientific facts and principles connected therewith.

The Special Report emanating from the Agricultural Society of the County of Beauharnois, strengthens the consolatory opinion held by your Committee, that Agriculture, as a science and as a pursuit, is making regular and rapid progress.

Your Committee consider it a duty to remark, that it is desirable that each County should make a special annual return, on the plan of the Report made by the Society of Beauharnois; but they must also remark, that it would be desirable that such documents should be entirely free from sectional prejudices, and sectional feelings.

Your Committee regret the colouring given to certain parts of the Report of the County of Beauharnois, particularly to that part of the Report in which allusion is made to the holidays (*fêtes d'obligation*) observed by Catholics; an allusion the more particularly unreasonable and misplaced, as it is the less probable that the Legislature will, by act of their body, oblige Catholic farmers to labor on those days which are by their Church consecrated to the worship of the Creator.

Your Committee having in view the Report made last year to your Honorable House, and the documents annexed thereto, as well as the Appendix to the present Report, will confine its own action to the furnishing of the rough draught of a measure, which your Committee think it their duty to recommend to be adopted by the Legislature, as the best means to be taken at present for the encouragement of Agriculture, in a country which we cannot repeat it too often, nature has especially created for agricultural purposes.

Your Committee recommends therefore, the appointment of two Superintendents of Agriculture for Lower Canada: one, for the united Districts of Quebec, Three Rivers, and Gaspé; the other, for the united Districts of Montreal and St. Francis; whose duties should be as follows:—

1. To visit their respective Districts once in the year.
2. To draw up an Annual Report of such visit within their territorial limits, which Report should comprise, among other matters, a description of the different soils,—the fertilizing matters appropriate to each,—a description of the accidental changes to which the surface of each is subject,—of their natural aspect,—their condition in respect of drainage, clearing and cultivation,—the fertilizing matters which nature has provided in proximity to the hand of the cultivator, and the remedies which are applicable to the prevailing defects of the system.
3. To attend carefully to the proper organization and management of the Exhibitions hereafter mentioned; to audit the accounts of the different Societies of which they will, *ex officio*, be members; and the natural advisers, within the limits of their Districts.
4. To provide that there be one Society for Exhibition of Agricultural Products in each County; and in their Annual Reports, to give a detailed account of the affairs of each of their Societies, within the limits of their respective Districts.
5. To take care that each Common School is furnished with an Elementary Treatise on Agriculture.
6. In the course of their annual visitation, to give public lectures on Agriculture, at least one in each County.
7. As far as may be practicable, to be present at the several Agricultural Exhibitions of the County Societies.

The Superintendents will thus, it is plain, form the executive branch of the system recommended, and will, moreover, form the didactic body; the only one to be hoped for, in the present state of affairs. The importance of such Exhibitions, as the Superintendents are to be bound to hold annually, is felt so forcibly in New Brunswick, that the Legislature of that Province, has considered it a duty to procure such an examination of its territory, to be made by the celebrated Professor Johnson, whose Report on that subject has given a new impulse to Agriculture.

It will be easily imagined, moreover, that the presence of the Superintendents, and their advice, will be powerful auxiliaries to those who aim at awakening the people from their apathy, and directing their steps in the road to improvement and reform. The Reports of the Superintendents, will be the criterion of the state of Agriculture, in the different Counties; and of the relative progress of different localities, in the production of grain and roots, in the rearing of cattle, and in the various other branches of Agricultural industry. These Superintendents will,

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moreover, be the natural counsellors of the different Societies; and their office will be one of reference, where every person may obtain useful and needful information; as, where to procure an implement perfect of its kind, an animal of a eligible breed, or seeds of a superior quality.

Without dilating on the importance of this preliminary means of forwarding the progress of Agriculture in Lower Canada, your Committee passes on to the second step, which is the organization of Agricultural Exhibitions, of the nature of those which now exist, but with important modifications. Taking into consideration the increase of expense caused by the creation of two offices, and the publication of an Elementary Treatise, as above recommended, your Committee propose to reduce to £4,000, the sum now granted for Agricultural Exhibitions; which sum shall be annually placed at the disposal of the two Superintendents, who shall meet at Quebec, to share that sum among the different Counties, in due proportion to the population and extent of land, owned in each County; the population being taken as five, and the number of acres of land as one. In order to become entitled to a share of this grant, each County must form an Agricultural Society, composed of at least twenty-five members, subscribers of at least five shillings each; such Society shall elect annually, a Board of seven Directors, of whom one shall be Chairman and another Secretary, which last shall have the management of the business, and the funds of the Society. These Societies shall be bound to hold one or two Exhibitions in the year, of produce and animals, according to the present custom in Lower Canada; at which Exhibitions, prizes shall be awarded to the best productions, in such manner as may be ordered by the Board of Directors, of which due notice shall be given in every Parish in the County. The prizes so awarded, may be distributed in money, in books on Agriculture, in improved implements of field labor, or in superior kinds of seed. Counties which are of too great extent to derive the proposed advantages from a single Society, may form two, and share between them the sum belonging to the County, conditionally, that each Society shall consist of twenty-five members, at the least, in each division. Competition for the prizes awarded at these Exhibitions, should be open to all the inhabitants of the County, in which the Exhibition is held.

Whenever a Society, or the Board of Directors of a County, or of the Division of a County, may consider the system of Exhibitions ought to be changed for some other, and that the Government grant, and the subscriptions, forming the aggregate fund at their disposal, might be more beneficially employed by being applied to the establishment of Model Farms, or Agricultural Schools, or in any other way or manner whatever; they may appropriate the funds to such purposes as they may deem expedient, provided that notice thereof shall have been previously given to, and consultation thereupon previously had with the Superintendent of their District.

Whenever it happens that a County Society is able, from the Government grant and its subscriptions, to form a fund amounting to £150 and more, such Society may cause Exhibitions to be holden in each Parish, if they appear likely to be beneficial.

Every County Society, or County Division Society, should be bound to transmit to the Legislature every year, a Special Report of its proceedings, and of the state of Agriculture in the County; and to the Superintendent of the District, an account of the Exhibitions, and of the application of the funds.

In recommending that your Honorable House, should confer on the County Societies, the right of regulating and disposing of the funds entrusted to them, and grant them the greatest possible latitude in the choice of the means to be employed, for the improvement and prosperity of Agriculture, Your Committee aim at reconciling the conflicting opinions held by the public, concerning the efficacy of the various methods by which the farmers of Canada may be stimulated and encouraged. Your Committee have reason to believe that in so acting, you will see all the causes of dissatisfaction now so rife, removed from

the different Counties or Agricultural Societies. The obligation imposed on those Societies, to consult the Superintendents, will be a useful check upon the ill-effects which might otherwise arise from such a system. Your Committee beg to refer to the Report of the Committee of last year, for the suggestions which it may be thought expedient to offer to the Directors of the several Societies.

Lastly, your Committee suggest to your Honorable House, as a means of diffusing a knowledge of Agricultural matters, that a prize of One Hundred Pounds, be offered for the best Elementary Treatise on Agriculture, which shall contain, in one small volume, all the practical precepts of a good system; such prize to be awarded and paid to the person who shall have produced the work which shall be declared the best by three persons appointed as judges thereof, by the Governor in Council. Those persons meeting at Montreal, in the month of June, one thousand eight hundred and fifty-two, for the purpose of examining the different works offered by competitors, in such manner as may, after the passing of the Act here suggested, be appointed in virtue of a Proclamation of the Governor General, declaring the object of competition, and establishing rules to be observed, in submitting the various productions.

The Treatise in question should be translated from the language in which it may be composed, published at the expense of the Province, and distributed to families and School-Corporations, in the proportion of 50,000 copies in French, and 12,000 in English; and such distribution should be made by the Superintendents, in proportion to the population of their Districts respectively, and according to the last general census then proceeding.

Your Committee have no doubt of the efficacy of the means here suggested, and consider that the enactment of a Law, based on them, would be hailed with delight by a vast majority of the inhabitants of Lower Canada. Your Committee do not pause to consider other means of encouraging Agriculture, particularly the adoption of Model Schools of Agriculture; finding, as they do, too great diversity of opinion in the public mind, and being moreover confined within the narrow bounds of the present grant of the Legislature.

On this point, your Committee consider themselves bound to declare to your Honorable House their opinion, that the present grant is insignificant, when considered in reference to the important object in view; and they trust that the Legislature of the Country will feel the necessity of augmenting the grant, both for Upper and Lower Canada.

The whole respectfully submitted,

(Signed,) J. C. TACHE',  
Chairman.  
D. M. ARMSTRONG,  
T. BOUTILLIER,  
A. J. DUCHESNAY,  
L. S. LACOSTE,  
J. McCONNELL,  
J. S. SANBORN,

August 12th, 1851.

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(J.)

12th August.

## APPENDIX.

TO the Honorable the Knights and Citizens, composing the Commons of Canada, in Provincial Parliament assembled, &c., &c., &c.

Annual Report of the Lower Canada Agricultural Society to the Provincial Parliament.

The Directors of the Lower Canada Agricultural Society have the honor of submitting the following Annual Report:—

I. Since their last Report to the Provincial Parliament, in one thousand eight hundred and fifty, the Directors of the Lower Canada Agricultural Society, more and more impressed with the necessity, as it regards this section of the Province, of making important improvements in its system of agriculture, have devoted their attention and efforts to the discovery of the most practical and advantageous means of attaining that end. They have diligently sought to acquaint themselves with the wants of our agricultural population; and with the view of acquiring the largest possible amount of information on this subject, they have, in addition to their own private sources of information, availed themselves of the views and suggestions of persons of the greatest experience in these matters.

II. This, however, was not the limit which the Directors assigned to their inquiries. The object which the Lower Canada Agricultural Society contemplates, is not only to ascertain the condition of Agriculture in this part of the Province, but chiefly to suggest the most suitable methods of aiding the progress of the agricultural population, and of contributing to this end by publishing agricultural journals, public lectures, and other agencies which do not involve a greater expenditure than is warranted by the Society's resources.

III. The Directors of the Lower Canada Agricultural Society have also the satisfaction of being able to inform the Provincial Parliament, that they have succeeded in supporting their agricultural journals, both English and French; that the circulation of these journals is not being diminished; and that wood engravings have been added. The advantage of this publication cannot fail to strike every one conversant with agricultural pursuits. On this head, the Directors of this Society feel themselves bound to represent to the Provincial Parliament that they consider the publication of these journals of essential importance. They are organs of information to the agricultural population, by which the discoveries and inventions of others, as well as of the members of this Society, becomes known to all, and become the property of all. It is also by the attentive perusal of these journals that intelligent farmers learn to discern and adopt the most profitable methods of cultivating their lands. The Directors of the Society accordingly believe that it would be doing a great wrong to the agricultural population of Lower Canada to suppress the publication of these two agricultural journals, which, moreover, are so suitably appreciated in the Report and remarks which accompanied it, furnished last year by a Special Committee of the Legislative Assembly.

IV. The Directors of the Lower Canada Agricultural Society felt it to be their duty, and what besides they owed in dutiful respect to the Legislature of the Country, to take into consideration and carefully to weigh the Report of the Special Committee of the Legislative Assembly; for they do not doubt that the first deeply important step taken by the popular branch of the Parliament, will soon be followed by another, the consequence of which will be a gradually more enlightened and liberal legislation on this subject. And the Directors, after a

careful examination of this Report, feel persuaded that they are consulting the interests of the Country by inviting, as they now respectfully do, the attention of the Legislature to the importance of the subject herein discussed; and that they would be wanting in their duty to themselves and to their Country if, through indifference or apathy, they did not, so far as they could, supply our Legislature with every information and suggestion on a subject of such vital importance.

V. The Directors of the Lower Canada Agricultural Society have reason to concur in the opinion expressed in the Report of the Special Committee of the Legislative Assembly, that the soil and climate of Lower Canada are unquestionably favorable for improved husbandry. They are also convinced that the rural population are industrious and intelligent; and yet, that with all these advantages the land does not yield more than a third of what it is capable of yielding. They do not hesitate to express their conviction that the cause of this is to be found in our bad system of culture, the chief defects of which are:—1st, the management of arable lands—the absence of a judicious rotation of crops suitable for the soil; 2ndly, the want of, or the improper application of manures which, however, is much more regarded by the farmers of the present day than was the case formerly: the third defect in our system of husbandry is, to use the words of the Committee's Report already alluded to, "the little care bestowed on the raising and management of cattle; then the defects of drainage in certain places; the little attention bestowed upon the meadow lands, and on the growth of plants for the support of the stock; and finally, the scarcity of agricultural implements of an improved description;" the superior advantage of which, the Directors of this Society are of opinion, is beginning to be felt more and more, in numerous localities.

VI. As regards the means to be recommended for remedying a system of farming so little advanced, the Directors of this Society are not entirely of the same opinion as the Special Committee of the Legislative Assembly; or rather, they do not think that the plan suggested should be adopted without some modifications, which they have now the honor to suggest, for the sole benefit of the agricultural population, as the Special Committee of the Legislative Assembly has already done with so much ability.

VII. They are then of opinion, to yield to the generally expressed desire in Lower Canada in this matter, that the County Agricultural Societies should be maintained, and that prizes should be awarded more extensively than at present "for the best crops of vegetables for cattle," as the Special Committee so very properly suggests, "for the greatest quantity of manure, natural or otherwise, employed on land relatively to its extent; for the greatest quantity of compost created by labor; for the most productive meadow land, per acre; for the finest stock of cattle reared on the products of a farm in proportion to its extent."

VIII. The Directors of the Lower Canada Agricultural Society are of opinion, that besides prizes for the above mentioned important objects, there is one more necessary than them all, the influence of which would be most useful and advantageous to the Agriculture of Lower Canada. Reference is now being made to the expediency of granting one or more prizes for the best cultivated farms. This ought unquestionably to be the first and principal prize; for it often happens in Canada as elsewhere, that the farmer who obtains one, two, or three prizes for fat cattle, or for a sample of grain, has not the best cultivated farm in his parish. These prizes, accordingly, do

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not produce the result contemplated by the Legislature; whereas, on the contrary, suitable premiums attached to the best cultivated farms, would awaken among our agriculturists a spirit of emulation, which is very desirable we should possess and cherish.

IX. The Directors of the Lower Canada Agricultural Society consulting the general interests of agriculture, are of opinion that all persons whose occupation is agriculture, should be permitted to compete for the different prizes. But they are also of opinion that the prizes should not be awarded but to persons whose sole and exclusive occupation is agriculture; the others should be honorably mentioned, and obtain certificates, *brevets* and diplomas, granted under the signature of the President of the Agricultural Society, or any other distinction and honor which the Society might think proper to award. They also consider it unsuitable that the same individual should receive more than one prize for any article of the same class of products, or for the same breed of animals, or for the best cultivated farm. In adopting these restrictions, an end would be put to that abuse of which many farmers complain—that of awarding all the prizes of an exhibition to a small number of privileged exhibitors; but the best method whereby this evil would be stopped, would be, in the judgment of these same Directors, to discontinue, in the selection of premiums, whatever can give countenance to these mercenary views. We should thus prevent the spirit of envy or opposition, making it be thought that covetousness is the only motive of certain competitors, and that certain individuals are privileged at these exhibitions. The Directors of the Lower Canada Agricultural Society are convinced that prizes in money greatly contribute to excite this passion of cupidity; and they are of opinion that, to discontinue it as far as possible, they must suppress, in whole or in part, prizes in money, and substitute in their stead prizes in medals, books, and agricultural implements, which would be much more suitable and better adapted to serve the cause of Agriculture; for, by this means, improved implements will come to be used under the eye of those for whom they are intended; and the excellent suggestions, receipts, and recommendations treasured up in valuable Agricultural Treatises, would come to the knowledge of those who ought to profit by them, and who would doubtless make experiments which their reading of these Treatises would suggest. Nevertheless, the Directors of this Society would propose to leave to the discretion of the Judges of the Exhibition, the liberty of giving money instead of medals, implements, &c., to poor farmers, in whose case a small sum of money might be of great service.

X. After mature deliberation, the Directors of the Lower Canada Agricultural Society have come to the unanimous determination of suggesting to Provincial Parliament, the suppression of District Exhibitions, which have by no means answered the purpose for which they were originated. They believe they can advisedly affirm that District Exhibitions being very often held irregularly, and without the requisite and necessary publicity, are of service to but a small number of persons who receive all the prizes, and that these exhibitions are generally but a very mean and very poor exhibition of the products of the District.

XI. The Lower Canada Agricultural Society, comprising within the ends and objects of its institution those of obtaining correctly made out statistics, relative to the Agriculture of Lower Canada, and to the agriculturists themselves; the Directors of the Society suggest the advisableness of the Provincial Parliament legislating in such a manner, that the existing County Agricultural Societies shall make an annual report to the Lower Canada Agricultural Society; as this Society publishes two Agricultural journals, these Reports, drawn up with care, and a due regard to the Agricultural interests of the Country, would be inserted in these journals, and would thereby furnish this Society with the means of being exceedingly useful to the agricultural population, whose well being and wealth will constitute the general prosperity. The Legislature itself will then be in a more favorable condition for knowing the wants of the

Country by the picture which will be presented to it of the improvements and growing prosperity of the farming population.

XII. The Lower Canada Agricultural Society highly estimate the importance to the Country of having without delay good Agricultural Schools and Model Farms, which appear to be much desired in all quarters. It is well aware what an impulse these establishments would give to Agriculture in Lower Canada; but it does not believe that the just and laudable desires of the people in this respect can immediately be fulfilled. It is decidedly of opinion that before establishing Agricultural Schools and Model Farms, in five of our Colleges and Schools, as proposed in the Report of the Special Committee of the Legislative Assembly, it would be of the greatest importance to form at once a sufficient number of competent Professors, who might fill subsequently the different Chairs of Agriculture in these Colleges and Schools, and superintend the Model Farms which would be attached to them with a view of attaining so desirable an object. The Directors of this Society suggest the nomination as Professor, and with a salary remunerative of the services of a man of first rate abilities, of a person perfectly qualified to instruct these Professors, who would afterwards fill chairs of Agriculture, and direct the Model Farms. They do not doubt that a course of two years, under such a master, would be amply sufficient to endow the Country with efficient Professors, and would be in a condition to appreciate the wants of our people. This scheme may possibly fail to secure the approval of several warm friends of Agriculture, who would like to see improvements more promptly effected; but the Directors of this Society are convinced, that whoever will bestow on this subject the same degree of attention they have done, and will duly weigh the motives which influence them in suggesting this plan, will come to a similar conclusion. For it must be obvious to all that nothing injures a project more than want of success from the moment of its coming into operation. And it may well be asked, what would our rural inhabitants think of a Professor who, while presenting himself to instruct the children of farmers, should not be in a condition to direct suitably, and with the necessary management, a farm to be a Model for all others? It is necessary to say here that these Professors ought to be sufficiently educated to give orderly instruction in Geology, Agricultural Chemistry, Botany, Veterinary Medicine, and other branches whose intimate relation to Agriculture is well known.

XIII. The Directors of this Society enter perfectly into the views of the Special Committee of the Legislative Assembly, who recommended the publication and circulation of practical treatises on Agriculture, and within the reach of our agricultural population. This is an excellent suggestion, whose importance this Society has long since felt, and to which its attention has frequently been directed during the last three years; and it was to give it somewhat of a practical development that the agricultural journals have been set on foot. But now, however, thanks to the liberality of His Excellency Lord Elgin, a very excellent and brief pamphlet, from the pen of a practical farmer, is in circulation over the whole country, and is placed within the reach of all those who are devoted to the noble business of Agriculture. This publication secures partly the end proposed by the Special Committee; and the printing and extensive circulation of a convenient and appropriate analysis, in Lower Canada, of "The Agricultural Reader," which the Society intends publishing during the present year, will, in a great measure, meet the views of that Committee relative to the publication of elementary practical treatises on Agriculture. The Directors of the Lower Canada Agricultural Society cannot, nevertheless, but highly approve of the suggestions of the Committee of the Legislative Assembly on the subject of one or more prizes for the best elementary practical treatise on Agriculture. These prizes would no doubt have the effect of giving publicity to suggestions and recommendations of the highest interest, and of considerable importance in relation to agricultural concerns; and every year furnishing a useful book for our country population, the publication of such treatise would not fail to throw new light on Agriculture in general.

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XIV. The Directors of the Lower Canada Agricultural Society cannot but give their adhesion to the judicious employment of the sums voted annually for Agriculture, which the Special Committee of the Legislative Assembly recommend in their report; but as they believe that the interest of Agriculture require certain modifications which they suggest in the present Report, they have necessarily changed somewhat the arrangement which the Special Committee proposed. Thus, that the Agricultural Schools and Model Farms ought not to be established before the end of the two years devoted to the course for the education of competent Professors. The one thousand five hundred pounds which the Committee proposed to be voted every year, for the support of these Professors, will have amounted, at the end of that time, to the sum of three thousand pounds; and to this last sum there may be added the further sum of one thousand four hundred pounds, being for two years' salary of the superintendents, at the rate of seven hundred pounds per annum, allowed for their time and travelling expenses, who probably will not be named until there shall have been Model Farms and Agricultural Schools established; they will thus arrive at a disposable fund of four thousand four hundred pounds. The Directors of the Society would suggest to grant from this sum, an annual salary of from four hundred pounds to five hundred pounds to the Professor appointed to qualify the teachers for our agricultural chairs; also, to employ one thousand pounds in the purchase of implements, books and maps necessary for the Professor. This last sum should also cover the expense of salary, &c. In this manner, at the end of two years, there would remain a reserved sum of two thousand four hundred pounds, which would soon be equal to the expense of the first establishment of a Provincial Model School.

XV. And as the Lower Canada Agricultural Society has always enjoyed the distinction, from the very first, to be not only in name, but in reality and in fact, a Provincial institution, in the strictest sense of that term, the Directors of the Society take this opportunity of declaring once more that their members have no personal or local interests to promote. They hope that the moral and social result of their labors has been felt in a salutary manner throughout the length and breadth of the land. It is allowed that in one respect, purely pecuniary, the place in which the Society holds its meetings ought to have, and in reality has, an advantage. But to establish a just compensation, the Directors of this Society suggest that in the arrangements to be made conformably to their recommendations, there be granted to other Districts and localities such advantages as shall be found just and desirable.

XVI. In a word, the occupancy of uncultivated lands has received the attention of the Directors of this Society, who think that the best means of colonizing this Country, is to continue the survey of the lands, and to open roads, which allow the laborer, the wood-cutter, and the clearer of untilled lands to settle wherever they think they shall be able to live honestly on the produce of the land which they shall render fruitful by their labor. It may, perhaps, be necessary also to legislate on the manner in which large proprietors are bound to sell, or to lease for cultivation, their extensive domains, and not to retard the advancement of the country by retaining uncultivated lands of such vast extent.

XVII. The Directors of the Lower Canada Agricultural Society believe it is proper for them to call respectfully the attention of Your Honorable House to the Letters, Copies of which accompany the French version of this Report, and are annexed to it. They are answers to a series of questions, on the different branches of Agriculture, which this Society has thought fit to submit to persons who may be considered best informed on those important subjects. They will complete the answers made to the several questions which the Special Committee of the Legislative Assembly submitted last year along with their own Report. They cannot fail to be in any case a source of valuable information which, under the special care of Parliament, and of the Lower

Canada Agricultural Society, will no doubt redound to the general weal.

The whole respectfully submitted.

ALFRED PINSONEAULT,  
President.

WILLIAM EVANS,  
Secretary.

Montreal, May 20th, 1851.

OFFICE OF THE LOWER CANADA  
AGRICULTURAL SOCIETY,

Montreal, April 13th, 1851.

SIR,

We have the honor to acquaint you, that the Directors of the Lower Canada Agricultural Society have "Resolved" to address the following "Queries" to gentlemen engaged in agricultural pursuits, and request answers to all or as many of them as you may be disposed to reply to. The object of the Directors is to obtain as much information as possible on these subjects from all parts of the Country, that the Society may have it in their power to make a useful Report to the Legislature next session. It is desirable that the "Queries" should be answered by the 20th April, instant:—

1st. What is the cause that a greater number of sheep are not raised in Lower Canada? Is the climate favorable to their propagation and keeping? Which breed or breeds would be the most suitable and profitable? Is the number of sheep augmenting or diminishing?

2nd. What is the most profitable mode of raising horses for the market? What breed of horses would sell to the best advantage? Would it be the pure Canadian breed, or the mixed breed?

3rd. What would be the most suitable and profitable method of raising neat cattle in Lower Canada? Can these animals be supported during the winter advantageously on straw alone? Would it be more profitable for farmers to sell their grain and hay, or to employ their produce in raising and fattening animals? If it would be more profitable to raise stock, what breed or breeds would be the best to raise, and upon what grounds is the preference founded? If breeding, generally, is found to be advantageous, what mode of culture should be adopted with that view and in connexion with it?

4th. Is it advantageous to keep milch cows? and which would be most profitable to make cheese or butter? What breed of cows do you conceive would be the best adapted and most profitable for the dairy? Which breed is the least expensive to keep? Would cheese making be profitable?

5th. Which are the most profitable breed or breeds of swine for Lower Canada, and what is the most profitable mode of raising and fattening them?

6th. What would be the best mode of keeping poultry? What breeds would be preferable? What food should they have which would be the most suitable and economical? Are they profitable to keep for market supply?

7th. Which would be the most suitable variety of wheat to sow in Lower Canada? Would the old white four months "*bled froment*" be suitable, and would it be safe from the fly? Do you know if the Black Sea wheat has degenerated in Canada; and if so, to what do you attribute this degeneracy? What means is there of restoring it to its original standard? What is your opinion of fall wheat? Can it be grown advantageously in Lower Canada, and if so, what is the best mode of culture



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for it? In some of the neighbouring States fall wheat is covered with branches before the winter sets in, in order to retain the snow upon the surface to prevent the frost from injuring the plants: Do you think the same means could be adopted advantageously in Lower Canada?

8th. Do you suppose that other grain crops should be cultivated in preference to wheat, and for what reason?

9th. Would you recommend the extensive culture of the potatoe; what variety would you prefer; and which particular varieties are least liable to disease; and what mode of cultivation do you find answered best for a crop?

10th. Do you think that turnips, mangel wurtzel, beets, carrots, and parsnips might be cultivated advantageously, and which would be the most productive and profitable?

11th. What variety of Indian corn would be the most profitable to cultivate; and would it be more profitable than the roots enumerated in the last query?

12th. What are the weeds prevalent in your part of the country? What means are taken to destroy them, and what would you suggest to get rid of them? Is summer fallow calculated to effect that object; and is it much practised; and if so, with what results?

13th. What other suggestions would you make upon the foregoing queries generally, or any other subject relative to Agricultural improvement.

We have the honor to be, Sir,  
Your most obedient Servants,

ALFRED PINSONEAULT,  
President.

A. MORIN,  
A. FERRIE,  
F. A. LAROCQUE,  
H. L. LANGEVIN,  
W. EVANS, Secretary.

## LETTERS.

Doon, 14th April, 1851.

GENTLEMEN,

I have the honor to acknowledge the receipt of a communication from you, requesting information and suggestions on agricultural subjects connected with Lower Canada.

I have had no experience in Agriculture in Lower Canada; but I am very willing to tender my humble opinion on agricultural subjects or pursuits, founded on my short experience with such pursuits in Canada West.

I will take the liberty of classifying my answers in the same manner as you do your queries:—

1st. I think that the climate of Canada is suitable for raising sheep, although the winters are long and severe. Sheep are liable to few diseases in Canada. Would recommend the Cheviot and Leicester breeds, as they are profitable for mutton, and yield a large fleece. Think these breeds are more profitable than smaller sheep, which yield finer wool, but much less of it, as the great quantity of wool enables the Cheviot and Leicester sheep to stand the Canadian winter well, and the woollen manufactures of Canada and the United States are, and will likely remain for some time to come, of the coarser qua-

lities. The number of sheep in Canada West are increasing rapidly. Think that the manufacture of woollen goods, ere long, will form an important branch of the industry of Canada.

2nd. Would recommend a cross between the largest French Canadian and the larger Upper Canadian or American horse for general agricultural purposes. Would recommend breeding from large mares.

3rd. Would not recommend supporting cattle during winter on straw only. Would not recommend a farmer to sell hay or straw generally, unless he can get manure in lieu, as it were, of the manure which said hay or straw might have been the means of producing, supposing he had fed the hay or straw to his own stock. Think that for beef cattle, a cross between the Durham and the common breed of the country is the best. For dairy or ordinary purposes a cross between the Devon or Ayrshire and the common Canadian is advisable. The common cow of the country is generally a good dairy cow, but it is small for feeding for beef. What is gained in beef from the Durham is lost in milk. Would recommend farmers in general in Canada not to turn their attention exclusively either to raising stock or grain, but to combine the two great branches of farm industry.

4th. Think that in general it would be profitable for Canadian farmers to make both butter and cheese, but would recommend most of their wives and daughters to take lessons in both these arts, as the greater part of both the butter and cheese made in Canada is not fit for keeping or for exportation.

5th. Think that the Berkshire is the best breed of pigs for Canada, as it has a better covering of hair which should enable it to stand the winter better than the Yorkshire breed; but if great care can be taken of the latter breed they will do very well. A cross between the two is a good breed. The Berkshire thrive best when fed at distilleries, as they are the more hardy. Pigs require care in breeding and raising the same as other farm stock. The keeping them dry and warm in winter is a great matter. No food will come amiss to a pig, and for that reason a few are always profitable about a farm.

5th. Unless farmers have the means of keeping poultry confined in a yard at some times of the year, say during seeding time, he had better not keep them. The most profitable way to feed poultry is to let them find their feed in the barn yard. Should think they would be profitable to raise in the vicinity of cities or towns. The dung from a poultry house is very valuable. The Polish hen is a good breed; it lays more eggs in a year than the common breed.

7th. Can give no advice about growing wheat in Lower Canada. For growing fall wheat in general, a cold wet soil should be avoided. In the Huron District, in Canada West, a few years ago, spring wheat was the principal crops; but for two or three years last past the farmers have turned their attention almost exclusively to raising fall wheat, in consequence of the failure for several years in succession of their spring crops. The fall wheat yields a very good return for their labor, and is successful. Rust does more injury to the wheat in Canada West than anything else. It affects late rank wheat most. It is caused from a damp heavy state of the atmosphere, and is very injurious when it strikes the plant before the grain is pretty well filled. Would recommend farmers to cut their wheat before it becomes dead ripe, as the wheat will make brighter flour than if cut after becoming dead ripe; and there is not so much lost in harvesting, and the straw will make better feed for cattle. The Siberian spring wheat is the best spring wheat for milling.

8th. If wheat cannot be advantageously raised in Lower Canada, of course other kinds of grain that yield well should be cultivated. For instance, it surely would pay the Lower Canadian farmer to export barley to the United States or to Canada West during the present year, when it is being sold in the former country for over a dollar per bushel, and in the latter for between three

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and four shillings currency per bushel, provided they raised a surplus over what would be required for home consumption.

9th. Should think that it would be profitable to raise the potatoes or almost any useful root in Lower Canada, not only for the root itself, but the land by such culture is brought into good order for raising any grain crops.

10th. Think that turnips, mangel wurtzel, beets, carrots, and parsnips, might be cultivated to advantage in Lower Canada. For feeding to stock, should think the Swedish turnips most profitable.

11th. Not much acquainted with raising Indian corn.

12th. The most troublesome weeds to eradicate in Canada West are the pigeon weed and Canadian thistle. When land is very full of these noxious weeds a two year fallow is not too much to eradicate them. A summer fallow is sufficient to eradicate most weeds.

13th. Would suggest a rotation of crops. There are so many systems of cropping land, and so much depends on circumstances that it is difficult to advise generally. Would recommend Canadian farmers to pay more attention to taking care of the dung in the yard, and to get it ploughed into the land as soon as possible after being spread. Think that a great deal of land in Canada has been injured by taking too many crops of grain from it. When a farmer cannot get sufficient manure to keep his land in good heart, would recommend ploughing in green crops, such as clover, buckwheat, peas, &c., &c.

Would strongly recommend deep ploughing, as the roots require to get a considerable depth into the ground so as to enable the plants to withstand the great heat and drought of a Canadian summer.

Think that it would be economy to introduce double teams of horses in Lower Canada, instead of single horse-carts, sleighs, ploughs, barrows, &c. The horse-rake is a great labour-saving machine in making hay. Think that a greater variety of grass seeds might be advantageously introduced into Canada than merely clover and timothy.

Trusting that the foregoing will convince the Directors of the Lower Canada Agricultural Society that I have the will, if not the knowledge, to forward the interests of such a truly useful Society as you have the honor to manage,

I have the honor to be,  
Gentlemen,  
Your most obedient Servant,

(Signed,) ROBERT FERRIE.

To the Directors of the  
Lower Canada Agricultural Society,  
Montreal.

HATLEY, April 14th, 1851.

To Messrs. Hon. A. N. Morin, Hector L. Langevin,  
Alfred Pinsonneault, Adam Ferrie, and  
Frs. Ant. LaRocque.

GENTLEMEN,

I have the honor to acknowledge the receipt of your letter of the 3rd April, in an answer to the questions therein given, and submit the following answers:—

1st. The reason why a greater number of sheep are not raised in Lower Canada is, we have no market for the wool, and the market we have for the sheep is in the United States. Why we have no market for the wool is in consequence of our being supplied with British

manufactures; therefore there is no inducement for men who possess capital sufficient for building woollen manufactories, to do so, being overstocked by that of the British. In my opinion the climate is as favorable for the propagation and keeping of sheep as any. I have had considerable experience in keeping sheep, and should prefer the Leicester ewe with Merino bucks. Sheep are diminishing in consequence of the want of encouragement in raising.

2nd. As to raising horses, great care should be taken to procure the best of stud horses. The best of brood mares are usually sent to market, whilst the more ordinary class are kept for breeding. The colts, the first year, should be kept well, with a sufficient quantity of good hay and a few roots; after that they may run with the cattle and sheep, and pick up the coarser fodder left by them. The English and Morgan horses are much admired, but I think the pure Canadian breed quite as profitable as any that can be raised.

3rd. Calves should be kept on the cow till they are three months old; after being weaned they should have a sufficient quantity of grass. In the winter each calf should be hid by itself, with a supply of good hay. These animals cannot be supported on straw unless it is cut and mixed with meal of some kind. It is more profitable for farmers to employ their produce in raising and fattening animals than to sell it. The short-horned Durhams are esteemed the highest among us at the present time. The Devonshire and Ayrshire are excellent breeds which, I think, mixed with the short-horned Durham, are very good. In the localities contiguous to the market towns, perhaps the hay and grain might give the farmer as much money each year, if sold, as to employ it in raising stock; but should this process be followed up for any length of time, the farm would become exhausted and of little use. I think grain and hay can be more advantageously employed in fattening cattle than hay and root crops; but for calves and other young cattle, the root crops might be more advantageously used. Whenever grain is used in feeding either cattle or swine; it should be ground into meal.

4th. I think it profitable to keep milch cows, and make both butter and cheese; the former when the weather is cool enough to raise the cream, and the latter in that portion of the summer when the heat is too great to accomplish that object.

5th. Perhaps there cannot be found in the country a better breed of hogs than a cross of the grass-fed and Berkshire; for raising and fattening, give them peas and oats, three-fourths of the former and one-fourth of the latter, ground into meal, with the sour milk and whey from the dairy, and slops from the kitchen, and, if convenient, grass in the summer.

6th. For feeding poultry the coarse grains would be the best and least expensive food. As to feeding and raising for market, whether profitable or not I cannot say, as I am not acquainted with the market prices.

7th. I am not aware that the Black Sea wheat has degenerated in this portion of Lower Canada. The China and Tea wheat is considered the best with us. I think the climate too rugged and severe for the cultivation of winter wheat; however, all kinds of wheat as well as other grain should be sifted, to separate the large from the small kernels; the former only should be sown to prevent degeneration.

8th. The wheat has generally proved quite as profitable in this part of the country as coarse grains. I think any other crop, oats and peas, are the most profitable.

9th. Was it not for the rot, the potatoe crop is usually a very remunerating one; but at present I would not recommend its cultivation to any great extent.

10th. I think it very doubtful that turnips, mangel wurtzel, beets, carrots, and parsnips, can be generally made a remunerating crop within Lower Canada.

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11th. I think the Indian corn to be preferable to that of the root enumerated in the tenth paragraph of your letter; and in consequence of the shortness of our seasons, and as this crop is often injured by early frost, I would prefer the earliest kind, say the small eight rowed, I think the best method of cultivating this crop, is to spread the manure upon the green sward, and after turning it carefully over, manure in the hill with hog manure. If the farmer has not a sufficient quantity of this manure he may increase it by previously throwing into the hog-yard or sty either horse manure or swamp muck, sometimes the application of plaster, at the time of the first hoeing, has an excellent effect.

12th. The most prevalent weeds are barweed, chicken weed, barn grass, and several other kinds, most of which might be destroyed by summer fallows; but as this method of preparing crops is gone out of general use, and fall-ploughing taken its place, in consequence of the prevalent ideas that the summer fallow not only in its process exhausted the land nearly or quite as much as the growing of a crop, but leaves the land in a less favorable condition for a coming crop; consequently the old method of hoeing or piling the manure in the yard to heat after being laid down, is the only means left for their destruction.

I have the honor to be,  
Gentlemen,  
Your most obedient and humble Servant,

(Signed,) SIMON BEANE.

PETITE COTE, 15th April, 1851.

SIR,

I beg to acknowledge the receipt of your letter of the 3rd instant, requesting answers to certain "Queries" on Agricultural matters, which I now give:—

1st. The climate of Lower Canada is well adapted for the rearing of sheep. I approve of the Leicester breed from their giving a good fleece of wool, coming early to maturity, and being kindly feeders. Have always found them a highly remunerative description of stock.

2nd. The raising of horses for market at present prices leaves a large return, as lots can be kept over winter on clover, hay and carrots, in high condition at small expense. I consider the cross betwixt the Canadian and Clydesdale the most valuable breed of horses, as they retain all the good qualities of the Canadian, at the same time that they are greatly superior in regard to size.

3rd. The keeping a dairy stock for the making of butter, with pigs of the Berkshire breed to consume the milk, I have found more profitable than the rearing of cattle for market. The Ayrshire cow is well adapted for the dairy, being hardy and a good milker. To keep cattle over winter advantageously, they would require to have a supply of roots along with their straw, and a sufficiency of corn and peas should be raised on the farm to fatten off the pigs; also, the wethers, and what cows that may not be found good milkers.

6th. I do not think the rearing of poultry for market is profitable; but for domestic use would recommend the Dorkings, they being good layers—a plump bird on the table,—and their meat of a finer quality than that of the larger breeds.

7th. The potatoe is a most precarious root to cultivate. Have been most successful with the large early white variety, planted early on dry light soil manured the previous autumn. Turnips are also very uncertain, owing to the ravages of the fly; but the climate is most favorable for the culture of the mangel wurtzel and white field carrot; the former upon strong, and the latter upon light soil. A crop of six hundred bushels to the arpent

being but an average yield; they can be safely stored in large quantities if the root-houses are kept properly ventilated.

8th. The thistle is the weed most troublesome in this District. Summer fallow is very effectual for the cleaning of the land, but it is seldom practised.

9th. Upon a farm composed principally of light soil, have found stock more profitable than grain, which I grow merely as feed for the stock during winter; and for the purpose of renewing the meadows and pastures in seeding down the grass land, I sow more red clover than when the hay is intended for market; apply gypsum the first season, and cut when the clover is in bloom, which gives a heavy crop of a quality that sheep and colts thrive well upon, and have always a quantity of tares to cut, green for the milk cows, when the pastures get dried up in midsummer.

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

(Signed,) JOHN DODS.

To W. EVANS, Esquire,  
Secretary,  
Lower Canada Agricultural Society.

(Translation.)

D'AILLEBOUT, 15th April, 1851.

GENTLEMEN,

I have the honor to acknowledge the receipt of your letter of the 8th instant, requesting me to answer certain questions proposed by the Directors of the Agricultural Society of Lower Canada. I most sincerely regret that my limited acquaintance with the subject of the greater part of the questions submitted to me, prevents me from answering them in an efficient manner, for although I have been engaged in Agricultural pursuits since 1832, affairs of a different nature, to which I have been compelled to devote the greater part of my time, have prevented me from personally superintending the cultivation of my property, and the attention I have been enabled to give it, has been so much divided, that I cannot pretend to a really practical knowledge of this important subject. In fact, seeing that I could not maintain constant watch over my lands, and fully convinced that being obliged to cultivate them by means of hired persons, left entirely to themselves, it was impossible to try any new systems; I have been contented to follow out the one most adapted to the means in hand, the custom of the country and the previous knowledge of the persons employed; science was altogether out of the question. I have, however, been always well pleased with the common system which, by introducing into it a few simple and inexpensive alterations, is sufficient to provide for a family, moderate in its wants, in a very satisfactory manner. Having concluded this preamble, I shall endeavour to answer in order the questions proposed to me.

1st. I see nothing which can operate to prevent the rearing of a larger number of sheep in this country, except the difficulty of providing pasturage in summer and forage sufficient for the winter. Grain crops principally being raised here, a sufficient quantity of land does not remain for pasture and hay to enable the farmer to increase his present stock. In general, each has a small flock of from 12 to 20, rarely exceeding 30 in number. Those furnish him with the wool requisite for the clothing of his family, and to make a small quantity of cloth for sale. The wool is seldom sold unwrought. I think the climate is favorable for the rearing of sheep, at least of small flocks, of the breeds generally kept in the country. A more succulent description of food than that

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generally employed, would be necessary to keep them in good condition. In winter, they are fed almost exclusively on pea straw, wheat or oat straw, sometimes a little chaff, and very rarely on hay. Our sheep are small, yielding from two to two and a half pounds of clean wool each, and a very small quantity of meat. I am of opinion that other breeds might be introduced with advantage; but at the present moment I know of very few persons who have endeavoured to procure them. As I have done no better than my neighbours, I am not in a position to inform you which would be the most desirable breeds; that would depend on the profit which might be made by them. Some kinds would produce more wool, others more flesh. As there are very few factories in the country, people would, perhaps, find it difficult, if they had much wool, to dispose of the surplus. It would also be necessary to ascertain whether the breeds producing the requisite wool could endure the climate, and whether or not the wool would be deteriorated by the severe cold of our winters. I am, however, convinced that it would be advantageous to improve the breed which we now have, or rather to introduce a more profitable one. I do not think that the number of sheep is much on the increase; it may keep pace with the increase of the population.

2nd. I do not know that I clearly comprehend the first part of this question. To rear horses successfully, it is, in the first place, necessary to provide them ample fodder, and to house them warmly in winter; and to sell them profitably they must be well-bred. Those of pure Canadian blood have become much more scarce than they were formerly. They are, in my opinion, more capable of enduring fatigue, more easy to keep, and less subject to sickness; and, accordingly, good horses of this description fetch good prices from our neighbours in the United States, who come every year for the purpose of buying them in large numbers. Our horses, crossed with the English or United States breed, are far handsomer animals, and much larger; but I am assured, nevertheless, that they do not command so high a price as the pure Canadian horses. One thing is certain, that for common use they have not all the good qualities which constitute the merit of the latter. Our inhabitants have very few means of improving the breed of their horses, owing to the difficulty of procuring good stallions; and it appears to me that the horses have degenerated for several years past; it would become, then, an important consideration to ascertain some means of preserving so useful a breed, which the high price obtained for them will shortly cause to disappear from the country. The only plan which I can devise to prevent that evil, is the establishment of stock-yards, at the expense of the Province, in the Districts of Quebec, Montreal, and Three Rivers, under the authority of the Provincial Agricultural Society, or otherwise, to which the inhabitants should have free access, and the use of the stables, on payment of a reasonable consideration, for the purpose of preserving the pure breed, which they might still possess, or improving that which might have degenerated in their possession. The increase of the horses raised in these stock-yards might be sold for the support of the establishments.

3rd. From the small experience I have had, and from the opinions of others which I have been enabled to collect, I do not believe that cattle could be raised for market with much advantage in the country. My reasons are, our long winters, the quantity of fodder that is necessary, and the low price they fetch. In our part of the country, that is to say, in the neighbourhood of my farm, an ox sells generally in the summer season at 1½d. or 2d. per pound, and in winter, at the market of L'Industrie, three leagues from here, at 1d. or 1½d. per pound. A milch cow, after having been wintered, sells from nine to twelve dollars. It is true, that the animals are small, and of the breed of the country. Cattle of improved breeds would, doubtless, command a higher price, but they would also cost more to feed, would be more difficult to rear, and would, I think, in the end, degenerate. Our cattle are fed during the winter on straw, very seldom on hay, except milch cows, to which a small quantity of hay is given in the spring, and accordingly, by that time they become very poor. The pasturage, the greater part

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of the time, is very bad, as it consists of the weeds which remain in the stubble of the grain gathered in the preceding year, our *habitans* not being accustomed to sow grass seed with their grain; and never converting their meadows into pasture. I have reason to believe that Canadian cattle kept in good pasture through the summer, and fed on hay during the winter, would be considerably improved in quality, and would be more suitable for the climate; the cows so treated, giving plenty of rich milk, yielding either butter or cheese.

4th. I do not know the names of the different breeds of pigs which are reared in the country, I have one myself which is a mixture of Chinese, Berkshire and those of the country. These are easy to keep in winter, and fatten rapidly; but they are generally small. I hear that Ohio pigs crossed with Berkshire, make a capital breed, which grow very large, and weigh 400 or 500 pounds each. In summer, we put our pigs out to grass, where they find sufficient food until the first hard frost. If they were turned into a clover field, they would continue fat the whole season. In winter, we feed them at a very small expense, with a mixture of half bran, half chaff, either of oats, millet, or linseed, hulls of peas, either soaked or what is better still, scalded. This description of food is sufficient until the grass is sprung. The very young pigs are fed with dry grain, either oats alone, or mixed with buck-wheat, barley or peas. They are fattened with oats, occasionally mixed with barley, buckwheat, or peas, and so ground. This is moistened either with greasy kitchen slops or with plain water. The best time to begin to fatten them in Lower Canada, when the necessary grain is to be had, is towards the middle of July, or at the beginning of August. They fatten much better, and much sooner when the weather is mild, than during severe cold, if there are no warm buildings to house them in. If the cold becomes very severe before they are fat enough, they must be fed with dry grain. The best descriptions of grain for this purpose, are peas, or Indian corn, when any is to be had.

5th. Having no experience on anything relating to poultry, I enclose you an article on the subject, prepared by my nephew, Mr. Louis Levesque, who has directed his attention to this branch of farming:—

“With regard to poultry, I should say, having some years' experience, that the species of fowls called “henfeather,” improved, is, perhaps, the kind best adapted to our country. The climate of Canada appears to agree very well with the constitution of this description of fowls. The henfeathers were brought to this country several years ago, as game cocks, and were for a long time preserved pure, that is to say, of their original size, which is about four pounds and a half weight; when they became less rare, less care was taken of them, and they were allowed to cross with our common fowls. The result of this mixture of breeds, was most successful, their offspring gained considerably in weight, and after a few generations, and a little care, they almost bore a comparison with the Cochin Chinese cocks. We have some, very fine individuals, in this parish; one, I would instance, which measures thirty-three inches in height, and which would weigh in good condition, probably, nine or ten pounds. By crossing this breed with care, and judgment, they might, I am of opinion, be reared to weigh eleven, or twelve pounds, the greatest weight we could ever hope, to give fowls in Canada. The henfeathers are able to support bad weather; getting their feathers in as short a time as our common chickens; a circumstance which ought to give them the preference over the Cochin Chinese, Shanghaes, and other Asiatic fowls. The hen is also as productive as that of any other breed in the country. The henfeather cock resembles a hen in shape and plumage, as its name implies; it may be very easily known, as it is altogether void of fringe on the back, and of sickle-shaped feathers at its tail; its colour is varied, but peculiar to itself. The female is difficult to distinguish from that of other breeds, only that it is heavier, considering its size, than the other species.

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It is not more difficult to rear, than the common fowl—its food and wants being the same.

For fowls in general, I think that oats are the most economical for winter food; Indian corn may be used advantageously to fatten them. As regards rearing them for market, I cannot say whether it may be done profitably or not, never having made the experiment."

6th.—For a great many years they have ceased, in this neighbourhood, to sow the old fashioned *blé blanc*, or four months white wheat, on account of the attacks of the fly; and I do not believe that it can be protected from it. From that time, until the introduction of the Black Sea wheat, the kind most commonly sown, was the three months white wheat, a very poor substitute for that of four months. Since it was superseded by the Black Sea wheat, I think that there has been but little, if any sown. The Black Sea wheat succeeded very well at first; but I think that it has degenerated, and no longer produces so much as at first. I do not know to what to attribute this, if not to the custom of always sowing the same grain on the same land; for it is well understood that, not only in vegetables, but also in the animal kingdom, repeated propagation between individuals of the same species deteriorates the quality of the offspring. The remedy in this case, would be to import some of the same wheat from abroad, or at all events, to procure it from a distance; so as to change the seed. With regard to fall wheat, I am thoroughly convinced, by my own experience, that it does not succeed in this part of Lower Canada. I have sown it for several years successively, without success. It sometimes happens that in very favourable seasons, a tolerable crop may be obtained; nevertheless, this is so precarious, and happens so rarely, that the success does not repay the trouble. It is the spring frosts, after the departure of the snow, which, loosening the soil, expose the roots and destroy it. In very dry soils, perhaps, and in those which would not be subject to be turned up by the frost, it might succeed better. I have made the experiment in sandy soil, with some success, but such soil is not sufficiently strong, without the application of a considerable and expensive quality of manure, to authorise the expectation of a remunerating return. Without knowing the effect of covering the fall wheat with branches, before the commencement of the winter season, which, I am informed is done in some parts of the United States, I can say nothing about it: I am however sure of one thing, namely, that there would be great trouble in persuading our inhabitants to undertake it, even without taking into the account the difficulty of so burdensome and impracticable an operation in situations remote from the woods.

7th.—I think that in a great many cases, and especially on lands of superior quality, it would be advantageous to sow oats instead of wheat; particularly since we now find a profitable demand for them in the neighbouring United States.

8th.—I am decidedly of opinion, that the potatoe should not be extensively cultivated, because the disease which destroys the greater portion of them still exists. The kinds which our neighbours designate as the "red" and "yellow" potatoes, are large and yield abundantly; but they rot sooner than the white potatoes of the country, which, although small, keep better. These different kinds are grown for household use, and for cattle, without being excellent. The potatoe called "Pink-eye" is the best I know of for the table, and is less subject to disease than the preceding.

Experience has proved to me, that after taking up potatoes, before cellaring them, it is necessary to dry them in barns, or sheds, for at least fifteen days; taking care to shift them at certain intervals. I have heard it said that sprinkling the seed with powdered gypsum before planting, or with powdered charcoal, preserves them from disease. I have not myself tried these plans; but I have remarked that the measures which are so necessary to procure an abundant crop, are infallible means to make them rot, if carried to any extent.

I think that the best method of cultivating them, is to manure the land and plough in the autumn; and to repeat the ploughing in the spring before sowing.

9th. I have never sown turnips, except in new land; their cultivation is much more precarious than in old land, and as I have never seen the cultivation of them, nor that of beet-root, mangel wurtzel, carrots, or parsnips, extensively practised, I am incompetent to give an opinion on the subject.

10th.—Maize, or Indian corn, is cultivated to a much greater extent than formerly; and has succeeded very well; but I think it is sown much too thickly to be very productive. I should think that its cultivation would be preferable to that of the root crops enumerated in the preceding answer, inasmuch as Indian corn may be preserved without any difficulty; whereas roots require large cellars, and are liable to be spoiled in winter, especially turnips; I know that root crops improve the soil; whereas Indian corn has a contrary effect. I give my opinion, however, with reserve, as it is not founded on practical knowledge.

11th.—The most common weeds with which I am acquainted in Lower Canada, are thistles, wild peas, mustard, Baston grass, buttercups, and the large and small daisy, many fields are ruined by what is termed twitch, or coach-grass, which is very difficult to eradicate. Live oats are very common in certain localities, likewise, a sort of *verge d'or* known as Yellow Rocket. All these weeds are very detrimental to the growth of grain.

I have now answered the questions you have done me the honor of proposing to me; and have done so, to the best of my knowledge without however, any hope of having afforded any new information, by my remarks, on a subject which you doubtless understand much better than I do. I conclude then, without adding any thing further;

I am, gentlemen,  
Your very obedient Servant,

(Signed,) WM. BERCZY.

To Messrs. A. N. Morin, Alfred Pisonneau,  
Hector Langevin, Adam Ferrie,  
and Wm. Evans.

SAINT REMI, 15th April, 1851.

GENTLEMEN,

I have the honor to acknowledge the receipt of your letter of the 8th instant, and to answer to such of your questions, on agricultural matters, as lie within the scope of my ability.

1st.—The principal reason which prevents the rearing of a great number of sheep, appears to me, to be the small success obtained by the breeders. But the cause of this want of success seems to me to be, not, as many suppose, the rigour of the climate; for experience shows, that a simple shelter is much preferable to a stable for sheep; and especially, to a stable that is too warm. What sheep suffer from, is not cold, against which, nature has sufficiently, protected them; but a damp, and a malignant scab, known in our country parts, as the "prurigo," which often seems to have no other source than the excessive heat of the stable. The sheep is easy to rear, eats very little, and although it prefers plants of the leguminous class before all others, yet some people give them, particularly the rams, no other food during the winter than wheat or oaten straw. I consider the climate highly favorable to their propagation, and to their maintenance, in good condition. The Canadian breed of sheep, ought to be annihilated, for although sufficiently robust, it produces hair rather than wool. The farmers of this part

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of the country, are beginning to substitute for these degenerate breeds, others preferable, both for their size and for their fleece. These sheep are originally, either from the United Kingdom or the United States; but the crosses have caused their original characteristics to disappear to such a degree, as to make it difficult, even to a connoisseur, to tell to which of the three breeds their ancestors belonged. The death of a great number of lambs, in the spring, or rather at the end of the winter, is chiefly owing to the inclemency of the weather. This evil is easily remedied, by not giving the ram to the ewes before the beginning of November at the earliest; or at the time which will cause them to lamb at the beginning of April. Last year, I put the ram to my ewes, on the 18th October, and I have only lost one lamb, and that by accident. I do not propose to admit him this year till about 15th December.

2nd.—Horses of the pure Canadian breed, undoubtedly command the highest prices in the American markets. This breed is considered the best adapted for all farm work, and would perhaps make the best travellers.

Unfortunately, this esteemed breed has nearly disappeared, owing to its mixture with other races. These crosses have certainly produced swifter and more elegant horses; but, at the same time, infinitely less robust.

3rd.—I have seen oxen and cows kept in good condition throughout the winter, merely with straw at the barn door. A sheep may be fed entirely on pea-straw. I am of opinion, that it is not only disadvantageous to the farmer to sell his grain and hay instead of making use of it in rearing and fattening cattle; but further, that this custom which might succeed for a time, especially on new land, is ultimately ruinous to the farmer. Lands, at first very productive, have so entirely lost their native fertility, that they have been abandoned, and have remained uncultivated, because their owners have neglected, almost altogether, the rearing of cattle, and have confined themselves to the production of grain crops, and, particularly, the bread-yielding kind. I have seen lands, which had become almost unproductive, by this process, gradually recover their former fertility, because the new proprietors applied themselves to the rearing of cattle. I may venture to assert, when a farmer is seen, who has made money otherwise than by usury, (one of the greatest evils of our country parts,) or on a new farm, by the cultivation of grain, we may confidently assert, that it is by the rearing of cattle that he has made it. If the farmer wishes to raise cattle for the butcher, he cannot, probably, choose a better breed of cows, than the "Durham," because this breed have the smallest bones, and the largest amount of flesh. If he intends specially to make cheese or butter, I think he may be content with the Canadian cow, as being more hardy and less difficult to feed than imported breeds. The Canadian horse is, in my opinion, the best description to rear, both for farming purposes, and to sell to the Americans who hold them in particular esteem.

The farmer who proposes to attend, particularly, to the raising of cattle, ought to discontinue the cultivation of wheat, except for his own domestic use; to sow a certain proportion of other grain; to form natural or artificial meadows, and to sow a certain quantity of root crops, such as mangel wurtzel, rutabaga, and carrots, and not pasture his cattle in fallow lands, but in natural meadows, which have been properly laid down, and mown for a couple of years. He ought, especially, to do away with the ruinous fallow. But, especially, instead of dividing his land lengthwise, into two equal parts, as almost all the lands at present are in Lower Canada, he should divide it transversely, into several compartments or divisions, and to follow for each division a rotation of crops, adopted to the nature of the soil. A division of this nature appears to me so essential to proper cultivation, that I do not see how we can hope for any striking improvement in our farming, before the great body of the farmers shall have adopted this system of division.

4th.—I consider it highly profitable to raise milch cows; and that the breed best suited, and most profitable, for dairy purposes, is the Canadian cow, that is, with our present system of cultivation. On an improved farm, however, where plentiful pasturage is to be had at all times of the year, some imported breed might be introduced with advantage; as, for instance, the Ayrshire.

5th.—Fall wheat has been grown for many years in this Parish, by farmers of English or American origin; but they have at last decided to abandon its cultivation. I am told that when it escapes the frost, it is much finer than any other species of wheat. The plan suggested of defending it from the effects of the frost, by covering it with branches, does not appear to have been adopted here. It is said, however, that the late frosts of the spring, more than those of winter, tend to destroy it. I conceive that the spring frosts would not have been so destructive to the fall wheat, if the soil had been thoroughly drained, and that the cause of its perishing has been the water, assisted by frost, and often, even the water alone. I am of opinion then, that by thoroughly draining the ground, in which fall wheat is sown, and covering it with branches, a new trial ought to be made, with a fair prospect of success.

8th.—I think that at all events, until an improved system of cultivation has been adopted, or until the sowing of wheat is limited to land which had been summer-fallowed, or had a double ploughing, wheat ought not to be our principal crop; as it now is. Of all our crops, wheat is perhaps, that which, one year with another, yields the smallest return for the outlay. As a bread-yielding grain, it might be superseded, at least in such cases, by maize or Indian corn, and by buckwheat. This grain might be replaced, in a great measure, at least, by maize or Indian corn and buckwheat. Indian meal makes excellent bread, which, for my part, I much prefer to the common bread. Buckwheat flour makes cakes, which are very palatable, if eaten while hot. If the produce of these two kinds of grain is uncertain, it is because they are sown too late in the season, especially the latter, which I have seen sown, in July. One reason, which confers on them a high value, is that they both aid in clearing the soil from weeds, and that buckwheat prepares it admirably for another crop.

I think that mangel wurtzel, Swedish turnips, carrots and parsnips, especially the two last mentioned, might be cultivated to advantage. The cultivation of turnips is very uncertain. I have never, among roots, found anything better adapted to feed milch cows than carrots.

10th.—The weeds which prevail in this part of the country, are chiefly the common thistle, coach-grass and a kind of grass, the roots of which are spreading, like those of the coach-grass, and which is commonly called twitch. By laying down a field in grass, and mowing it for two or three years consecutively, thistles may be destroyed. Last year, I sowed buckwheat very thick, about three-fourth of a minot to the arpent, on a piece of land so covered with thistles, that I could not venture on it any other kind of grain. The buckwheat almost completely choked the thistles, and the few that did appear, were weak, and did not grow to seed. If I had cleared it once of thistles, they would have entirely disappeared. However, I am not sure that they will not come up again this year among the oats with which I shall sow the field; but have not the least doubt, that by repeating the buckwheat a year or two, I should entirely eradicate the thistles. Cleaning crops are the most usual method, seldom used however, of destroying coach-grass or twitch. Summer fallow-ploughing would be more expeditious, more sure, and a less expensive plan. I have sometimes witnessed wonderful results from summer fallow-ploughing; it is very little in use, however, in the neighborhood of Saint Remi.

These are the answers which my imperfect knowledge of the theory and practice of Agriculture permit me to offer to the Directors of the Lower Canada Agricultural

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Society. If they do not find in the preceding remarks, anything new with regard to the noble art which they are striving to perfect in this country with so much zeal, I flatter myself that they will be at all events convinced of my endeavour to respond to the honor they have done me, and of the profound respect which is felt for them, and particularly for yourselves, by,

Gentlemen,  
Your very humble, and obdt. Servant,

(Signed,) J. PHE. BOUCHER BELLEVILLE.

Alfred Pinsonneault, Esq., President;  
Hon. A. N. Morin, F. A. Larocque, Esq.,  
H. L. Langevin, Esq.,  
Wm. Evans, Esq., Secretary.

QUEBEC, April, 17th, 1851.

GENTLEMEN,

I have the honor to acknowledge the receipt of your letter of the third instant, containing thirteen queries on the subject of Agriculture, to which you require replies; I am afraid however, even with the assistance of some of our most experienced farmers, I shall be able only to give you a small portion of the desired information.

1st. SHEEP.—I should say the climate is the real obstacle to the profitable raising of sheep, the expense of manufacturing wool and mutton for market, is greater here than elsewhere, owing to the necessity of feeding sheep through our long winters; the system also of eating off crops, cannot be practised here, as in more favoured countries.

Now, I do not find any set off against these disadvantages,—Canadian wool is no better than European or Australian,—and the population in Canada are not sufficiently gourmand, to pay a fancy price for food. I therefore think, sheep will be kept as long as home manufactures, with regard to woollen goods, are made cheaper than those which are imported; but should the duty be taken off, or reduced, the value of sheep will decrease; the number of sheep will probably increase with the population; but Canada, in my opinion, can never be a sheep country. In the Townships, the number and quality of sheep are increasing, whilst, on the contrary, in the Seigniories, they appear to be diminishing; very good mutton is sold in this market, from the Township of Leeds; the price varies from 4d. to 5d. per lb. The Leicester breed answers very well; it is almost the only breed we know anything about, as far as Canada is concerned.

2nd. HORSES.—In Quebec, a good sound carriage horse, (six hands, and 12 cwt.) would bring from £60 to £70, and would always be saleable at £50; in fact the Morgan breed, well known in the State of New York, is the sort of horse we want. I once saw an American mare, the property of the late Dr. Fargues, sell at public auction for £92; she was bought by a French Canadian gentleman; there was nothing unusual about the mare. The Canadian breed, though very good for a settler or a small farmer, is not strong enough or sufficiently handsome to bring in a long price, unless he is a very fast trotter, and then he is bought on speculation to sell to the Americans. I should say a pure bred Canadian horse would be well sold at £25 or £30; and then no person would buy him but a carter or a stage-driver. The best Canadian horses are nearly always stallions, which is an objection. The mixed breed is decidedly preferable, if a farmer wants to make money. The Quebec market is principally supplied with horses from the neighborhood of Melbourne and Sherbrooke.

3rd. CATTLE.—I do not think cattle can be supported profitably on straw alone; straw in conjunction with turnips, and other food is the best way of consuming it.

4th.—I cannot farm my land without manure; if therefore I can buy manure at a cheaper rate, than I can make it, it is more profitable to sell immediately than to look to returns from beef. Quick returns are the making up of a farmer, as well as any other trader; the same remark is applicable to cheese and butter. I can sell milk at 8d. a quart, and butter at 1s. a lb. Were I at a distance from market, I would make cheese; if not profitable, I would rear calves and pigs; but these are questions any farmer can ascertain, before he has been six months on his farm. Situated as my farm is, three miles from Quebec: I sell everything, and buy manure, which I can do, delivered on the land at 1s. 8d. the load; I have also a deposit of peat or bog, on the farm.

I like the Canadian cow very well, she will live like a goat, upon almost nothing; and be worth about as much when dead.

Small beef does not sell well in Quebec; for the shipping and the soldiers, a larger sized animal is required.

The Ayrshire cow, I think an improvement on the Canadian; she is a very good milker, and weighs more for beef.

The Canadian cow, crossed with the Durham, will give much the same quality of cow, as the Ayrshire. I have a Durham bull, four years old, weighing two thousand pounds; his calves, out of Canadian cows, look very well, for one year old.

I prefer the Durham, or a cross from him; for he puts on beef quicker than the other breeds; their tempers are generally better than the Ayrshire. My cattle have been fed this winter upon cut straw and roots with a little cut hay, mixed up with the straw. One cow gives nineteen quarts of milk a day; and my cattle look almost too well.

5th. PIGS.—Almost any of the improved breeds of swine are profitable. I have imported the large Yorkshire breed; the boar weighed, when twenty-one months old, 550 lbs.; he was not fat. I consider this the best breed for making mess pork. The Berkshire breed comes to maturity very quick, and go off best as porkers, if there is a market in the neighborhood. I boil all the food of my pigs, and I keep them in styes to collect the manure; this I find the most profitable way of feeding and raising pigs. My pigs have been fed this winter, nearly, entirely, upon boiled turnips and damaged oatmeal, bought from the ships.

6th. POULTRY.—It is not profitable to keep a number of poultry; but a few do very well. The Spanish are good layers and handsome birds. Turkeys answer best with us; they grow fast, and destroy the grasshoppers. I think them invaluable for this purpose. I cannot raise poultry to supply the market at a profit; but others must do so, as the market is always well supplied. Spring chickens generally come from Montreal by the steamboats, and they are always sold cheaper than they can be raised here, owing to the difference of climate.

7th.—Black Sea wheat can be grown to advantage. I reaped, last season, over 100 bushels; it weighed 62 lbs. the Imperial bushel, and sold for 5s. the minim. Wheat, like cattle, must be well fed, and not grown too long in the same kind of land: as I do not suppose much attention is paid to this, I should imagine this wheat has degenerated. Very few farms can grow seed wheat, though nearly all may be made to grow wheat. My land is not fit to grow seed wheat, as the soil is not naturally a wheat soil. The subsoil of my farm is a bituminous shale, with not a particle of lime or clay in the neighborhood. I have some fall wheat growing in my garden now; it was sown last June; it has wintered well, and I intend making further experiments. Land which is sheltered might be made to grow fall wheat. I think a few branches, placed in the middle of the field, where the wind generally blows among the snow, a good thing.

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Fall wheat ought to be sown early, say, July, or August, so as to get well rooted before the winter comes in. I think wheat the most profitable crop to grow. Every farmer grows oats, and the demand for barley is limited. I have bought oats this winter at 1s. 3d. the minot, and barley at 2s. 6d.

I grow as few potatoes as possible; their cultivation is too uncertain; some of the early "rough-coats" do very well, as the young potatoes can be sold to the ships before the rot gets very bad; but I cannot recommend much attention to be paid to this crop.

A root crop can be grown advantageously in this neighborhood; the climate suits well. I grew 1000 bushels of Swedes last year; their cultivation benefits the land as much as a summer fallow. Wheat, after turnips, does well, and the soil is in good order for hay weeds. By the use of bone dust, the turnip fly might be put at defiance. I should like to see a bone mill established. In growing roots I think a little of each kind the best, not forgetting cabbage to fill up where the seed has missed.

Indian corn is not grown here as a field crop. I imported last year some of Kean's Forty day's Maize, as grown under the auspices of Prince Albert, in Regent's Park, London; it ripened very well, and this season I shall have enough to sow an acre. Indian corn, with pumpkins, I think an excellent crop wherever it can be grown. The *marguerite* is our most troublesome weed, but cultivation always destroys it. Summer-fallow will certainly kill all the weeds; it is rarely practised; in fact a green crop answers my land just as well, as long as I keep it clean, and I benefit by the crop, which I should not do were I to summer-fallow. As an antidote to weeds, a summer-fallow is more suitable to wet clay land than a light soil like mine. Summer-fallow and sow fall wheat would answer, if the land was sheltered, and means could be taken to make the snow lie.

13th.—I would call your attention to the tenure of land in Lower Canada, or rather in the Seigniories, the tenure being of a nature to tax the improving holder, and otherwise injurious to the introduction of capital. The Seigniories suffer from various causes; amongst others, the Seignior is generally an absentee, and does little or nothing to improve his property; another cause is the want of capital amongst the occupiers of the land. I consider the Seigniories are so impoverished from overcropping that nothing can improve them but new masters and more money; in fact, the *habitans* are moving very rapidly into the Townships, where they find a better return for their labour. I would recommend a law to be passed obliging the Seigniors to commute, receiving of course an equivalent based on the actual receipts for the last ten or twenty years,—the new tenure to be in free and common socage; in other words, I would make all Lower Canada into Townships.

A Lower Canada Provincial Show, similar to the one in Upper Canada, would give the Canadians a national interest in Agriculture, which they do not at present possess. I think one really good exhibition infinitely preferable to these miserable *exposés* we have attended for years past. In England, the State of New York, and Upper Canada, this is a well established fact.

I have no other suggestion to make; but I would recommend the Government, in case they grant any more money for agricultural improvements, to appoint Superintendents of Agriculture, as I do not think the Counties possess a sufficient number of intelligent and independent men, fit to be entrusted with the distribution of these grants.

I have the honor to be,  
Gentlemen,  
Your obedient humble Servant,  
(Signed) W. RHODES,  
Late Capt. 68th Regt., and  
President Quebec Agricultural Society.

To the President and Directors of the  
Lower Canada Agricultural Society,  
Montreal.

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VIRTUE ROADHEAD, April, 17, 1851.

GENTLEMEN,

I have the honor to acknowledge the receipt of your letter on matters of Agriculture; to which in my humble capacity, I beg to return the following answers to your questions:—

1st.—The reason why a larger number of sheep is not raised in Lower Canada, is caused by farmers knowing nothing about it, although the country is very favorable for the propagation of sheep: provided you keep the ram from the flock, until the fifteenth of November, and the lambs weaned at the proper time. It is a difficult matter to point out what breed would be the most profitable, either in wool, or mutton for the market; if fine wool is the object, the Merino or South Down may be considered the best. If mutton is the object, then the Leicester or Teeswater breeds. Let ten or twenty farmers purchase a two year old Cheviot ram; let them each select from his own flock six of his best ewes, and turn them out into one flock about the fifteenth of November; this cross will improve the sheep of this country in both wool and mutton; the ram may be used in this way until he is six years old, but should never be allowed to cover his own progeny; here alone is the danger of what is called breeding in-and-in. I speak from experience. I have raised sheep in the above mentioned way to advantage.

2nd.—The most profitable mode of raising horses in Lower Canada would be to keep a pair of brood mares, which might perform most of the work on the farm, and nurse their colts at the same time. I think the pure Canadian breed the best.

3rd.—With regard to the raising of cattle in Lower Canada for market, it is so expensive that it does not remunerate and pay the farmer. But I would suggest a mixed breed, the Ayrshire bull and the Canadian cow, which would enable the farmer to bring to market butter and cheese in preference to American.

4th.—The breed of swine, I consider best for Lower Canada, is the Berkshire; they improve the common breed of the country. The most profitable way of raising pigs is to have an aged sow; she should produce two litters every year, one in April and one in August, and and be well supplied with milk from the dairy.

5th.—I consider that geese and turkeys are not very profitable to the farmer. Ducks and hens may be more profitable.

6th.—I believe an early kind of wheat is best adapted for Lower Canada. I do not think that the *blé froment* can be recommended; several farmers sowed it last year, and in very few cases has it doubled the seed; if sown late enough to escape the fly, it would suffer from rust. I do not believe that fall wheat can be advantageously cultivated in Lower Canada; it would be impossible to get branches to cover any part of it.

7th.—I do not believe that any other grain crop should be substituted for wheat, but that wheat should have its proper place. My oat crop, last year, which was sown upon hay that had been pastured the two preceding years, yielded thirty-one minots per arpent. If the same land, with the same labor, had been sown with wheat, I do not think it would have yielded more than ten minots per arpent.

8th.—I would not recommend the potatoe to be extensively cultivated for some time to come, as the disease still prevails in Lower Canada, and no remedy yet found.

9th.—All the roots mentioned in your circular can be profitably cultivated, excepting the turnip.



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10th.—Indian corn, that is, the Yellow Canadian, can be cultivated to profit, and may be safely planted until the first of June. It is not so good for cattle as the root crop.

11th.—As for the wild grass, such as wild thistle, &c., which grows about a farm, they can be destroyed by one year's summer fallow, except the wild oats, which requires three years of summer fallow to destroy them.

12th.—It is impossible for me to point out any particular crop most profitable to cultivate in Lower Canada. I would suggest that a variety of crops and stock may be raised as its soil will admit of; this will maintain an equilibrium in our markets, and prevent such distress as we have seen by the failure of a wheat or a potatoe crop. I have no means of ascertaining what the County of Montreal produces at present; but I will put a very low estimate on what it can be made to produce. Supposing the island to be thirty miles long and six miles wide, it will give 1254 farms of 100 arpents each; let each farm raise and sell fifteen sheep every year, and four calves; sell six to the butcher; also, four fat cattle and one horse, 600 bushels of grain of all kinds, and 1000 lbs. of butter, and 500 lbs. of cheese, and 1500 lbs. of pork, would show the following account for the County of Montreal:—

Sheep,.....	18,810
Calves raised,.....	4,716
Calves sold,.....	7,524
Fat cattle,.....	4,716
Horses,.....	1,254
Grain raised,.....	752,400 bushels.
Butter,.....	1,254,000 lbs.
Cheese,.....	627,000 lbs.
Pork,.....	1,881,000 lbs.

The above answers and remarks are humbly submitted to the Directors of the Lower Canada Agricultural Society, by their

Humble Servant,

(Signed,) WILLIAM BOA.

L'ASSUMPTION, 18th April, 1851.

GENTLEMEN.

I have the honor, herein enclosed, to transmit to you answers to the letter you did me the honor to address to me relative to Agriculture:—

## ANSWERS.

1st. SHEEP.—In order to the possession of a good flock of sheep, a person must examine the nature of his soil.

The number of sheep kept would be quite large enough if of a good breed.

The climate is favorable for the rearing of sheep; but the requisite attention is not given to this productive description of stock. The scanty supply of food while at pasture; unsuitable food in winter; the pens being too hot, unventilated, or deficient in cleanliness, are causes which weaken the flock and cause diseases and the scab, and produce mortality. Left to wander in the autumn, the sheep, mixing with other flocks, are often the cause of deterioration. No care is exercised in the selection, particularly of the males. The English sheep imported from Spain are the most profitable. The ram is superb, yielding from 18 to 22 lbs. of wool in a fleece; the ewe from 7 to 8 lbs. The Dutch sheep, imported from India, produce two lambs a year, and twice as much wool as the French sheep. Mr. Joseph Christin, a well known farmer at L'Assomption, tells me, that from nine-

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teen sheep, he obtained last year 125 lbs. of wool; that for the last six years he has sold his lambs at from four to six dollars each. Mr. Christin thinks that the farmers ought to sell their bad sheep and purchase others of good breed, for sheep well fed and well tended are as great a source of profit as cows. This is also the opinion of Captain J. Longpré, owner of fine sheep. At the County Show, held at St. Roch, some splendid sheep were exhibited; a ram was sold for fourteen dollars, and the one which took the second prize sold for ten dollars.

2nd. HORSES.—To rear good horses, the greatest care must be taken of them from their birth till they are three or four years old. They must not be wintered at the barn door. A good selection must be made of the particular animals selected for breeding. During gestation, the female must be well treated,—quiet and at liberty, but not absolutely deprived of exercise; she may even be allowed to work. The Canadian breed of horses is justly esteemed as best adapted to endure fatigue, and the most easy to keep. Crossing these with the large foreign horses should be avoided, on account of the immense quantity of food which the latter requires.

3rd. HORNED CATTLE.—Food adapted to the age of the animal in abundance at all times. Straw alone is downright murder; a great deal of it is required for litter. Mr. Amable Archambault, the President of the County Agricultural Society, and an experienced practical and theoretical farmer, says, "to make profit on any description of animal, he should always be improving, even in the stable."

The Canadian breed is preferable, but it may be much and very advantageously increased in size, by giving the best of Canadian cows a bull of Scotch breed; this is the plan pursued by Mr. Archambault, who may be cited in all matters connected with Agriculture.

The intelligent farmer ought to invest all the funds at his command in the rearing of cattle, the making of meadows, for forage, whether in hay or roots, and follow the maxim of the Belgians, "manure your fields plentifully, feed your working cattle abundantly, and require from your lands and your cattle everything you desire." Every possible endeavour ought to be made to accustom farmers to form forage meadows for the purpose of rearing cattle, and to be able to feed them plentifully, otherwise they will remain in bad condition. The history of Spanish Agriculture is instructive, and ought to restore the courage of the farmer.

4th. Cows.—In order to have good milch cows, it is necessary to take the pasture into consideration. For all useful purposes it is advantageous to a farmer to possess good cows, but no greater number of them than he can provide for abundantly, both by rich pasturage and plenty of dry fodder, consisting of hay and roots, two pounds of the latter for every pound of hay, and a little chopped straw with the roots. The straw should be made use of for litter, in order to have plenty of manure for clayey soils. The cow requires much care; which, however, is too generally denied.

A great number of farmers prefer making butter; but they assure me, nevertheless, that cheese is equally profitable. The Canadian cow, when well treated, gives a milk richer than that of any other cow; this is a consideration which entitles her to preference.

5th. PIGS.—The great hog of the country does not suit on account of the immense quantity of food which he requires; but with the Scotch breed, its offspring are useful and easy to fatten. The custom of fattening pigs with curds, roots mixed with potatoes, or potatoes alone, has no other effect than putting the animal in flesh; grain, ground or unground, as a means of hardening it, is known to every one, and is used to advantage for feeding; it is preferable under all circumstances.

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6th. **POULTRY.**—The hen ought to be kept warm during the winter, and is very profitable, if fed plentifully with oats, buckwheat, or Indian corn. Poultry are fond of boiled carrots. Farmers consider hens most profitable. The turkey is difficult to rear; but it is easily fattened with potatoes cooked, finishing with Indian corn. Its flesh is then excellent. Geese and ducks do not cost much, but the mosquito destroys them.

7th. **WHEAT.**—Mr. Amable Archambault declares that he would prefer the old fashioned *blé froment*, if it were not for the ravages of the fly. It is now a difficult matter to procure any of it. Some farmers lately told me that they intended to sow some this spring. In the absence of the *blé froment*, Mr. Archambault considers Black Sea wheat, on land which is in good order, the most productive; if sown thus it does not degenerate. Last year his crops were not so good on account of the heavy rains.

Fall wheat could not be successful here; the physical causes would be too detailed to explain; and on the American system, we should lose our money without a prospect of success.

8th. **WHETHER OTHER GRAIN IS PREFERABLE TO WHEAT.**—The intelligent farmer ought, when choosing his seed, to consult the nature of his soil, observing at the same time the prices of the grain in demand. I consider, and it is the opinion of many whom I have consulted, that a farmer ought always to preserve a strict proportion in his various seeds, so that if one description of crop fail, its loss may be compensated by another.

9th. **POTATOES.**—A vegetable serviceable to man as well as to cattle. The cultivation of potatoes ought to be carried out on a wide scale, if it were possible to prevent the disease with which it is so frequently attacked. Its cultivation, however, should never be allowed to take the place of grains, still less of clover meadows. As a cleansing crop it is always useful. The red potatoes and the yellow are the most esteemed varieties.

By adhering to the precautions prescribed in the treatise I have given on the cultivation of this precious plant, success should result. This treatise appeared in the "*Echo des Campagnes*," the 6th April, 1851, No. 18. I regret that this newspaper has ceased to appear.

10th. **TURNIPS, BEETROOTS, CARROTS, &c.**—These plants are excellent food for all descriptions of cattle, especially for milch cows. I have had no experience in parsnips. These roots ought to be sown in drills, in a suitable soil, and are an excellent preparation for the ensuing crop. If the cultivation of these plants is considered only as food for man, the preference will be given to the potatoe. But if the prosperity of the State, in a general point of view, is taken into consideration, the preference will be given, in the first place, to clover, and in the second place, to carrots. Clover and all other plants constituting the nourishment of cattle, do not impoverish the soil, which the potatoe, however, does, on account of the great quantity of farinaceous matter it produces.

11th. **INDIAN CORN.**—This productive grain is an assistance to the country. Indian corn requires a loose clean soil, and is an excellent preparation for the next crop. For several years past this grain has been cultivated on an extensive scale, and with good reason, for it relieves the misery of the poor, and is well adapted for the fattening of cattle; its cultivation ought, on every account, to be encouraged. The yellow Indian corn ripens soonest; the white produces more flour.

12th. **WEEDS.**—The thistle, of which there are several varieties, and many other weeds, are injurious to grain and impoverish the soil. Thistles may be destroyed in the early days of July with the scythe, and when cut, the cattle will eat them. Nothing has been formed by nature but for the benefit of mankind. The intelligent farmer cuts down the weeds before flowering, after which he ploughs, so that they serve very usefully in manuring

the soil. Laying down land in meadow is the certain destruction of weeds.

Summer-ploughing is not practised in our neighborhood. It would, however, be highly useful, especially when the manure has been spread on the fields.

13th. **GENERAL OBSERVATIONS.**—Agricultural Societies are destined to produce very good effects, if the officers and friends of the undertaking prefer the improvement of the country to pecuniary rewards, which they ought to leave to the still indolent farmer.

Fine examples of disinterestedness have presented themselves in our County. I am perfectly assured that Agricultural improvement would make rapid strides, at least in this part of the country, if skilful and determined persons would but conscientiously lend a hand to the undertaking. A weekly journal, written in a style suitable to the people, and which would not cost more than 5s. a year, is necessary, as well as the distribution of little tracts having, as a principle of rotation, the treatise published by His Excellency the Governor General, the friend of the Agriculturist.

A taste for reading should be infused among the people by all possible means.

I have the honor to be,  
Gentlemen,  
With respect,  
Your very humble and obedient Servant,

(Signed,) G. CHAGNON,  
Secretary of the Agricultural Society  
of the County of Leinster.

The President and Directors of the  
Agricultural Society of Lower Canada.

ST. ANNE'S COLLEGE, April 19, 1851.

GENTLEMEN,

I feel but little qualified to answer in a suitable manner the questions which you put to me in your circular of the 8th instant. In order to do so, I ought to possess special knowledge, in which, however, I am entirely deficient. I ought to be a practical agriculturist, whereas I am but a poor amateur; notwithstanding this, I will, as usual, prove my good intentions; and the regular perusal of Mr. Evan's interesting Journal, and frequent intercourse with a great number of agriculturists having instructed me a little on the subject, I shall make a few remarks in answer to each of your twelve questions.

1st. **SHEEP.**—Our *habitans* do not rear a great number of sheep, because they do not comprehend all the benefits and profits resulting therefrom. They do not keep more than suffice for the making of a few ells of cloth, and for providing them with a little fresh meat in the fall. The low price of foreign cloth prevents them making it themselves, in sufficient quantity, with their own wool, as their cloth would cost them too dear. If we were possessed of manufactories to work up the wool, our farmers would not fail to produce more of it. It would be a clear profit for themselves and for the country in general. Instead of 10s., for instance, which they send to a foreign country for a yard of cloth, in many cases damaged by the dye, they would pay here two or three pounds of wool, at the most, for the same kind of cloth without the dye. Farmers are constantly told, "Produce, produce"; but those who enjoin this upon them, forget to provide him a profitable market for his produce. That is, however, the main point. Meanwhile, until this market is found, we can do nothing better than to increase the home consumption of our home produce. We can do nothing better than approach nearer perfection. Its

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value will increase in the ratio of such consumption. If the severity of our climate has any influence on sheep, it affects only the quality of the wool. I cannot recommend any breed in particular, as I am not acquainted with foreign breeds, otherwise than through the treatises on Agriculture. The most desirable breed would be the one whose wool is the longest, and of a certain degree of fineness. Until matters are different, I think with Mr. Evans, that it would be better to try and improve our native breed of sheep, by importing a ram rather than ewes; it is more economical and more certain. I cannot say whether the number of sheep is diminishing or increasing. It probably remains as nearly as possible the same, every farmer following almost invariably his accustomed routine. I speak only of that part of the District of Quebec with which I am particularly acquainted. Our sheep are kept in pens too small and too close. Sheep require space, air, cleanliness, and very little heat. All this is wanting in our present pens, where they are kept crowded together by dozens for several months in succession.

2nd. All the answer that I can make to the second question, relative to horses and the manner rearing of them, is, that the pure Canadian breed is not extensively enough propagated, is too often mixed with foreign breeds, and that, in consequence, the breed of native horses is deteriorated and their value is diminished. The neighboring States would certainly be, as they have already begun to be, a profitable market for this description of produce, as well as for many others which they do not possess, and with which we are able to furnish them. It is then important to think seriously on this subject. Our horses are specially esteemed, because they are strong and able to endure fatigue, but they must be of pure breed. I speak of draught-horses.

With regard to those adapted to the saddle and light draught, it would, perhaps, be unprofitable for us to attempt to compete with our neighbors; but I do not mean to insist upon this subject, not being well acquainted with such matters.

3rd.—Food, abundant and suitable, moderate warmth, good water, air fresh and often renewed, cleanliness and health; these are, as all farmers know, indispensable conditions of success in the fattening of stock. In the selection of animals for the shambles, those of small size should be preferred; for it is well ascertained that the flesh of these animals is more delicate. Besides, a small animal eats less and fattens sooner than one that is larger. Our best milch cows are by no means the largest. Straw is not an adequate provision for cattle, and particularly for cows in winter; those that are so wintered are in a very weak condition in the spring. Very many of our farmers do not make such good use of their surplus straw as they might do. They spread it out on their fields, and leave it to waste before their barns. There are, it appears to me, two good plans for employing the surplus straw to advantage. The first is to make use of it as litter; this litter absorbs the urine of the cattle, and becomes, by this means, the substance of a fine manure. Thus, too, the animals are kept in a state of greater cleanliness, which contributes much to their freedom from disease. The second plan, successfully adopted by one of my friends, an excellent agriculturist, consisted in keeping as many horned cattle as he required, besides those necessary for farm labor and for breeding, to consume the surplus. This is his plan. Until they are two years old the cattle are well fed with hay and with grain as far as circumstances permit. After that age they are wintered on straw alone, for two or three successive years, and finally, they are fattened during several months. By this means the straw is returned to the land which produced it, in the shape of a rich manure, and the cattle remain to indemnify the farmer for his care and trouble.

In many cases it would be more profitable to sell hay even at 20s. the hundred, oats at 1s. 3d., and barley at 2s. 6d., than to fatten oxen or pigs, in order to sell them at 3d. or 4d. per pound. In spite of all this, our farmers, deprived as they for the most part are, in the District of

Quebec especially, of all prompt and cheap means of communication, to enable them to export their produce, prefer to fatten cattle, for which they can always get some sort of a price in money, and very often without going beyond their own door. True, it is, that in this case, they leave their manure on the land, which, of course, is a great object.

The fourth and fifth questions, relative to the best breeds of pigs and poultry, suggest to me nothing particular which any one does not already know.

I have to answer to the 6th question, that the descriptions of wheat which succeed best, are those commonly known as "Russian wheat," and "Black Sea wheat." The old four-months wheat no longer succeeds, on account of the fly which always attacks it. The only kind exempt from the ravages of the fly is the three-months wheat; it is, however, necessary that it should be sown about the 10th June. I speak of the lower part of the District of Quebec. That which is sown earlier, on the 20th May for instance, as I saw done here last year, languishes and is overtaken by the fly, while wheat of the same description, put into the ground fifteen days later, has succeeded perfectly. Russian and Black Sea wheat always degenerate when sufficient attention is not paid to the peculiarities of climate which each kind requires. What contributes at the same time to spoil the wheat is the too little attention paid to the condition of the seed, which is very rarely clean. The Black Sea wheat is now most in vogue in this neighborhood. Many of our farmers will no longer use the Russian wheat; I however, was very well pleased with the crop produced on my farm last year. This crop in fact, has succeeded the best. I can say nothing with respect to the fall wheat. I have never seen it sown here or in the neighbourhood. I think, however, that it would succeed if sown in a dry soil, not exposed too much to the wind, and sufficiently sheltered to remain covered with snow as long a time as possible. The plan suggested of spreading branches would not here have the desired effect, on account of the violence and long duration of the winds on the shores of the river. Fences are the best means of retaining the snow, but they are very expensive.

In answer to question No. 7, I have to remark that, as in many cases, the wheat harvest deceives the expectation of the farmer, he should not cling too pertinaciously to this kind of grain. Indian corn and flax should be cultivated on a much more extensive scale. In speaking of Indian corn, I would speak of a small variety, for the large kind does not thrive well. What I have before said of the want of manufactories, when speaking of wool, may be applied with equal force as regards flax. The workmanship renders its use costly. The textures of wool, hemp and cotton from foreign lands create with us a formidable competition. The farmer finds it advantageous to cultivate a little wheat or other grain for which he always get a sure price, with which he procures at a low rate the cloth that he requires. It is not the fault of the agriculturist that he cannot obtain a better price for his produce; he must mount a step higher to discover the cause. That cause might be easily pointed out; but it belongs to others to examine into it seriously, and to apply to it at least the foundation of a remedy.

In answer to the 8th question, I would say that until a remedy be found for the potatoe disease, its cultivation to any extent must not be thought of. The particular kind least subject to the disease is a sort of blue potatoe, very long and very productive. The forty days' potatoes are very profitable.

In answer to the 9th question I would say that turnips no longer grow here. The caterpillars destroy the leaf and force their way even into the very heart of the root. Carrots are subject to rot like potatoes. The great white beet grow well. Red beet and parsnips are only cultivated on a very narrow scale in gardens.

In answer to the 11th question, relative to the weeds prevailing in our District:—They are mustard, *margue-*

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rites, and twitch or couch-grass (*chiendent*); our *habitans* pull them up as soon as they appear, and succeed in destroying them very well when they take the trouble. But this mode would not suffice if the weeds were in great numbers. In that case one or two summer-ploughings would destroy them completely. I have never seen this means employed in this neighborhood. It is to be hoped that it will be introduced where it is necessary.

I shall not enter into the consideration of any other matter; my letter is already too long. I willingly refer you to all that can be said and suggested on the subject by those skilful practical agriculturists whom you have consulted, and more particularly to Mr. Evans, the editor of our Journal, whose testimony on these points is of the greatest weight.

Permit me, gentlemen, to congratulate you on the resolution which you have adopted, to make a general report on the state of Agriculture, based on information collected from all parts of the country. If every one, as I hope will be the case, shows his readiness to answer, most useful conclusions will result from this Report, which will not fail forthwith to attract the serious attention of all those who have the will and the power to promote the prosperity of the country, understood and comprehended as it ought to be.

Be pleased then, gentlemen, to receive the assurance of my most respectful consideration, and believe me, ever

Your very humble and obedient servant,

(Signed,) F. PILOTE,  
Ptre.

To the President and Directors of the  
Lower Canada Agricultural Society.

(Translation.)

ST. GERVAIS, 20th April, 1851.

GENTLEMEN,

In answer to yours of the 8th instant, after having consulted many persons engaged in farming, I have arrived at the following conclusions:—

1st. I consider the climate favorable for the raising of sheep, and their maintenance in good condition. The want of a vent for the wool, such as cloth manufactories, has rendered this branch of farming economy unprofitable. In their present condition, the sheep produce two pounds of wool, which may be valued at 1s. 3d. per pound. The Leicester breed is, in my opinion, the most profitable. A taste for manufactures begins to manifest itself. It is quite time to rear a greater number of sheep than are sufficient for the use of a family on a farm.

2nd. I cannot say which would be the best mode of raising horses for market. I should think that the Canadian breed would be preferred for laboring purposes; and a mixed breed for light draught.

3rd. The extensive cultivation of vegetables, such as turnips, carrots, parsnips, &c., would, in my opinion, be the most approved method of rearing cattle at a low cost. I do not consider straw by itself sufficient to feed cattle profitably during the winter; one-third straw with hay, or what is better still, with vegetables, would be, I think, sufficient nourishment. I would consequently encourage the cultivation of hay, vegetables, oats and good pasture grounds.

4th. The foregoing answers appear to me to apply also to this question. I may add that buckwheat, mixed with one-third oats, affords an economical method of fattening pigs.

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5th. Hens alone, in my opinion, deserve to be encouraged for the return they make in eggs, besides their flesh which sells very well. Success almost certain attends the rearing of chickens. Buckwheat is also the best food for fowls.

6th. I think "Black Sea wheat," in its primitive condition, preferable to all other kinds of wheat; but it deteriorates, and requires to be renewed at least every five years. I do not know to what cause to attribute the deterioration of Black Sea wheat. The old-fashioned white wheat is more exposed to the attack of the fly in this part of the country.

7th. I do not think that wheat should be exclusively cultivated, its success having been too uncertain for a great number of years.

8th. It is a certain fact that the potatoe is of great assistance to farmers, and that they never raise a sufficient quantity. I cannot speak as to the cause of the disease.

9th. The cultivation of these vegetables is still a new thing in this County. Turnips here have the preference; and our Agricultural Society has thought proper to encourage its cultivation.

10th. I am not acquainted with the name of the kind of Indian corn which I consider most profitable; it is called here Ohio corn. I cannot say as to whether preference should be given to it over vegetables.

11th. The most common weeds in this vicinity are the twitch or couch-grass, (*chiendent*), thistles and daisies. Summer-ploughings are the best means of effecting their destruction. The custom of so doing is, however, very rare.

I shall conclude by suggesting the establishment of Agricultural Schools, and the continuation of the present Agricultural Societies in a modified form. It does not suffice to reward what has been done under the present system if it is acknowledged that the system should be altered.

The whole, nevertheless, humbly submitted.

I have the honor to be,  
Gentlemen,  
Your obedient Servant,

(Signed,) C. C. FORTIER, M.D.

DRUMMONDVILLE, (Eastern Townships,)  
Lower Canada, 20th April, 1851.

GENTLEMEN,

In acknowledging the receipt of your letter of the 3rd instant, I have the honor at the same time to reply to its contents.

1st. As sheep require a thick short bite on old pastures, they cannot be extensively raised where the farms (as is generally the case in the Seigniories) are small and chiefly arable. In many parts of the Townships, wild animals are still too numerous to make them safe stock. Were these impediments removed, however, the climate would render sheep breeding in Lower Canada, on an extensive scale, a hazardous speculation. Although it is not necessary to assign, in a letter of this description, all the *pros* and *cons* on which my opinion is based, still it is proper to give some of the prominent grounds, to enable you to determine whether they are not overruled by others.

In Lower Canada, sheep, one year with another, are fed in winter quarters during six months of the year; allow one quarter of a ton of hay to each sheep for its winter

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food, which, on account of its being fed on the farm, shall be valued at 20s. per ton, say:—

One-fourth of a ton.....	£0 5 0
6 Bushels of oats during Winter.....	0 7 6
	£0 12 6

CONTRA.

4 lbs. of wool, a liberal average, 1s. 6d.....	£0 6 0
Value of the lamb.....	0 7 6
	£0 13 6

This shows a balance of one shilling on each sheep, to indemnify for losses of lambs and sheep, expence for summer grazing, keeping up fencing, attendance during the winter and lambing time, washing, shearing, interest on building, both for storing them and their fodder. I shall carry it out in figures for 100 sheep:—

Attendance during the winter and lambing season.....	£3 0 0
Washing.....	0 5 0
Shearing.....	1 5 0
Pasture for summer, 30 acres at 5s.....	7 10 0
Fencing.....	1 0 0
Expenses of buildings, &c.....	2 0 0
	£15 0 0
Deduct the 1s. mentioned above on each sheep, 100s.....	5 0 0
Balance—loss,	£10 0 0

I have made no allowance for manure, having taken that into consideration in valuing hay at 4 dollars per ton. This makes no allowance, whatever, for accidents of any kind, and supposes that each sheep rears its lamb.

Every breed has its advocates, which ought to be selected according to the quality of the food; Canadian sheep are not worth their keep. This country contains chiefly the Leicester breed, some of them very good, also a few Southdowns and Merinoes. All seem about on a par for hardiness. The number is quietly increasing.

2nd. The most profitable mode of rearing horses, is pasture in summer, and straw and carrots in winter, we have no home market for horses; the most valuable animals alone remunerate. Were it not for the neighborhood of the United States, no horses would be reared in the Townships. The average price of horses in the Montreal and Quebec markets does not exceed £15; for this sum an animal has to be kept, and the risk of damage incurred for five years.

It is true, that the demand for a few horses of higher value exists, but it is so limited that a single county in the Eastern Townships could supply it. The pure Canadian breed has many advocates, they are valuable as draught animals, but the price given for them for that purpose will not remunerate; occasionally good trotters are to be found, and long prices are obtained for them. First class Canadian horses will perhaps pay fully as well as any other breeds, but first class only.

3rd. The only profitable way to raise neat cattle is to keep them growing from the time they are dropped until they are fit for market. They cannot be fed advantageously on straw only during the winter. It would pay infinitely better (no comparison whatever) for farmers, where manure can be bought, to sell their hay and grain than to raise stock. In the Townships there is generally speaking, no market for hay. Growing stock is, therefore, resorted to as the means of disposing of the produce of the farm. I consider the most profitable breed to be short-horns or Durhams, on account of their early maturity, and because they undoubtedly give a

larger return for a given quantity of food than any other breed.

4th. I prefer Durhams for the following reasons:— Should a heifer, at three years old, turn out a bad milker, she can be fattened and killed in the fall of the year, to weigh 700 lbs, which would pay her expenses, and leave a profit. Should a Canadian heifer, at the same age, have to be disposed of, it would be impossible to get her up to half that weight, or in other words, the breeder would lose about £5 by raising her. I have tried both and speak or rather write from experience; on which all my observations are based!! A Canadian cow in her prime, any where in this District, can be had for about ten or twelve dollars in the autumn; she never was reared for twice that sum. As to which breed is the least expensive to keep; the smallest animal generally consumes the least, of whatever breed it may be. The Canadian cow would, therefore, supposing her to weigh 250 lbs. neat, be less expensive to keep than one of the same breed, or of any other breed of double that weight. But that does not follow that small beasts are the most profitable. Any person, travelling through Lower Canada, cannot fail to be struck with the difference of the condition in the neat cattle in the Seigniories, from that in the Townships. A Canadian seems to value his animal in proportion as it will stand starvation without dying, while the Township settler likes to have them in the highest condition.

Straw alone will not support cattle advantageously throughout the winter. They will require better keep towards the spring. With straw and one-fourth of a bushel of turnips daily, they will winter in good condition.

5th. The Berkshire swine are much prized in this country. We kill them at seven months old, between 200 and 300 lbs. weight, and at a year and a half old, averaging from 400 to 500 cwt. fed on green vetches, fresh mown during the summer, and potatoes with ground oats to finish them off in the fall.

6th. I do not think Poultry pay for market on those farms far from the Cities.

7th. The *blé froment* is by far the best ever sown. I cannot say anything about the fly, but Black Sea wheat has not degenerated here; flour made from it does not sell readily, nor does it make good looking bread. I have tried fall wheat during the winters of 1847, and 1848, and 1849, and it failed; it remained green, and survived until it began to grow in the spring; spring frost killed it during those years. Covering the ground with spruce branches would certainly save it; but where would the branches come from, year after year, to cover some hundreds, perhaps some thousands of acres in each parish throughout the Province; to say nothing of the cost as compared with the profits of cutting, carting, and spreading the branches in the fall, and carting them away in the spring.

8th. Wheat certainly pays far better than any other crop when it escapes the fly: no other crop comes near it.

9th. Potatoes pay well in the neighbourhood of markets, in the Townships they are chiefly grown for live stock, and pay even for that purpose.

10th. I cultivate, annually, about 4000 bushels of turnips, and about 500 bushels of carrots, and find them a sure crop, I have never tried parsnips, and have always failed with mangel wurtzel. My soil is a light sandy loam.

11th. Indian Corn is too troublesome a crop to harvest, to render it profitable, when done by hired labour. Turnips pay better.

12th. This being a newly cleared country, we are not troubled with many weeds.

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13th. In conclusion, I would observe that were the Eastern Townships confined to Canadian Markets, all idea of prosperity would at once be abandoned. The prices of our only two markets of Quebec and Montreal are affected by the arrival of a single drover, and if a second drover happens to arrive on the following day, the market is glutted, and the prices of a glutted market have to be submitted to. There is scarcely a parish in the Townships which could not glut the Lower Canada markets for a month together; also less cattle go there, year after year, and when the Portland Railroad is finished, I cannot think that a single head could be sent to a Canadian market; even, at the present moment, when cattle have to march a three weeks' journey, incurring the risks of accidents and lameness on the road; walking off one third of their beef before they arrive, and paying twenty per cent. duty on their value (before that flesh has disappeared) at the American Custom House, it is found more profitable to send them to the American Market than to our own. How much greater will be the current that way, when the three weeks is converted into a few hours, and the beast delivered at his journey's end, in the same condition that he leaves his owner's stall. The tendency of that Railroad must be to increase the Township commerce with the United States; and, as a man naturally buys where he sells, so wean us from the Canadian markets altogether. The settler then finding that he has to pay 20 per cent. duty to go to market to sell, and 12½ duty on what he brings, desires to be relieved from a position which consumes one-third of his income. Annexation appears to offer the relief desired; and it is mooted, not from a feeling of ill-will to England, but to recover the lost third of their income; and it has always appeared to me that if the Canadian Government, while expressing very properly its disapprobation of the advocates of the measure, had gone a little further, and at the same time had taken active and immediate steps to institute inquiries into the cause of the desire of Annexation, and had come forward with some counter proposals of relief: that feeling of discontent, so closely bordering on disaffection which now prevails, would never have existed. The Townships' population is the most valuable frontier which could be opposed to the United States; they are of one origin, language, and religion with their neighbours, are related to, and intermarried together, have the ties of kindred to make them friendly to each other, and the same intelligence and physical force to oppose if difficulties supervene. Let this population be against us, and we lose the most powerful fortress which Lower Canada possesses, as well as the most valuable portion of that part of the Province. If I have indulged in these observations, it is because I feel that a report from your Body ought to have weight with the Government, and I hope that you may consider it not unadvisable to allude to the peculiar position of this splendid and fruitful district with a surplus produce and good markets within hail, from which, however, their connection with Canada precludes them, and of the value of which connection it seems difficult to convince them,

I have the honor to be,  
Gentlemen,  
Your most Obedient Servant,

(Signed,) R. N. WATTS.

To the President of the  
Agricultural Society,  
Montreal.

GASPE BASIN, 22nd April, 1851.

GENTLEMEN,

I have the honor to acknowledge the receipt of a circular from your office dated, 3rd April instant, (received here only last post) requesting answers to several queries on Agricultural topics. It is with pleasure that I contribute my humble quota of information to the general stock on that interesting and important subject. Your letter was

addressed to our Secretary, Mr. Joseph Eden, who handed it to me for reply.

No 1. SHEEP.—I do not know why sheep are not more extensively raised in Lower Canada, unless it is want of pasturage, and ignorance of how green crops, especially Turnips should be grown and housed. I consider sheep a most profitable kind of stock, and find it so by experience. They do not require a warm house in winter, a shed that will keep out rain or snow is sufficient. I know a farmer who keeps his sheep out of doors all winter; he says he does so to preserve their wool. I do not mention this as a lesson to follow, but to shew to what extent that animal can withstand the rigorous cold of winter. The rack in which they get their hay should not have spaces more than 1½ inches, otherwise there will be as much of the provender wasted as eaten.

A flock of sheep should be kept for the sake of the wool, an indispensable article in a Canadian house; and the sheep is useful in another way, it is an animal that may be killed and consumed in one family, which is an object in rural Districts, when fresh meat is required in summer, and recourse cannot be had to town. I have remarked that sheep in Lower Canada are not subject to many diseases, which they are very liable to in the United Kingdom, as *foot rot*, maggots on the back, which I attribute to the dryness of our atmosphere and land, for rain and wet of all kinds are injurious to sheep. As to pasturage, I would here observe the lamentable backwardness of French Canadian farmers in this District; when a man has a lot of land, he should certainly cut down several acres beyond what he requires for tillage; this is easily done; he should have the trees and bush to fall in wind-rows, for convenience of burning, and also, that the soil or vegetable mould may not be consumed. Let him set fire, and in a few years they will be rotten, and may be speedily removed. But he need not wait for this, if, when the fire has passed, he, the poor man, would scatter the scrapings of his hay-loft and the seed collected at the head of his cattle in winter, now and again on the snow, over this burnt place, he will soon have a pasture at a trifling expense. Of course, when land comes to be properly laid down, nothing but clean good seed should be sown. It is bad farming when there is not pasturage enough for the cattle of the owner; land by it comes into great condition. I think the climate of Canada favourable to the breed of sheep; but it is necessary to improve it, by the importation of Leicester, South Down, or Cheviot rams, as they will otherwise degenerate. I have observed that a ewe cannot raise twins with us on the usual feeding, and, consequently, seldom have two lambs; in the old country, a ewe generally has twins, but her food, for the greater part, consists of grass and turnips. Sheep should be put to the ram about the 12th of November, that they may year about the 20th of April, (twenty-one weeks,) in the warm weather.

Our Agricultural Society has procured a fine Merino ram, and the sheep from him are a great improvement on the common ones, but they seem more tender and delicate. I have cut from mine, so crossed, on an average, four lbs. of wool, and the males have given me six lbs. each. Sheep are increasing fast in this District.

No 2. HORSES.—The most profitable way of raising horses for the market must evidently be to give good mares, and only good mares (especially those inclined to have foals like the sire) to the best stallions that can be got, for the expense is the same in raising a fine colt and an indifferent one. In my humble opinion, the best breed for the country is the pure Canadian; he is hardy, strong and swift, yet may not bring as high a price as the mixed breed, not being so showy nor such easy saddle-horses. But in the country, where we want the same horse to cart, plough, harrow, and drive in summer, and haul wood and travel fast, in deep road or no roads in winter, the pure Canadian is the best.

No 3. CATTLE.—Cattle can be kept on straw all winter, but it cannot be expected that they would put up meat; but if the straw was cut and mixed with mangels

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or turnips, or boiled grain, I think they would acquire flesh and some tallow. I find that dry cattle, allowed to run all summer in this place, are fit for the knife in the fall; or, at all events, with three or four weeks' stall-feeding and plenty of hay, and a bucket full of sliced turnips morning and night; but our cattle have access to marshes and good feed in the intervals.

I cannot say whether it is more profitable to raise stock or to fatten, but I think it best to do both; for where is there a market in country parts for much stock, at all events, both will find their level, and be ruled by circumstances of locality, soil, &c. I think a farmer should not sell any grain or hay but what would be quite superfluous after supplying plentifully what cattle he required, or could convert to any profitable purpose. Every middling farmer should fatten his winter's meat—a cow, two or three pigs, four or five sheep, all these he could do with proper attention and exertion.

No. 4.—I think it advantageous to keep milch cows, but not more than a farmer can feed well. I have no way of ascertaining whether fattening cattle or milking them is most profitable.

I have seen excellent cheese made by Scotch settlers, yet they continue to make butter for sale, I suppose for want of a market for cheese; but unless the dairy-maid knows how to make very good cheese, it would be better to confine herself to butter, as more generally understood. To make good butter, great cleanliness in every thing connected with it is indispensable,—pails, strainer, coolers, churn, &c. The butter should get no more working with the hand than is necessary to take out all the milk. The salt should be fine, and each churning should be packed at once in the vessel which is to contain it; it should be packed hard, and a little saltpetre, dissolved in water, spilled over it. As good butter as any I ever saw, and I have had some experience, is made in Gaspé, and I am glad to say, mine last year got the first prize.

The system so prevalent of turning milch cows out in summer to forage for themselves by road sides and in the woods is very objectionable; it may suffice for young and dry cattle, but milch cows should not be sent adrift. The time lost in seeking them should be taken into account, and the injury to the cows by occasionally straying off or escaping observation in the labyrinths of the forest for days and days together.

I would again allude to the absurdity of keeping more cattle than a man has food for, winter and summer; a cow well fed is worth two badly fed, and more profitable; this should be impressed on the small proprietors, stock never recovers their usefulness after partial starvation. I have known cows milk pretty well when fed on straw only, but they get it fresh, and plenty of it. I believe experiment has proved that the best fodder for horned cattle is oats cut green, (this is when the grain is forming,) better, it is said, than to allow the ear to ripen, and than to give both straw and grain to the cattle.

I have heard from a judge, that the Canadian cow to be found in the parishes is of good breed, originally brought from France, giving as much milk as can be consistent with richness—for large quantity and good quality are incompatible. The Dutch cow gives most milk, but it is the poorest. The breed, in many places, has degenerated by intermixture, &c., and requires only a bull of the short horned breed in each parish to renovate it. The Ayrshire and Durham, as also the Highland breed, are highly spoken of by the New Brunswick Agricultural Society.

No. 5.—I should say the swine of Canada are a degenerated race, capable of improvement only by importation from Ireland. Sows should litter in summer. A pig to fatten well, will require a comfortable hut—not too warm a bed—regular meat, of boiled vegetables with some ground oats or barley. Every farmer, not near a grist mill, should have a large hand-mill for this purpose;

every pig should have a ring in its nose, even though shut up in a pen.

I will now advert to the useful act for "removing abuses prejudicial to Agriculture". Unless this act is improved, there is little use in Agricultural Societies, or in importing improved breeds of cattle, sheep, horses, cows or swine. Strenuous exertions should be made to carry it out, and to inculcate, through the Societies and the Journal, the necessity and advantages that will arise from its strict application. It ought to be printed in your Journal for wider circulation. Let good animals be first introduced, and then "wage war to the knife" against all bastard bulls, runts of boars, low-bred horses, and crumple horned hairy rams, that the indifference of their owners allow to run at large, and their laziness prevents from altering when young.

No. 6. POULTRY.—Fowls should be kept in a dry place in a warm stable, separate from the cattle; perches should be constructed, with boarding underneath to keep them clean; this would be a convenient place for geese and ducks; the latter should be separated by a partition. Some of the family should undertake the care of feeding the fowls; this duty, if delegated, will be neglected, and the consequence will be no eggs in February or March. Fowls should have grain enough in the morning (and no waste,) and at same time a couple of hand-fulls of gravel, a barrel of which should be provided in the fall.

Every house-wife should raise a few broods of geese, ducks, chickens and turkeys; they bring in some pocket money, and repay the trouble and expense. Goslings are the least troublesome to raise, next ducks, but the latter eat a great deal. Young turkeys are not much more troublesome than chickens, if they are constantly kept dry; the latter also are sometimes killed by a thunder shower. I believe the breed of fowls in this District is very good. We have had many opportunities of crossing them with those of other countries, by means of the shipping.

No. 7. WHEAT.—We find the black sea wheat do well in Gaspé. It ripens every season, and has not degenerated. I would recommend a process to obtain good crops and clean, which many of my neighbours adopt. In winter, when their children are not much employed, they have a bushel or so of grain picked by hand, and the produce of this is afterwards kept separate for seed. It is an excellent plan, and will remunerate the trouble. The necessity of cleaning seed well should be strongly inculcated. Some farmers have tried fall wheat in this District, and they speak rather favorably of it, but it is a risk. I think if sown below Quebec, it should only be in favorable situations in good and dry land. The fly is yet unknown in this District.

No. 8.—I do not think a farmer should be confined to one kind of grain, but should sow all three, wheat, oats and barley.

At our last Agricultural show, there were twenty-two competitors for the wheat prizes, and the average weight of all was sixty-seven pounds twelve ounces per minot. (the Canadian minot contains exactly nine Winchester gallons); and ten samples of barley, average weight, fifty-four pounds nine ounces per minot; and eighteen of oats, average forty-one pounds nine ounces per minot.

No. 9. POTATOES.—There are so many conflicting opinions as to the best kind of potatoes, and the best mode of cultivation to escape the rot, that it is difficult to give confidence to any; all kinds and all modes have, I believe, in some instances, failed, with the exception of potatoes planted in new burned land; dryness is, however, I think, essentially necessary, both to the plant while growing and to the tuber when grown and while being dug and housed.

I would recommend that potatoes be not put in wet land, it is useless; that burned, if possible, be selected, as

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the ashes preserves them; that they be taken out of the ground and put in the cellar in dry weather. I thought mine would have escaped last year, they were planted on dry old lea, with seasoned stable dung, and in ridges trenched with the spade, yet one-third-rotted. This year, I had them in drills put in with the plough, in a field having a gentle declivity with the fall of the land, that the surface water might run off; manured as last year's, after digging, as the weather was wet, I kept the potatoes in barrels, as picked a day or two, and then spread them out in the sun to dry before putting them away in the cellar. I observed that in a piece of my kitchen garden which had been dry, deep, and manured the fall before, planted with potatoes same time as the field, there was not one rotten. There is not a more profitable crop than potatoes. I would, therefore, recommend its culture; with ground grain they are good feeding.

No. 10.—It is necessary to the success of the turnip crop either to sow them in black land or to haul some peaty soil or swamp earth, to top dress to the depth of a couple of inches. I think turnips sown broad-cast and bush harrowed are better than when drilled in as they increase on the surface.

But the turnips in our short dry summer will never grow to the size, or be so nutritive as in the United Kingdom. Carrots and parsnips are an excellent crop, and profitable if the land be well cultivated and manured.

No. 11.—I think Indian corn not suited to Lower Canada, it does not ripen well and generally.

No. 12.—I have observed couch grass in old rich fields and head lands. I believe a neighbour of mine succeeded in eradicating it by cultivating potatoes three years successively. I would first have the land carefully dug and turned over with strong four-grained forks and handpicked, then put in potatoes. It is difficult to banish this weed.

We have the "Ox-eye" daisy, or Margaret, which, though confined a few years ago to two or three fields, is spreading, as the seed is easily diffused by the wind and in the cattle dung. It is a bad weed, and should be rooted out by hand when in early blossom.

The thistle is not very prevalent, and it can always be destroyed in three years, by laying down the land with grass-seed, the best mode. We seldom have recourse to summer fallow.

No. 13.—I am of opinion that farming in Lower Canada is not a money-making business, or a good speculation to embark in, and the spring is so short, it cannot be extensively pursued. It will not repay much hired labour. Here it can, with certainty, be said:—

"He who by the plough will thrive,  
"Himself must either lead or drive."

I know several men in this District, natives of England, Ireland, or Scotland, who came here within the last twenty years penniless, are now in comfortable circumstances. Their motto should be:—

"I eat my own ham,  
"My chicken and lamb,  
"I shear my own sheep and wear it."

There is a faint cry being raised of late against the county agricultural Societies, but though many of them may not be all that could be wished, still they promote the cause, and I am at a loss to know by what other agency so much good to Agriculture can be effected.

I think that if the Agricultural Society would import a first rate bull, a fine stallion, a couple of rams, and some superior pigs, good machinery, implements and seed, they would do more real service than by a hundred shows.

Every improvement is a lasting advantage to the farmer, small as well as great, in Canada; every step of progress and improvement in our Agriculture is a move in the right direction and permanently our own.

I have the honor to be,  
Gentlemen,  
Your obedient Servant,

(Signed,) H. KAVANAGH,  
President,  
Gaspé Agricultural Society.

DUNHAM, April 23rd, 1851.

GENTLEMEN,

I beg to acknowledge the receipt of your circular on Agricultural matters. I will now proceed to the best of my ability to answer your queries.

1st.—The principal cause of the small number of sheep in Canada is, that we have no cash market for our wool, and our woollen manufactures are not sufficiently protected. The Leicester breed would be the most profitable, as mutton must be the principal object in raising sheep.

2nd.—The most profitable mode of raising horses is to give them good pasture in summer and good hay in winter, till they are three years old, then add a little grain. The mixed breed sell to the best advantage, being horses of all work, and strong.

3rd.—Cattle the same way, must be well fed when young. Calves should be fed with milk three or four months, then good pasture through the season. When put to hay, give them a warm stable, well littered with straw; add to their feed either carrots, turnips, or oats, that they may daily increase in growth. The hay and oats should always be fed to animals kept on the farm. In this section the Durhams are considered the most profitable. A rotation of crops is the best method.

4th.—I think cheese making has, for the last few years, paid better than butter.

5th.—Swine, a cross with the Berkshire is considered as easily raised and fattened as any other. The most profitable method for raising swine is to grind their food and boil it.

6th.—The black sea wheat is considered the best here, although it has degenerated. Fall wheat is grown in some parts of this county to advantage. It requires a dry soil.

7th.—I think Indian corn should precede wheat on all land that is sufficiently dry, for it prepares the land for wheat.

8th.—I would not recommend the culture of potatoes at all for animal food.

9th.—Much more attention ought to be paid to the cultivation of roots, particularly turnips and carrots. I would give the latter the preference, being quite as productive and much less liable to suffer by drought or fly.

10th.—The eight rowed yellow corn is generally considered the most suitable to our climate.

11th.—The Canada thistle is considered the most troublesome weed, but is removed by mowing for a few seasons.

12th.—I beg leave to observe that I think an entire change is necessary in the method of cultivating land in Lower Canada, before an attempt is made to raise good

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cattle, for without pasture in summer or hay in winter, (as is the custom in most parts of Lower Canada,) good cattle cannot be raised profitably. Farmers ought to plough no more lands than they are able to manure richly, and when two or three crops have been taken from it, seed it well with timothy and clover, and mow it some three or four years, when he will find his thistles and other weeds disappear.

This course having been followed for a few years, he will find that he can raise quite as much corn, wheat or oats, on half the quantity of land that it used to take on the old system; and he will be able to add to the number of his animals at least ten per cent. annually.

I have the honor to be,  
Gentlemen,  
Your obedient Servant,

(Signed.) STEVENS BAKER.

(Translation.)

ST. DENIS DE LA BOUTEILLERIE,  
24th April, 1851.

GENTLEMEN,

In answer to the circular issued from the Office of the Lower Canada Agricultural Society, dated the 8th April, 1851, I have the honor to submit the following:—

1st.—The climate of Lower Canada has nothing which operates against the breeding of sheep. By taking care to separate the ram from the ewes during a certain period in the fall, the dropping of the lambs may be regulated to take place about the end of April or beginning of May, and by this simple and easy method the mothers would rear them all; in the autumn they would look as well as those dropped during the winter, and we should not, as is often the case now, see all the lambs which are dropped in a rigorous season, and sometimes even a great number of the mothers, exhausted by the long suckling of their young, perish before they are able to find the proper food in the pasture. This is, in my opinion, one of the causes which prevent the rearing of a greater number of sheep in Lower Canada. I think, however, that more are now raised in this part of the country than formerly, and the practice of not putting the ram to the ewes until towards the end of November, is beginning to be adopted. Farmers generally keep as many sheep as they require to furnish them with the wool necessary for the making of the cloth, flannel, druggets, coverlets, shawls, stockings, &c., for domestic use, and which they now manufacture with very fair success in almost all well regulated establishments. It is probable that the want of an advantageous outlet for the sale of their wool, also operates to prevent the farmer from raising more sheep. The establishment of manufactories for the making of cloth, stuffs, &c., would tend to encourage our *habitans* to raise a much greater number of them. I think that in choosing from among our present breed the finest ewes and crossing them with a merino ram, we should succeed in producing, by this means, the best description of sheep we could possibly keep in this country, without seeing them degenerate. If, moreover, the destructive practice of crowding the flock during the winter into too confined stables could be done away with; if pains were taken to prevent these animals from collecting on their fleece hay-seeds, chaff, and other dirt, which stick to the wool, gets entangled in it and renders it coarse, I am positive that we should produce wool here which would be hardly inferior to that produced in the neighbouring States. Some farmers have already, by this means, very much improved the quality of the wool produced by their sheep.

2nd.—The best breed of horses that our farmers can raise is, in my opinion, the pure Canadian. These horses fetch a good price in the United States; although generally of a smaller size than horses of other breeds, they

are, nevertheless, sought after by lumberers, and as draught horses. By selecting the best and largest stallions for breeding, we should ultimately obtain from our large Canadian mares horses which are surpassed by few individuals of other breeds.

For beauty of form, proportion of limbs, vigour, docility and economy in the article of food, the Canadian horse is unrivalled.

The common custom of feeding colts during the second and third winters with fodder of an inferior quality, with what is left in the racks of other horses or with chaff, and depriving them of oats, is an erroneous system, the very reverse of which should prevail; a very moderate allowance of oats, however, is necessary to keep these young animals in good condition, but the best and shortest hay should be selected for them. They should be carefully cleansed from vermin to which they are subject, and be kept in a perfect state of cleanliness. They demand a great deal of manual care and require free air and exercise. The horse likes a thick litter frequently changed,

3rd.—The best system for rearing fine animals in Lower Canada would involve, in my opinion, a radical change in the system of cultivation in use in this part of the Province, the District of Quebec. I will explain: in order to raise fine animals, apart from the selection of a good breed, the essential point is to supply them with nourishment in abundance and of good quality. Now, I am far from believing that any kind of cattle can be profitably kept throughout the winter on straw alone. I say, moreover, that it would be a difficult matter to cut sufficient hay on a farm of ordinary size, as well as providing pasturage and grain as food for the stock, especially if they are rather numerous; and I will further add that a beast can never be put in proper condition for killing, having been fed on hay alone. It would be necessary then to give it grain or oats, but with such expensive food, the animal often costs more than it is worth. Moreover, if many cattle are kept a great quantity of hay and pasturage is required, and thus little space is left for the grain necessary as food for the cattle; moreover, bread for the family should not be forgotten. Under our present system then, it is difficult to raise many cattle of a superior kind. I think, however, it would be very desirable to do so, for a great number of animals produce a large quantity of manure, and that really is the very thing wanted by our exhausted soil. Previous to the fatal potatoe disease how many thousands of minots of this precious tuber were harvested in this neighborhood, and what assistance they afforded to the farmer; it was the substitute for oats as food for all cattle except the horse. In place then of the potato, let us adopt other roots,—the turnip or carrot for instance; the last, especially, as the cultivation is hardly more difficult than that of the potatoe; its produce is equally great: it furnishes a species of food which is agreeable to almost any kind of animal. They may be used very profitably instead of oats, cost much less, and prepare the soil to receive at a later period a crop of grain which will produce twenty-fold. I consider our fine Canadian cows of Norman breed, well reared and fed, as the best kind of milch cows. They are not adapted for slaughter on account of their small size, but cross some of the largest with a fine Bull of the Durham breed, and you will have a splendid offspring suitable for slaughter, on account of their size and facility with which they may be fattened, I have had the good fortune to experience this myself. As a last resource, and in case of necessity, straw may be employed as fodder for horned cattle, but an animal fed exclusively on straw will never retain its good condition. Straw makes much better forage when it is chopped, but its proper position is under the feet of the cattle, it is best adapted for litter, and as such becomes an excellent manure.

4th.—The milch cow and the sheep, are in my opinion, the two animals which make the best return to the farmer. I think that in this neighbourhood where good butter is produced, the preference should be given to it rather than to cheese, which however, might be made with profit; but I would rather recommend butter on account of the profit resulting from the use of the refuse of the dairy for the fattening of pigs and other animals, during the summer,

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by the addition to it of a few other matters. I have already stated above, that I consider our Canadian cow well worthy of preservation, I think it the easiest to keep and the least costly to raise.

5th.—The breeding of such tall and long bodied pigs, resembling hounds, of which we see far too many about here, ought to be abandoned. The Chinese pig appears to be the most thought of, but I prefer it crossed with other breeds of a stronger build. The pig should be farrowed in April, at the period when the cows begin to give their milk. They should be kept in a state of the most perfect cleanliness, and fed at first after weaning with great care. Pigs should be fattened in summer with the refuse of the dairy, bran or oatmeal; they are very easily and cheaply fattened at a later period,—potatoes or other vegetables carefully cooked, then crushed while warm and mixed with a small quantity of barley-meal, oatmeal or buckwheat, make excellent food for fattening pigs. Pigs should be killed at the commencement of the fall frosts. The finest boar of a litter should always be selected for getting stock. Notwithstanding its name and reputation, the pig is an animal which requires particular cleanliness in its food, the troughs which contain it, and in the place in which it is put; and it is owing to neglect of these precautions that people often keep these animals so long without being able ultimately to fatten them properly, so that they make but measly pork after all.

6th.—Geese, turkeys, and chickens are the only poultry which I would recommend to be reared. The duck, voracious little creature, costs more than it is worth, and yet it fattens well. The hens known as "English" are preferable to ours, are bigger, produce finer eggs, and splendid chickens. Our breeds of geese and turkeys appear to me worthy of preservation; I have seen chickens and turkeys fed, and thoroughly fattened during the summer, on a cooked and mashed nurture of curds, bran, and potatoes. This food, which does not cost much, is eagerly devoured by poultry; on this diet they soon grow large and fat.—They are kept thus in the poultry yard until the first cold weather, it is then better to conclude the fattening process during the short time that remains, by feeding them with grain. They should be killed at the beginning of the hard frosts at the end of November. Our farmers take a great many geese and turkeys to market at Quebec, and generally sell them well. There is some profit, I think, in rearing poultry in the manner I have just described; very few chickens are reared, and they are generally small compared with those we see elsewhere. The food for fattening geese is composed of oats mixed with peas (*goudriole*); I do not know of any other method of fattening them successfully; to make geese thrive they must have a pond of clear water, or a brook in their yard or enclosure.

7th.—Our old fashioned "*blé blanc*" continually excites the deep and well deserved regret of our farmers. This is the description of wheat best suited to our soil, but which it is useless to sow at present, as it is inevitably destroyed by the yellow larvæ deposited in each ear by the Hessian fly. Black Sea wheat is the kind which ought now to be principally sown, as this wheat is better defended than any other kind from the attacks of the fly. However, in certain soils, after a few years it degenerates and does not arrive at maturity for four months. This inconvenience may, however, I think, be obviated by sowing this wheat alternately on low lands, or on sandy soil, or high lands, or *vice versâ*. I think that it degenerates only when it is sown constantly in the same soil, especially when that soil is low and moist. Fall wheat has never been sown in this neighbourhood to my knowledge. Any one who would successfully introduce it among us would render a great service to this part of the country; it is absolutely necessary to try it before passing an opinion on it. I fear, however, that our cold and damp climate would be fatal to it; I am sure that it would be not only advantageous but also necessary to plant, as is the practice in other countries, branches to retain the snow on the surface of the ground, and to preserve and keep it there as long and as late in the season as possible. It would be necessary to choose, for this kind of wheat, an elevated situation, perfectly dry, and where water could never stagnate: one fortunate attempt of this kind would be immediately fol-

lowed up by our farmers, and would produce a complete revolution in our agricultural practice. The principal advantage which would be derived from this description of wheat, would be to deliver us from the destructive results of the early frosts which cause such havoc in our harvest, and so often destroy the dearest hopes of the unfortunate farmer, by depriving him in one moment of the fruits of many months laborious and persevering labor. He who should first adapt this wheat to our climate would, in my opinion, be much more deserving of our gratitude, and would do us a much greater service than those who pretend to have found out a remedy for all our misfortunes, by annexing us to the neighbouring Republic.

8th.—So long as Upper Canada and the United States are able to furnish their wheat and flour at the present rates, and so long as the cultivation of the wheat remains as precarious here as at present, I do not see what advantage we could derive from continuing to cultivate it on any extensive scale; oats, barley and peas would pay better, and if we could succeed in obtaining commercial reciprocity with the United States, I am not at all apprehensive but that we should derive more than two-fold advantages by giving these kinds of grain the preference over wheat. It would then be necessary to cultivate the latter only for family consumption. I would not be understood to advocate the complete abandonment of the growing of wheat, but I wish it to be understood that it would be more desirable to vary our system by sowing several different kinds of grain.

9th.—I would not advocate the growing of potatoes to any great extent at present, on account of the disease; if this scourge disappeared I should be quite of a contrary opinion. We have suffered much more in this neighbourhood from the failure of the potatoe crop than from that of the wheat.

We consume three times as much grain now, as when every farmer gathered in from 800 to 1000 minots of potatoes or more. The red potatoes are less subject to rot than the others, without, however, being entirely free from the attacks of the disease.

10th.—My answer to the third question contains my opinion on this subject; I have only to add that the three first mentioned kinds, only, are common here, and that they succeed indifferently well. I would, however, prefer the turnip if it were not exposed to the ravages of insects. In the absence of potatoes it becomes necessary to adopt some of these vegetables to supply their place.

11th.—The white Indian corn thrives well in this neighbourhood; but unfortunately a small quantity of it only is grown, and as a garden vegetable. The same remark applies to all other vegetables except potatoes. Turnips have been cultivated a little more extensively since the disease in the latter; a few experiments have been made with Indian corn which have perfectly succeeded. But our fondness for routine has too deadening an effect upon what might be said and proved on this subject, I should prefer to raise root crops rather than Indian corn, the latter being liable to injury from the frost.

12th.—The couch grass may be found in many places, and ruins the soil wherever it grows. Such lands, when it is possible, are laid down in meadow. In sandy soils, the places infested with it are planted with potatoes, and thus it is effectually destroyed. Another plant which is very noxious, and unfortunately spreads in the most alarming manner, is that known by the name of "wild-mustard." I forget its scientific name. The method employed here to destroy it is, pulling it up by hand. This is done when the stem, having grown to its full height, begins to show at the top a yellow flower, which may be easily distinguished among hay or grain. It is generally pulled up after rain, when the ground is soft. Weeding can be employed with success only when the wild-mustard is in small quantities, or is just beginning to show itself in a field. Summer ploughings, unfortunately, are not practised here: it is by far the best way of destroying weeds. It is pleasing to remark the absence, for

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several years from our fields, of that parasitical and troublesome guest, the thistle, which but a short time ago did so much damage to Agriculture. It is only by repeated mowings, during dry weather and before the plant arrives at maturity, that it is possible to destroy it. The period selected for this operation is when the stem, having attained its maturity, becomes hollow towards the end of June. When this stem is cut off a few inches above the ground, the lower part thus remains exposed to the heat of the sun, the rain which follow gets into the cavity, and soon effects the decomposition of the rest of the plant, even down to its root.

13th.—It is an undeniable fact that with the deplorable want of education in our agricultural community, it is only by the efforts and patriotic sacrifices of all enlightened and true friends of their country that the introduction of most necessary improvements in this useful and hitherto neglected science can be effected. Already, and it is no small matter, the Canadian farmer begins to perceive his inferiority on this score, compared with men of foreign origin. He admits that there might be a system superior to his own. He understands and appreciates the attempts which are being made to encourage and improve Agriculture. I have observed, for instance, with the greatest pleasure, the feeling of satisfaction and pride exhibited and manifested by a great number of our *habitants*, on the receipt of the little treatise so liberally offered to our agriculturists as a New Year's gift, by the noble and illustrious personage who now presides over the Government of the Canadas. Lord Elgin by this act, at once generous and philanthropic, has done more to render his name popular, and hand down his memory among our population, than if he had gained a glorious victory over the enemies of the country. There is one method which might perhaps be expensive, but which would, at the same time, be productive of immense benefit. I would speak of model farms. Let our Legislators reflect upon this. This measure is one of the most important of those with which they will shortly be occupied. Let us trust that the last session of the present Parliament will not be brought to a conclusion without some steps being taken in the matter.

Let me be permitted only to add, that if an experiment is tried which is intended to be useful, a system at once simple and economical must be offered to our farmers. Any other must fail of success.

(Signed,) F. CHS. CHAPAIS.

St. Denis de la Bouteillerie,  
24th April, 1851.

ST. PHILIPPE, 25th April, 1851.

GENTLEMEN,

I have the honor to acknowledge the receipt of your circular, in which you request answers to various questions on subjects relating to Agriculture in this Province. I ought first of all to confess my incapacity to answer these different questions so as to throw any new light upon the important subjects you are endeavoring to elucidate. I certainly am engaged in Agriculture, but my other pursuits are so varied and numerous as to enable me to spare but little time to it, and my knowledge of the art, either practical or theoretical, is consequently but very limited.

I shall not undertake to answer separately all the questions contained in your letter, for such an attempt would be altogether beyond my capacity. I shall confine myself to a few remarks on some of them, which appear to me to be most important, and with which I am most familiar.

Of this number, are the four first, which relate to the raising of sheep, horses, cows, &c. I am certain that a much greater number of sheep and other domestic animals

than are at present raised in this Province, might be raised most profitably. The climate is very favourable to the rearing of sheep and to the keeping of them in good condition, but the method of feeding them in winter generally adopted, is very bad. The greater number of those who rear sheep keep them in stables very often too warm, where there is not sufficient room, and give them food which is neither succulent nor nutritious. I do not think, however, that sheep can be fed through the winter with the food used in different parts of Europe, and the attempt would probably fail. Turnips, the use of which in those countries is almost unlimited, produce in this country but very uncertain and doubtful crops; the storage of them is very expensive and difficult, and it is impossible to preserve them a sufficient length of time. Beet might certainly make a very tolerable return, and its cultivation ought to be carried on to a greater extent than hitherto; although its preservation is equally costly, and almost as difficult as that of the turnip. All the farmers in the country ought every year to cultivate several arpents of beet, with a few turnips, parsnips, carrots, and potatoes. There should be more beet cultivated than of any other root, especially in a light and deep soil. If the raising of these vegetables were more generally adopted, it would be a great improvement in our agricultural system, and it would thus become much more easy to maintain not only our sheep, but also our cows, horses, and other domestic animals, in good condition, during the long winter.

I think that the cultivation of the tare ought also to be introduced, and a certain quantity of it should be harvested before its maturity, to serve as forage. This might be given to sheep and other farm cattle, and might become an excellent substitute for straw, and also for the hay which is at present given them. Cattle might be fattened with it quite as well as with hay or grain, and, I dare say, even better, for cattle eat it with great avidity, and it is very nourishing.

With regard to the breeds of sheep which are best adapted to our climate, I think that all the kinds successfully reared in the North of Europe would succeed equally well here. I prefer, however, a mixture of some one of those breeds with our best specimens of Canadian sheep. I know of crosses of Canadian sheep with those of the Leicester and South Down breed, and *vice versa*, which have succeeded very well. I am persuaded that by making these crosses in a judicious manner, we should obtain a healthy breed, and one at the same time adopted to our climate and system of farming.

The same may be said of cows. I should prefer crosses of the best Canadian specimens with the Ayrshire breed, to specimens of either separately. I am also of opinion that cows of middle size should be preferred to those of a large size.

So long as we find that our horses sell for exportation to the United States, and elsewhere, as has been the case for several years of late, I think we ought to raise more of them than we have hitherto done. For my own part, I would raise the pure Canadian rather than any mixed breed. If we paid sufficient attention to their improvement, and treated them well, this breed, I am sure, would be more profitable than any other, both to raise and to maintain, and would make comparatively a better return for the expense.

However, as it does not suffice to know the different kinds of cattle which may be reared, with some chance of success and profit, but it is also of the highest importance to be able to provide for supplying them with food, both abundant and of good quality, at all seasons of the year, allow me to observe that the desired end can never be attained without a radical change in the system of farming now followed in this Province. The greater part of our farmers do not, so to speak, produce anything else but grain crops, without any system of rotation or manuring. Moreover, the land is generally covered with wild weeds, such as the thistle, the wild endive, and a great many other noxious and parasitical weeds, which people do not even

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take the trouble to destroy. I deplore this state of things, and think it absolutely necessary that it should be reformed. This tardiness in improvement may be attributed to many causes. The principal, in my opinion, are the want of education, and of institutions where the farmer may learn and early teach his children the science and practice of Agriculture in all its branches; to the scantiness of capital and the difficulty of obtaining it on loan at a pinch. Our rural population are very intelligent, industrious, orderly, and persevering. Place within their reach and power of adoption an improved system of Agriculture, by the establishment of model farms, and give them a more accessible and more extensive credit than that of the banking houses at present existing, and I do not hesitate to assert that in a few years you will render Canada a most flourishing country, and one most favorable to success in agricultural pursuits and for agricultural purposes.

It appears to me quite natural to add, that in order to assist in the formation of model-farms, the want of which is so deeply felt, and in the establishment of agricultural professorships, which several of our Colleges appear desirous of introducing, all elementary schools which receive Government assistance should be compelled to subscribe for a certain number of copies of the excellent Agricultural Journal published by your society, and to cause the scholars to read them. Other works of a similar character might be added, the reading and explanation of which would be productive of infinite benefit.

I have the honor to be,  
Gentlemen,  
With consideration,  
Your very humble and obedient Servant,

(Signed,) L. A. MOREAU.

To the President and Directors of the  
Lower Canada Agricultural Society.

(Translation.)

TRING, 25th April, 1851.

GENTLEMEN,

The object which the Lower Canada Agricultural Society has in view, is of too patriotic a nature to permit me to consider it other than a duty to reply to the letter which you have done me the honor of addressing me, dated the 8th instant. I regret that, owing to the distance from Tring of the nearest post office, I was not in receipt of it until the 22nd, and I fear, therefore that my answer will reach you too late to be of any use; this must be taken as my reason for giving you very short and simple answers to the queries proposed in your circular.

1st.—I am of opinion that there is nothing in this country to prevent the raising of as great a number of sheep as in the countries most famed for their wool. I do not consider our climate unfavorable to the breeding of them. If the best breeds were selected, and more care taken and attention paid to keeping them in good condition, especially during the winter months, they would, in my opinion, become in a very short time a certain source of wealth to the farmer; though at present they hardly remunerate him for the expenses which they entail. The Leicester breed crossed with the Cheviot ram is the kind which, in my opinion, would afford the best chance of success.

2nd.—The pure Canadian breed of horses is, I think, best adapted to this country, and they are justly esteemed in the American markets. The two most serious errors of the farmer with regard to them is the bad choice which he makes of a stallion, and the little care which he takes of the colts in not giving them usually for the two first years more food than they absolutely require.

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3rd.—The farmer who wishes to raise fine cattle ought first of all to proportion the number to the amount of hay and grain which he harvests; for it is quite plain that a small flock consisting of animals of good breeds, and kept in good condition, will be more profitable, and even possess a greater intrinsic value than a more numerous herd composed of puny and miserable animals. Straw without roots or hay is certainly insufficient to keep cattle throughout the winter in a proper condition. In spite of the usual low price of meat in our markets, I think that the farmer would realize more profit by raising horned cattle and sheep than by selling his grain. I should prefer these two kinds because they present a greater chance of success; their flesh is the most generally in use, and they are not like pork, valuable on this account alone.

As to horses, the chances of profit are too variable, because so long a time elapses before their qualities can be ascertained.

I think that in order to raise in this way a great number of cattle profitably, it would be necessary to adopt a system of rotation crops, and especially to pay more attention to pasture grounds and the cultivation of root crops.

4th.—I am not prepared to answer this question.

5th.—Although poultry is necessary as stock for a farm, I do not think they can be profitably reared for market.

6th.—Some experiments with the old fashioned four months wheat, made here last year, succeeded very well. For several years past, fall rye has been sown in this neighbourhood, and succeeded very well. I think that fall wheat would have the same success; a trial is being made this year with a small quantity.

7th.—As wheat is the grain in the raising of which it has been most difficult to succeed, especially for several years past, I consider it more advantageous to the farmer to raise other descriptions of grain which he would also require, than to restrict himself to the cultivation of wheat.

8th and 9th.—Potatoes planted with the hoe in our new lands have not been attacked by the rot. I think that without diminishing the quantity usually planted, other roots should also be sown, such as turnips, carrots, beet, &c., as food for cattle during the winter.

10th.—I do not think the raising of Indian corn preferable to that of root crops, as it is no substitute for them.

11th.—In the new lands of our Townships we are almost altogether free from them, with the exception of the "green buckwheat" which is scattered through all the grain, to its great injury; but in the neighbouring parishes of the County of Dorchester I have seen meadows in which the daisy formed two-thirds of the crop of clover or timothy. It is seen also to flourish in the fallows and grain. I should think that summer ploughings would destroy it; but I think they are altogether unknown in this neighbourhood.

12th.—Without entering into details, I shall conclude by suggesting the following as the means best suited to improve the present state of our Agriculture:—1st. Study of the theory of Agriculture in our educational institutions. 2nd. Model farms. 3rd. Agricultural Exhibitions, and above all, 4th. The formation of Agricultural Banks.

The whole, however, humbly submitted.

I have the honor to be,  
Gentlemen,  
With sentiments of the highest consideration,  
Your very devoted Servant,

(Signed,) L. PROVANCHER,

Esq. Ptre.

To the Directors of the Lower Canada  
Agricultural Society, Montreal.

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ST. EUSTACHE, 28th April, 1851.

DEAR SIR,

I have many apologies to offer you for having delayed so long to forward you this answer to your letter dated 8th instant. Business and sickness in my family have prevented me from transmitting my answer earlier. In replying, I shall follow the same order observed in your circular, to wit:—

Answer to your 1st question.—The climate is tolerably favorable for the raising of sheep, and I am of opinion that the absence of cloth factories in this country is the principal reason why a greater number of them is not raised. I find that the cross of Canadian with the English sheep is the best. The number of sheep is decreasing.

2nd.—The most advisable method is to castrate horses while quite young, for when they remain entire they are very expensive. The Canadian breed is the best. Young horses ought to be well fed, especially for the first year, and with barley or oats boiled, but not with dry grain. Clover is very good for them.

3rd.—Calves should be well fed, especially during the first three or four months: for instance, they should be fed on milk just from the cow. It would be advisable to direct our attention to the business of raising cattle as much as possible. I think the Canadian breed of cows crossed with the Ayrshire bull would be the best. If the soil be suitable, I think the cultivation of potatoes the most profitable.

4th.—Yes; and I would recommend the making of cheese in the months of May and June.

5th.—I think that the Berkshire boar with the Canadian sow would make a very fine breed, and that it would be desirable to cross the breeds, in order to have pigs that at eighteen months would weigh from three hundred to four hundred pounds. I would recommend their being well taken care of, especially while young.

6th.—I cannot answer this question.

7th.—I think that Black Sea wheat is the best. Farmers who have sown it early have generally succeeded the best in this Parish. It has, I think, degenerated. I think it very desirable to procure wheat for seed which has been grown at a distance of not less than eighteen miles from one's own farm. I prefer sowing wheat in heavy land, to make use of wheat which has been produced in soil of a contrary nature, and *vice versa*. I do not think the growth of fall wheat desirable, it is too precarious, our winters being frequently too cold.

8th.—When the price of wheat is under five shillings, I consider the cultivation of other descriptions of grain more profitable, because of all grains wheat most impoverishes the soil. I find that clover and timothy, sown with barley, are most suitable to form artificial meadows.

9th.—Yes, if the soil permits of it. The red potatoes are the best, if the ground be high. I prefer planting in every third furrow, by ploughing; and the autumn before the land should be well prepared, and the manure properly mixed in by ploughing. By this means potatoes are much less liable to rot than when the manure is placed in the ridges with the potatoes.

High and poor land is best adapted to the growth of potatoes, provided it be manured.

10th.—I consider carrots preferable.

11th.—I know nothing about it.

12th.—They are the thistle and the wild oat. Artificial grasses are the best means of destroying them; and more clover should be sown in the places where they grow.

13th.—I would rather see Agricultural Societies directing their attention, not so much to offering premiums to encourage the raising of fine cattle or fine crops, as to affording instruction in the means of producing them: and in my humble opinion, the Legislature ought to pay particular attention to the subject of Agriculture, which is of such vital importance as regards the prosperity of the country. The limits of a letter are too small to permit me to express the sentiments which I entertain with regard to this noble profession, the practice and encouragement of which, especially by an educated class of individuals, should be productive of results extremely profitable to all the members of society. To establish a correspondence with some of the European Governments, in order to obtain information on this subject, with a view to the best means to be adopted for the still greater encouragement of Agriculture. Lectures and practical instruction in this art in our Colleges, which might be brought about by a Government grant to enable the Directors of these Colleges to employ persons qualified to give instruction in this new branch of education, and to purchase a model farm attached to each of these establishments. The publication, at the expense of Government, of a little treatise, containing the elementary principles of agricultural knowledge, expressed in clear and intelligible language, and adapted to the comprehension of children, which, by the interposition of the Superintendent of education, might be introduced into each of our country schools, so as to diffuse amongst our present rising generation a taste for the practice of this noble and necessary art. These are such suggestions as may be found from time to time in the interesting Agricultural Journal of Lower Canada.

I could have wished by my answers and humble representations contained in this letter, to have made myself more useful to the Lower Canada Agricultural Society, but I have done my best.

I have the honor be,  
Sir,  
Your very obedient Servant,

(Signed,) J. L. DEBELLEFEUILLE.

WM. EVANS, Esq., Secretary,  
Lower Canada Agricultural Society.  
Montreal.

(Translation.)

ST. HYACINTHE, 25th April, 1851.

MY DEAR SIR,

Although I have expressed to you lately the hope I entertained of being able to answer the questions which have been addressed to me by the Lower Canada Agricultural Society, I am under the necessity of informing you that my business obliges me to forego the satisfaction I should have had in so doing; and I would beg the gentlemen who signed the letter you did me the honor to address to me, to be pleased to accept of my apologies.

I have several times attempted the work, but the more I labored the more I perceived that the variety and importance of the subject, made it a work which it would be impossible for me to accomplish, according to your request; I have, therefore, been obliged to resign a share in their labors which would have been highly agreeable to me, although probably of little use to those who have asked it of me.

I cannot, however, close this letter without expressing to you the great interest which I take in the continued efforts which the Society is making for the promotion of that art which, more than any other, may prove the foundation of our national prosperity. I earnestly hope that the Society will again represent to the Government and the Legislature, the urgent necessity of affording, without longer delay, effectual encouragement.

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The necessity of model farms is no longer doubtful, and I think the Society ought to insist on their establishment. In a scheme of this nature, it would be supported by the whole country. Without model farms, Canadian Agriculture, whatever may be said to the contrary, cannot make any rapid progress. There are not in Canada a sufficient number of individuals able to make pecuniary sacrifices in order to make experiments; and by a series of the necessary trials to establish principles which should serve as guides to a rational system of Agriculture.

If a model farm cannot be established in each County, or even in each District, at least let one be elected in both Lower and Upper Canada. These two schools might educate professors, who would have one great advantage over those whom some people wish to bring out in great numbers from Europe, of having studied on the ground itself the different soils and the climate of the country, which they are to improve. But to arrive at this end, an adequate and liberal grant of public money must be made; and I cannot but think that we shall find in the Administration and in the Legislature the zeal which the general conviction that the encouragement and progress of Agriculture are absolutely indispensable to the prosperity of Canada, cannot fail to excite.

I am, Sir,  
Your very obedient Servant,

(Signed,) T. BOUTILLIER.

(Translation.)

YAMACHICHE, 1st May, 1851.

SIR,

I acknowledge the receipt of your honored letter of last month. Notwithstanding the limited knowledge I possess of matters relating to Agriculture as a science, I hasten to answer some of your learned questions, with many apologies for my unavoidable delay.

The obstacle which stands in the way of raising a greater number of sheep, is the neglect of farmers and their want of precaution in leaving the males at large throughout the entire season, and thus causing the ewe to yearn at a period too cold and too severe for the lamb; and this I also believe to be the cause of the diminution in the number of sheep.

Horses of the pure Canadian breed certainly fetch the highest prices in the market.

Straw alone is certainly by no means sufficiently nourishing for cattle during the winter. I am of opinion, however, that it is more profitable for the *habitans* to dispose of a large portion of their hay and oats than to employ them altogether in the fattening of cattle, the price obtained for which is very low in these localities. If, however, at any time it should prove more profitable to rear cattle, I consider the Canadian breed best adapted to our fields, considering the suffering and the hardships experienced by cows of foreign breed, which are generally of a larger size, in eating the short and scanty forage.

The Canadian cow is, moreover, in my opinion, the best adapted and most profitable for dairy purposes; it is also the least expensive to rear. Cheese is profitable; but butter perhaps still more so.

Black Sea wheat is the most profitable, because it escapes the fly, but it has degenerated. The *blé froment* no longer succeeds, and the same would be the case with fall wheat.

Oats, at the present time, are certainly preferable to wheat, there being a much greater demand for them in our markets.

Turnips, beet, carrots and parsnips, as well as Indian corn, might be advantageously grown to a greater extent than they are at present.

The most noxious weeds in this part of the country are thistles, and the best means for their destruction is to make meadows or pasture grounds for several successive years. This experiment has often been tried, and always with success.

I have the honor to be,  
Sir,  
Your devoted and obedient Servant,  
(Signed,) FR. DESAULNIERS.

In answer to your queries, I beg to enclose the following answers:—

1st.—I should say that the loss of lambs has been so great for many years, in consequence of rams running at large with ewes the whole year; many farmers, to my knowledge, losing the greater part of their lambs. Farmers have bred so much in and in that the sheep in general are not worth keeping. The Leicester breed of sheep are the best to cross with. I think a cross between the South Down and the Leicester an advantage, particularly where the feeding is short.

2nd.—Large active horses bring good prices. I would recommend the Canadian mare crossed with a well bred stallion.

3rd.—A farmer with good pasturage can raise stock profitably, but they must have hay and turnips, or ground oats the first winter. Straw alone may keep them alive, but nothing more. Cattle well fed will be worth more at two years old than those badly fed at three years old.

If a flat farm with rich pasture and warm buildings, let him get the pure short horns; if hilly, the Devons will be the best; the Ayrshire breed are best for the dairy.

4th.—Butter in spring and fall, and cheese in the heat of summer, pays the best. The short horns are the best dairy stock where there is good pasturage, but under most circumstances, I should say a cross between them and the French Canadian cow. They are excellent milkers; their milk is rich.

5th.—The breed of pigs requires improvement. I should think the Chinese would do well to cross with the common breed, but the farmers cannot be made to pay for the use of a boar.

6th.—It pays very well to keep fowls and turkeys. The black Spanish and the Poland fowls are excellent layers, but the Malays or the Dorkings are the best for market. Barley and corn are the best food.

7th.—The Black Sea wheat is the one generally sown. The fly has not made such ravages last year as former years.

8th.—The best potatoe for table use is the "Copper Dun," cultivated in drills with a plough. I have found no difference between first ploughing in the dung or putting it in the drill; but I always use long manure and harrow them with a light harrow, as soon as they appear.

9th.—Carrots and turnips may be cultivated to advantage in a light soil, but for a general crop, the turnip is the best, and very good food for cattle.

I remain your obedient Servant,  
(Signed,) U. AYLMEYER.

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## POULTRY.

The best mode of keeping poultry is to let them have the run of the yard, where they can have grass and gravel; and in winter give them a warm place, with gravel or sandy soil: ashes and mortar, are necessary for their health and comfort. They should be fed regularly, and always kept clean, with water before them. Poultry are fond of all sorts of grain, such as buckwheat, oats, Indian corn, wheat screening, &c. When you feed poultry for profit, you have to guide yourself on what is the most economical and cheaper to be procured. They will eat all kinds of vegetables in a green state. Cooked or raw, they are very fond of animal food. Flesh and fish, cooked or raw, is the best feeding, and they relish it; it makes them lay. Indian corn, at the rate of a gill per day, for each fowl, and now and then a feed of animal food, boiled potatoes and vegetables mixed together, with half the quantity of oats or buckwheat is a first rate feed. In the winter months give it them warm. Punctuality in feeding and clean water, is the secret to fatten and make them lay.

As for profit, I consider that poultry can be made to pay if they get the required attention. If you want eggs, I would recommend the English Dorking as one of the best layers; their eggs are not as rich as some other breeds. If you want a good egg, and of the richest flavor, keep the Cochinchina or the Shinghae, or the great Malay. In the meantime, you have size and richness in the egg, and large size in the poultry, and rich flavored flesh. One three months chicken is equal in size to a year old hen of our dunghill fowl, and when you have once eaten the egg of these varieties, or tasted their juicy flesh, you find the other quite insipid and cannot relish them. I would recommend a cross of the Dorking with either the Cochinchina or Malay. They improve in size in their laying, and the flesh is tender, white and juicy, and give you a breed plump and fine in appearance.

There are many breeds of fowls now in this country, to which the public are indebted to me.

I have at present, in my establishment, thirty different varieties of fowl; six of geese, some of them weigh thirty pounds each; seven of ducks; thirty-six varieties of pigeon, besides sea-fowl, pheasant, &c. As a proof of what profit, and what can be done, I will cite you a few of the remarks made by the European Journals and United States papers.

The annual consumption of poultry and small game in the city of Paris usually amount to 22,000,000. The quantity of eggs used in France exceeds, says one of the late Journals, 7,250,000,000; of which enormous number, Paris used about 120,000,000. The importation of eggs from Ireland in 1837, to Liverpool and Bristol, alone amounted in value to £250,000; the importation the same year from France was still greater.

It appears from the Custom-house returns of the year 1838, that eggs were imported into England (although loaded with heavy duties,) from the Continent, to the value of more than a million of dollars.

It has been ascertained that half a million of eggs are consumed every month in the City of New York. One woman, in Fulton market, sold 175,000 eggs in two weeks, supplying the Astor House each day with 100 dozen for five days of the week, and on Saturdays with 200 dozen.

The production and consumption of poultry and game in Europe may be judged of by the consumption of Paris, which comprised the following articles and animals, according to Count Chalsol:—931,000 pigeons, 1,290,000 chickens, 549,000 turkeys, 238,000 geese, 131,000 partridges, 177,000 rabbits, and 174,000 ducks.

The amount of sales of poultry at the Quincy market, Boston, for the year 1848, was 6,000,740 dollars; the average sale of one dealer alone amounted to 1200 dol-

lars per week for the whole year. The amount of sale for the City of Boston for the same year, was over one million of dollars.

Your obedient Servant,

(Signed,) J. E. GUILBAULT.

To the President and Directors of the  
Lower Canada Agricultural Society.

ST. HILAIRE, May 14th, 1851.

SIR,

I have the honor to acknowledge the receipt of a letter from the Directors of the Lower Canada Agricultural Society, containing questions to which they request me to give answers; to many of which I am unable to do so for want of practical experience in this country. The farmers around me, from whom I might obtain the requisite information, are at this moment, so busily occupied in getting their seed into the ground that I find it impossible to bring their attention to the matters. The reasons generally assigned in this neighbourhood for not keeping more sheep are—prevalence of disease—negligence in keeping fences in repair, allowing mules to be at large at all times—and having no market for wool. To these I could add as reasons why the sheep do not increase as they should do—wretched pastures in summer—confinement in close ill-ventilated stables in winter—and too early lambing. With regard to horses, I am inclined to prefer a cross between the Canadian and the Clydesdale, for farming purposes; and I think a higher price could be obtained for them. For the Canadian, as it is at present, a fresh infusion of Norman blood, is very desirable, in order to restore the Canadian horse to what it was in years gone by. I do not believe that any cattle can be supported advantageously during winter on straw only. I have found them do well on cut straw, upon which was poured linseed meal mixed with water.

Up to this moment, I have not found the Canadian cow so profitable as others. I have Durham and Ayrshire cows, and a cross between them give me more milk, of much the same richness, upon equal feeding, than I do from the Canadian cow; and when done with as milkers, they put on meat more rapidly, and to a much greater height. Perhaps on very poor pastures, the Canadian cow may have the advantage; this experiment I have not tried.

I think the culture of root crops would be attended with very great advantage. On my soil, a stiff clay, I have succeeded best with mangel wurtzel; but were the land thoroughly drained, I have no doubt that carrots would be equally profitable.

I am feeding my cattle this year with both, and I think I have enough to carry me through this month. They keep well in a cellar that is properly ventilated. Several of my neighbours have taken to the four month's wheat again, with success. One farmer has sown nineteen bushels of it this year. Fall wheat is, I fear, an uncertain crop; to me it has failed; but what I saved last autumn promises well at this moment. So long as the potatoe is subject to the malady which has of late years made its appearance, it would, I think, be folly to cultivate it largely.

The most prevalent weed in these parts is the Canada thistle, and I am sorry to say few, very few farmers appear to take any trouble to get rid of it.

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

(Signed,) T. E. CAMPBELL.

Appendix  
(J.)

12th August.

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(J.)  
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KINGSTON, 14th April, 1851.

In answer to queries suggested by the Directors of the Lower Canada Agricultural Society, I beg to make the following remarks:—

1st.—The climate of Lower Canada is favourable for sheep. Near large cities, when early lambs sell to advantage to the butcher, I should recommend South Down ewes crossed with a Leicester ram. The South Downs are the best milkers, and will fatten their lambs earlier. To keep as breeding stock, I would recommend the Leicester.

2nd.—I found the most useful horses for all purposes were from the Canadian mare, sired by a good useful English stallion. They were better for the saddle than when sired by a Canadian horse, out of an English mare, and equally good for harness.

3rd.—Calves should be fed the first winter on good fine hay, with a few roots; subsequently they will, if brought up in the autumn in good condition, keep in the same condition if fed with good straw, and a few roots, or a feed of hay in the morning, and straw during the remainder of the day. Straw should be used fresh from the flail, and given in small quantities at frequent intervals. Turnips should be fed sparingly during the months of January and February, as they are of too laxative a nature in the severe cold weather if given in large quantities. Cattle properly attended to during the winter, with hay and roots, and turned into good grass in the spring, will be fit for the butcher in the latter part of June, when beef commands a good price. In the vicinity of towns, where farmers can procure a sufficient quantity of manure, it may be advisable to sell hay or straw, when it commands a fair remunerating price; but on no consideration when he is far from town and cannot obtain manure, for though he may realize more at the time, he will lose afterwards, by the deficiency in the quantity and quality of his crops.

For beef cattle, I should prefer the Herefords and Devons; they will give more beef than any other breeds. For milch cows, the Ayrshire breed.

4th.—In situations where pasturage is good, I consider a well-regulated dairy one of the most advantageous branches of Agriculture, especially if making cheese of the first quality is perfectly understood.

5th.—I believe the Berkshire pigs are as profitable as any. Though they do not attain so great weight as some of the larger breeds, they are considered to pay more for the food they consume. Pigs will degenerate faster than almost any description of stock, by breeding from too near a kin; it is therefore advisable frequently to change

the male from another stock of the same breed, but not related. The mode of fattening will depend on where the farmer is situated; that must be left to his own discretion and experience.

6th.—In regard to poultry, I have had but little experience with different breeds.

7th.—I consider the old white wheat formerly sown in Lower Canada a valuable kind of wheat; but until the fly has left the country, I do not think it would be prudent to sow it to any extent. There is a kind of spring wheat sown in Canada West, called "club wheat," which is much approved of. I have no doubt it would answer in Lower Canada. I believe the Black Sea wheat has, in many places, degenerated; the cause may be attributed to want of precaution in changing the seed from a distance. Fall wheat is too hazardous a crop to be cultivated in Lower Canada to advantage. Covering the ground with branches would be too expensive to be adopted on a large scale, and the branches would be liable to be blown off by the wind in exposed situations.

8th.—Wheat is too often sown on the same lands, both in Upper and Lower Canada; the consequence is, that the produce is much less than formerly, and the quality of the grain much inferior. It should only be sown after a regular rotation. A rotation of soil I consider best for this country. By this mode of cultivation, if properly executed, the land would continue in good heart, and be free from weeds.

9th.—During the prevalence of the disease, I do not think it would be prudent to cultivate the potatoe to any extent.

10th.—All these root crops are beneficial. Carrots in particular, in a suitable soil, are a very valuable crop for every description of stock. In a regular rotation, root crops, or Indian corn must be cultivated, unless you make summer fallow to a great extent.

11th.—Indian corn, when the season suits, is a very useful crop, the tops being excellent fodder for cattle and horses, independent of the crop of corn; and if properly cultivated leaves the soil in good condition for wheat.

12th.—Summer fallow and preparing the ground for green crops, will always destroy weeds if properly executed.

I have the honor to be,  
Gentlemen,  
Your obedient Servant.

(Signed,) CHAS. PENNER.

To the President and Directors of the  
Agricultural Society, Lower Canada.

FINANCIAL STATEMENT OF THE LOWER CANADA AGRICULTURAL SOCIETY, FROM MAY 17TH, 1850, TO MAY 20TH, 1851.

Dr.			Cr.		
	£	s. d.		£	s. d.
May 17, 1850...			Dec. 31, 1850...		
To Balance brought forward,			By paid Lovell & Gibson, for		
account current .....	2	3 7½	printing Agricultural Jour-		
To subscriptions received for			nals in full, to 1st January,	583	10 0
English Agricultural Journal	30	0 0	1851 .....		
To do do for French do	95	6 6	By paid Hector L. Langevin,		
To Donations and Subscriptions			Esquire, balance in full, due	13	10 0
from Members, and for ad-			to him .....		
vertising .....	23	15 0	Oct. — do ...		
To amount of Grant by the			By paid to William Evans,		
Legislature, last Session ...	600	0 0	Secretary and Editor of the	193	0 0
May 20, 1851...			Agricultural Journal .....		
To balance due by Society.....	112	7 9½	April — 1851...		
			By paid M. Bibaud, Esquire,		
			translator of Agricultural	40	0 0
			Journal .....		
			By paid Postage .....	10	11 3½
			May — do ..		
			By paid for Books for Library	4	7 9
			By paid for distributing Jour-	5	10 0
			nals in Montreal for one year		
			By paid sundry expenses, cov-	3	4 10½
			ering paper for Journals,		
			writing paper, &c. ....		
			By paid for writing and trans-	7	19 0
			lating Reports, Circulars, &c.		
			By paid Notarial contract with	2	0 0
			Mr. Lay .....		
	£	863 12 11		£	863 12 11

E. E.

ALFRED PINSONEAULT, *President.*  
WM. EVANS, *Secretary.*

MONTREAL, May 20, 1851.



Appendix

(J.)

12th August.

## Report of the Agricultural Society of the County of Beauharnois to the Legislature of the Province of Canada.

Appendix

(J.)

12th August.

The Committee of Management of the Agricultural Society of the County of Beauharnois, have the honor to present to the Legislature of Canada the following Report of their proceedings for the last agricultural year:—

For several years the Society had adopted the system of having four annual and two winter shows in different parts of the County, with two ploughing matches, for the greater convenience of the respective localities where they were held, and the fructification contemplated from so wide a diffusion of pecuniary and other advantages might have been sufficiently encouraging, had the funds of the Society permitted a distribution of premiums at each show, large enough to induce the exhibition of the best specimens in each class of competition. Experience, however, of the inadequacy of premiums, necessarily small under the system in question, led the Committee to adopt in June last a change, and to announce only one fall and one winter show, to be held at Durham, the most central place of the County, with an advertisement of premiums of fair encouragement. Though the competition was open to all exhibitors generally, a separate class in cattle was appropriated to French Canadian farmers.

The result justified the expediency of the change, for the exhibition, which took place on the 25th September, 1850, was in every department of a high order; and it would be in defiance of all truth to assert, that in any country where such horses, stock and produce generally could be shown, its farming was not in an advanced state. Some American gentlemen attended, who had just been present at the great fair at Albany, and they did not hesitate to say, that there was a superiority in several specimens of stock on the ground at Durham over the same description at the former place. The Committee had to regret the almost total absence of French Canadians, not one entry being made in their exclusive class. It must be admitted, that though Durham be the geographical centre of the County, it may be somewhat too remote from the concentration of French Canadian farming, to make attendance there quite convenient. In some measure, however, to remedy this seeming obstruction, the Seigneur of Beauharnois appropriated an adequate sum, as a private donation, for an exhibition in the Parish of St. Timothy, the extremest on the St. Lawrence. But truth compels the Committee to state, that the money was not well bestowed. In fact, it had to be given for cattle and products of decided inferiority. The only good effect produced, was the manifestation of a disposition to give impartial encouragement to all classes.

The Winter Show came off at Huntingdon, on the 25th February last, a short distance from Durham, in some measure to suit the convenience of the Township farmers, who are far the most extensive, and finest cattle breeders. This exhibition was chiefly remarkable for the excellent and well-cleaned specimens of seed grain. As the Committee have directed much attention to this most important article, they were glad to see that so much success was attending their exertions. The bestial part was also very satisfactory—the more so from two very fine specimens of importation—a Devonshire bull, and a Clydesdale farm stallion.

The ploughing matches took place on English River, and in the Parish of St. Clement; the first for British competitors, was distinguished for youthful skill in taking the higher premiums; and the second, for French Canadians, exhibited considerable improvement in work and equipment.

Without entering into minute detail, it may be generally remarked, that there is a steady and progressive improvement in the whole system of Canadian husbandry. Not only Legislative attention, but the public attention at large, is directed to the creation of a higher Agriculture, as the chief source whence commercial prosperity, and the increase of Provincial wealth is to flow. Farming is, in fact, now beginning to feel that onward impulse which the discoveries of physical science have imparted to almost all other professions.

No correct estimate can, however, be formed of the actual state of the Agriculture of the Lower Division of the Province, without distinguishing between the British and French Canadian systems. To lump the two together, and give it the general name of the Agriculture of Lower Canada, is as unfair as it is deceptive.

The fundamental principle of the British farming is *improvement* of the soil, according to the best established systems—practical as well as theoretical—and where it is deficient, the cause may be found in the want of capital to carry out the advantages of skill, or too limited space for the union of capital and skill. It is obvious that fifty or sixty acres of land under cultivation, (about the average of British cleared land on an hundred acre farm,) can only admit a very limited application of modern improvement, or even the employment of hired unskilled labor. That the British farmer is well aware of the power of these agents, in improving his Agriculture, and thereby augmenting his production, is evinced from his availing of them, as soon as he has, by gradual accumulation, acquired the requisite means. Hence, in those parts of the country which have been settled, for a period of twenty to twenty-five years, by industrious and economical farmers, the agricultural practice is not inferior to the general average of Great Britain.

The French Canadian system, on the contrary, involves the principle (if it may be so called) of *deterioration* of soil. The consequence is, that the Canadian farmer, after several years of cultivation, finds his soil exhausted, and himself impoverished. A great deal has been said and written on this subject, and many praiseworthy endeavors have been made to search out the causes of this retrogressive action, and to apply efficient remedies.—Legislative Committees have investigated the matter with much zeal and ability, and recommended many valuable and important modes of amelioration.—An Agricultural Journal is published in the French language, but its utility and influence are all but nugatory, from the still very limited spread of education, particularly among that portion of the present generation capable of agricultural pursuit. In the five Romish Parishes of this County, the existence of such a publication is hardly known, its circulation being confined to the Catholic Clergy. A few public-spirited individuals, of superior means and agricultural knowledge, are effecting, through the exhibition of improved method, some of the good attributable to model-farms. This last mode of instructing in improved husbandry would be that best adapted to ignorant in reading, were its operation not so restricted by the heavy expense of model-farm establishments. Of their utility, the Committee had for many years most beneficial experience, in the splendid model-farm kept up at Beauharnois, by the late Seigneur, The Right Honorable Edward Ellis, at his sole expense.

Whatever remedial or ameliorating systems may, however, be proposed, the Committee are persuaded, from much observation and attention to the subject, must fail of the end contemplated, till what they unhesitatingly

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declare to be the two fundamental causes of the inferiority of French Canadian Agriculture are removed. The first is the want of general education, which obstructs the diffusion of agricultural knowledge through the press, and confines it either to oral communication or practical and palpable example, both of which are, from their very nature, extremely limited. The second is the absorption of so large a portion of the farmer's valuable time in week-day devotion, and the drain on his pecuniary means for the requirements of his Church. It is a moderate calculation that abstracts thirty such days from his own productive industry, and that of his family, not unfrequently at the most precious season of the year. Such a consumption of time may be for high and salutiferous purpose, but it is clearly inconsistent with the efficient cultivation of his farm. With so heavy a tax on his labor, generally his only fund, it is impossible he can elevate his condition, far less enter into competition with his similarly uncumbered Protestant fellow-farmers.

Notwithstanding, the Committee are glad to have to report some advances towards improved French Canadian husbandry. Meadow cultivation, by sowing clover and timothy seed, formerly scarcely known, is practising to

some extent. The cultivation, also, of root crops is spreading, and the dairy receiving greater attention. Good butter is becoming more common, but the manufacture of cheese is yet almost entirely neglected.

The Committee report, with much satisfaction, the continued efficiency of their Agricultural Society, which, through an existence of now twenty-four years, has been powerfully instrumental, not only in encouraging general agricultural improvement, but in the establishment of really good farming in the County of Beauharnois; and take leave to express a hope, that whatever ameliorative changes may be introduced into the agricultural art, the existing systems of District and County Societies may be maintained with the present liberal Legislative appropriation.

The whole most respectfully submitted.

L. G. BROWN,  
President, Agricultural Society,  
County Beauharnois.

Beauharnois, 2nd June, 1851.

ACCOUNT OF RECEIPTS AND EXPENDITURE, AGRICULTURAL SOCIETY, COUNTY OF BEAUHARNOIS, FOR 1850-51.

RECEIPTS.		£	s.	d.	EXPENDITURE.		£	s.	d.
Feb. 25, 1850...	Balance in hand this date .....	6	5	6	Sept. 25, 1850...	Amount of Premiums awarded and paid at Cattle Show, at Durham, this date... £118 0 0			
Sept. 25, do ...	Amount of Legislative Appropriation .....	150	0	0		Amount of contingent expenses for pens, special constables, &c. 4 5 6	122	5	6
Feb. 25, 1851...	Amount of Subscriptions received to this date .....	58	2	6	Oct. 25, do ...	Amount of Premiums awarded and paid at Ploughing Match, at English River, this date.....	10	0	0
					Nov. 5, do ...	Do do do at Ploughing Match, at St. Clements, this date .....	5	5	0
					Feb. 25, 1851...	Do do do at Show, at Huntingdon, this date, £48 5			
						Contingent expenses there, 1 10	49	15	0
						Amount of Secretary's Account for stationery, postages, &c. for two years .....	9	16	8
						Amount of account for printing hand-bills, in English and French, and advertising Premiums in English and French newspapers, &c., for two years	29	5	10
		£	214	8 0			£	214	8 0

E. E.

L. G. BROWN,  
President.

BEAUHARNOIS, February 25, 1851.

Sworn to before me, at Beauharnois,  
this twelfth day of June, 1851.

R. H. NORVAL, J. P.

*To the Honorable the Legislative Assembly of the United  
Province of Canada :*

STATEMENT of REAL and PERSONAL PROPERTY held by the TORONTO  
MECHANICS' INSTITUTE.

	£	s.	d.
Building and Fittings .....	485	13	0
Furniture .....	44	16	3
Books .....	315	0	0
Scientific Apparatus .....	150	0	0
£	995	9	3

Certified, in the City of Toronto, Province of Canada, on this Second day of June, in the year of our Lord, one thousand eight hundred and fifty-one.

ROBERT EDWARDS,

*Secretary.*

**STATEMENT**

12th June. Of the REAL and PERSONAL ESTATE held and enjoyed by the MECHANICS' INSTITUTE of MONTREAL; laid before the Legislature of Canada, in conformity with the requirements of the Act 8 Vic. cap. 93. 12th June.

	£	s.	d.
Real Estate .....	NONE.		
Value of Books and Pamphlets in Library .....	360	0	0
Value of Pictures and Maps .....	20	0	0
Value of Philosophical and Chemical Apparatus and Mineral Specimens .....	60	0	0
Value of Furniture .....	100	0	0
Cash in hands and Debts due to Institute .....	200	0	0
£	740	0	0

A true Copy.

JAMES HAYES,  
*Recording Secretary.*

MONTREAL, 26th May, 1851.

# RETURN

Of the Counties, Cities, and Towns in Upper Canada, shewing the Contents of each Township in Acres, and the Population, in each, by the Census of 1850.

COUNTIES.	TOWNSHIPS.	Acres.	Popu- lation.	TOTALS.				
				Acres.	Popu- lation.			
GLENGARRY .....	Charlottenburg .....	65,600	4783	288,080	15,920			
	Kenyon .....	66,600	3569					
	Tochiel .....	68,400	3833					
	Lancaster .....	57,200	3735					
	Indian Reserve .....	30,280						
STORMONT.....	Finch .....	51,600	1223	250,200	11,030			
	Osnabruk .....	62,800	4206					
	Roxborough .....	70,200	1704					
	Cornwall.....	65,600	3897					
TOWN OF CORNWALL .....					1,536			
DUNDAS.....	Matilda .....	63,200	3534	241,200	11,739			
	Mountain .....	57,600	2437					
	Williamsburgh .....	62,800	3698					
	Winchester.....	57,600	2070					
PRESCOTT.....	Alfred .....	45,400	411	305,620	9,487			
	Caledonia .....	46,700	956					
	Hawkesbury, East.....	47,800	2517					
	Do. West.....	40,940	2644					
	Longneuil .....	23,620	1345					
	Plantagenet, North.....	51,500	1111					
	Do. South .....	49,600	503					
RUSSELL .....	Clarence .....	69,000	381	242,400	1,847			
	Cumberland .....	72,200	915					
	Cambridge.....	60,000	162					
	Russell.....	41,200	389					
CARLETON .....	Fitzroy.....	62,400	2557	574,520	20,152			
	Goulbourn .....	66,200	2426					
	Gower, North .....	34,320	1743					
	Gloucester .....	76,800	2475					
	Huntley .....	62,600	2127					
	March .....	28,200	967					
	Mariborough .....	64,000	1480					
	Nepean .....	65,000	2819					
	Osgoode .....	91,200	2733					
	Torbolton .....	23,800	403					
	Richmond Village.....		422					
	TOWN OF BYTOWN .....							6,616
RENFREW .....	Admaston .....	78,000	561	671,000	9,975			
	Blithesfield .....	30,750	121					
	Bagot .....	70,000	670					
	Bromley.....	48,900	640					
	Horton .....	41,600	1648					
	Levant.....	55,800	78					
	Darling .....	62,600	511					
	McNab .....	66,600	1653					
	Pembroke .....	8,600	420					
	Ross .....	53,900	575					
	Stafford.....	21,650	241					
	Westmeath .....	70,000	963					
	Packenham*.....	62,600	1694					
	LANARK .....	Montague .....	64,800			3022	574,000	22,901
		Elmsley, North.....	34,000			1126		
Burgess, North .....		39,200	957					
Sherbrooke, North .....		16,400	343					
Do. South .....		44,000	454					
Bathurst .....		62,600	2560					
Drummond .....		62,600	2374					
Beckwith .....		62,600	2056					
Dalhousie.....		62,600	1478					
Lanark .....		62,600	2623					
Ramsay.....		62,600	3223					
Perth, Town .....			1581					
Smith's Falls Village.....			674					
Carlton Place.....			430					
GREENVILLE .....	Edwardsburgh .....	67,000	3747	269,280	17,236			
	Wolford .....	49,200	2884					
	Gower, South.....	21,080	722					
	Augusta.....	74,000	4296					
	Oxford .....	58,000	3759					
	Prescott, Town.....		1828					

\* To this County has to be added a large tract of land containing about 921,000 acres as yet unsettled, not being subdivided into Townships.

Appendix  
(L.)

RETURNS of the Counties, Cities, and Towns in Upper Canada, &c.—Continued.

Appendix  
(L.)

5th June.	COUNTIES.	TOWNSHIPS.	Acres.	Popula- tion.	TOTALS.		5th June.
					Acres.	Popula- tion.	
	LEEDS .....	Crosby, North..... Do. South..... Burgess, South..... Bastard..... Ehmsley, South..... Kitley..... Leeds..... Lansdowne..... Escott..... Yonge..... Elizabethtown.....	50,200 50,200 13,000 55,200 26,000 50,400 48,000 59,000 25,300 59,900 78,200	1282 1255 3143 1388 3369 4432 1162 3542 4873	515,400	24,446	2,757
	TOWN OF BROCKVILLE .....						
	FRONTENAC .....	Wolfe Island..... Garden Island..... Horse Shoe Island..... Mud Island..... Charendon..... Barrie..... Palmerston..... Kennebec..... Olden..... Oro..... Hinchinbrooke..... Bedford..... Portland..... Loughborough..... Storrington..... Pittsburg..... Howe Island..... Amherst Island..... Kingston.....	30,600 65 100 120 67,200 68,600 67,200 68,600 67,200 47,800 73,500 85,700 57,000 55,300 50,800 46,900 8,460 16,500 63,800	2330 No Returns made.	875,440	16,914	
	ADDINGTON .....	Camden..... Earnesttown..... Kaladar..... Anglesen..... Sheffield.....	74,000 62,800 67,200 67,200 81,000	5111 4813 No Re- turns. 1896	352,200	11,820	
	LENNOX.....	Adolphustown..... Fredericksburg..... Do. Additional..... Richmond.....	10,800 46,000 51,200	690 2498 3224	108,000	6,412	10,097
	CITY OF KINGSTON.....						
	PRINCE EDWARD.....	Athol..... Ameliaburg..... Hillier..... Hallowell..... Marysburg..... Sophiasburg..... Pieton, Town.....	20,600 38,800 30,000 40,850 41,200 42,450 1532	1879 2881 2595 3271 3405 3014 1532	213,900	18,577	
	HASTINGS.....	Lake..... Tudor..... Grimsthorpe..... Marmora..... Madoc..... Elzevir..... Rawdon..... Sidney..... Hungerford..... Huntingdon..... Thurlow..... Tyendenaga..... Belleville, Town.....	68,200 68,200 68,200 68,200 68,200 68,200 67,400 70,200 94,200 55,000 59,000 92,800 3326	534 2021 2345 3380 2522 2098 3237 3991 3326	847,800	23,454	
	NORTHUMBERLAND .....	Murray..... Cramahé..... Haldimand..... Hamilton..... Seymour..... Percy..... Alswick..... Monaghan, South..... Cobourg, Town.....	86,200 68,600 77,000 68,000 74,000 55,000 20,000 18,700 3374	5002 4389 4177 4502 2117 2162 518 942 3374	467,500	27,183	
	DURHAM .....	Hope..... Clark..... Cavan..... Darlington..... Munvers..... Cartwright*..... Port Hope, Town.....	67,000 72,000 64,400 73,400 70,000 49,800 2082	4624 5469 4198 7289 2030 1558 2082	396,600	27,250	
	PETERBOROUGH .....	Belmont..... Methuen..... Burleigh..... Dummer..... Harvey..... Douro..... Smith..... Monaghan, North..... Asphodel..... Ennismore..... Otonabee..... Peterborough Line.....	70,000 72,000 74,400 73,000 107,200 41,000 61,200 15,300 39,600 19,600 70,000 1800	46 1148 150 1371 2076 675 1511 523 3289 1800	643,300	12,589	

\* Part of Cartwright is attached to the new Township of Seugog.

Appendix  
(L.)

RETURN of the Counties, Cities, and Towns in Upper Canada, &c.—Continued.

Appendix  
(L.)

5th June.

5th June.

COUNTIES.	TOWNSHIPS.	Acres.	Popula- tion.	TOTALS.			
				Acres.	Popula- tion.		
VICTORIA .....	Mariposa.....	72,800	2863	478,200	9,748		
	Ops.....	60,000	2233				
	Emily.....	64,000	2461				
	Eldon.....	66,800	1189				
	Fenelon.....	68,600	433				
	Baxley.....	26,600	64				
	Verulam.....	62,000	500				
	Sommerville.....	57,400					
SIMCOE .....	Orillia.....	74,200	546	1,150,000	23,134		
	Matchedash.....	47,400	7				
	Tuy.....	50,400	274				
	Medonte.....	66,800	993				
	Oro.....	74,600	1759				
	Vespra.....	66,400	1254				
	Flos.....	64,400	405				
	Tiny.....	81,000	633				
	Sunnidale.....	55,200	154				
	Nottawinsaga.....	100,000	1411				
	Guillimbury, West.....	33,600	3816				
	Essa.....	68,000	1223				
	Tecumseth.....	67,200	3612				
	Adjula.....	46,200	1754				
	Tosorontio.....	44,800	436				
	Malmur.....	70,400	644				
	Mono.....	70,400	2276				
	Innisfil.....	69,000	1887				
YORK .....	Etobicoke.....	28,000	2914	349,900	34,304		
	Vaughan.....	68,000	6255				
	Markham.....	69,500	6868				
	Scarborough.....	45,000	3821				
	York.....	61,000	8872				
	King.....	78,400	5574				
PEEL .....	Albion.....	56,200	3957	293,200	19,995		
	Caledon.....	69,000	2744				
	Chinguacousy.....	81,600	5489				
	Toronto.....	67,200	6203				
	Toronto (Gore).....	19,200	1602				
ONTARIO .....	Whitby.....	69,000	6900	454,200	23,773		
	Pickering.....	73,200	6385				
	Uxbridge.....	51,800	1680				
	Reach.....	65,800	2492				
	Brock.....	67,200	3174				
	Thorah.....	39,400	1062				
	Mara.....	64,200	974				
	Rama.....	12,800					
	Scngog*.....	10,800	1106				
	Oshawa, Town.....						
	Whitchurch.....	63,000	4842				
	Guillimbury, East.....	78,000	2616				
	Do. North.....	31,200	1172				
	Georgina.....	41,000	947				
	Scott.....	49,400	792				
CITY OF TORONTO .....				257,600	10,369		
HALTON .....	Esquesing.....	70,400	5731	232,000	16,858		
	Trafalgar.....	69,000	5467				
	Nassagaweya.....	44,600	1868				
	Nelson.....	48,000	3792				
WATERLOO .....	Dumfries, North†.....	47,000	3708	328,463	24,947		
	Waterloo.....	94,000	7759				
	Wilmot.....	62,600	4863				
	Woolwich.....	58,000	3501				
	Wellesley.....	66,863	3396				
	Galt Village.....		1720				
BRANT .....	Brantford.....	78,400	6174	266,004	21,554		
	Onondaga.....	22,282	1677				
	Tuscarora.....	40,322	1311				
	Oakland.....	10,800	721				
	Dumfries, South.....	47,000	3708				
	Brantford.....	67,200	3536				
	Brantford, Town.....		2563				
	Paris Village.....		1864				
WELLINGTON .....	Erin.....	70,400	3035	791,604	21,341		
	Paslinch.....	59,800	3361				
	Guelph.....	42,000	4399				
	Nichol.....	28,009	2098				
	Garrafraxra.....	94,000	1661				
	Eramosa.....	44,600	2150				
	Peel.....	74,890	1966				
	Maryborough.....	56,771	586				
	Minto.....	74,000	150				
	Arthur.....	65,943	1449				
	Luther.....	90,000	150				
	Amaranth.....	63,200	335				
	Pilkington ‡.....	28,000					

\* This Township is to include parts of Reach and Cartwright.  
 † (Dumfries North) having been divided we take one half the population as the number,—Galt is in North Dumfries.  
 ‡ (Pilkington) a new Township, being part of Woolwich.

Appendix  
(L.)

RETURN of the Counties, Cities, and Towns in Upper Canada, &c.—Continued.

Appendix  
(L.)

5th June.

5th June.

COUNTIES.	TOWNSHIPS.	Acres.	Popula- tion.	TOTALS.				
				Acres.	Popula- tion.			
GREY .....	Derby .....	37,878	787	1,485,205	8,324			
	Sydonham .....	78,569	1478					
	St. Vincent .....	65,000	1246					
	Sullivan .....	73,791	436					
	Holland .....	77,347	683					
	Euphrasia .....	72,000	474					
	Collingwood .....	68,200	365					
	Bentinck .....	76,662	924					
	Glenolg .....	68,969	622					
	Artemesia .....	70,000	60					
	Osprey .....	70,677	55					
	Normanby .....	69,120	400					
	Egremont .....	76,292	594					
	Proton .....	76,800	76,800					
	Melancthon .....	76,800	200					
Peninsula and Islands .....	428,800							
BRUCE .....	Huron .....	58,201	114	634,764	376			
	Kinloss .....	44,583						
	Culross .....	58,095						
	Carrick .....	59,525						
	Kincardine .....	60,556	262					
	Greenock .....	58,686						
	Brant .....	70,900						
	Bruce .....	67,176						
	Saugeen .....	46,434						
	Eldersley .....	55,775						
	Arran .....	54,833						
	HURON .....	Hay .....	53,448			764	892,769	15,488
		Stephen .....	53,844			498		
McGillivray .....		64,016	1328					
Biddulph .....		39,899	1621					
Urborno .....		43,373	874					
Howick .....		59,979						
McKillop .....		44,490	606					
Grey .....		64,680	150					
Morris .....		55,747						
Turnbery .....		34,646						
Ashfield .....		64,800	682					
Wawanosh .....		84,000	422					
Colborne .....		33,740	847					
Hullett .....		53,822	524					
Tuckersmith .....		41,436	1400					
Stanley .....		45,251	1489					
Goderich .....		55,698	2494					
Goderich, Town .....		1191						
PERTH .....	Blanchard .....	49,259	2562	446,728	12,061			
	Hibbert .....	41,476	852					
	Fullarton .....	41,057	1400					
	Downie .....	40,995	2395					
	Gore of Downie .....							
	Logan .....	17,500	603					
	Ellice .....	17,500	1319					
	Easthope, North .....	43,691	2080					
	Do. South .....	24,683	1450					
	Elma .....	66,070	No Re- turns.					
	Wallace .....	53,773						
Mornington .....	50,724							
LAMBTON .....	Bosanquet .....	72,626	571	699,826	8,620			
	Plympton .....	76,400	1097					
	Warwick .....	74,800	1594					
	Sarnia .....	33,000	1030					
	Moore .....	72,400	1247					
	Enniskillen .....	86,600	154					
	Brooke .....	74,600	347					
	Sombra .....	91,200	971					
	Dawn .....	79,200	429					
	Euphemea .....	39,000	1180					
	Islands .....							
KENT .....	Camden .....	26,800	1274	606,600	13,067			
	Zone .....	29,000						
	Orford .....	53,000	1295					
	Howard .....	58,600	2465					
	Chatham .....	67,800	1304					
	Harwich .....	88,400	1902					
	Dover, East .....	81,000	1598					
	Do. West .....							
	Raleigh .....	72,400	1884					
	Tilbury, East .....	52,600	657					
	Do. West .....	49,600	515					
Romney .....	27,400	173						
ESSEX .....	Mersa .....	59,400	1014	383,700	12,292			
	Gosfield .....	59,600	1150					
	Colchester .....	63,600	2248					
	Rochester .....	35,200	619					
	Maidstone .....	47,400	761					
	Malden .....	22,000	1552					
	Anderdon .....	23,500	774					
	Sandwich .....	73,000	4174					

Appendix  
(L.)

RETURN of the Counties, Cities, and Towns in Upper Canada, &c.—Continued.

Appendix  
(L.)

COUNTIES.	TOWNSHIPS.	Acres.	Popula- tion.	TOTALS.		
				Acres.	Popula- tion.	
ELOIN.....	Aldborough .....	78,000	997	491,200	27,343	
	Dunwich .....	70,000	1652			
	Southwold .....	68,600	4443			
	Yarmouth .....	71,000	5748			
	Malahide.....	59,400	6034			
	Delaware, South .....	14,600	589			
	Westminster, South .....	26,400	2263			
	Bayham .....	60,000	4030			
	Dorchester, South .....	43,200	1587			
	MIDDLESEX .....	Mosa .....	49,600			1775
	Ecfrid .....	56,150	1091			
	Carradoc.....	76,400	2390			
	Metcalf .....	36,000	953			
	Adelaide .....	43,000	1615			
	Williams .....	77,648	1748			
	Lobo .....	48,600	2161			
	Nissouri, West.....	49,500	1689			
	Dorchester, North.....	39,000	1588			
	Delaware, North .....	13,000	588			
	Westminster, West .....	36,600	2262			
	London .....	105,200	6034			
	Town of London.....					
NORFOLK .....	Houghton .....	38,800	1351	383,200	17,869	
	Middleton .....	45,400	974			
	Charlotteville.....	56,600	2547			
	Windham.....	66,400	2748			
	Townsend .....	66,400	4093			
	Woodhouse.....	34,200	3647			
	Long Point.....	Not sur- veyed } about 60				
	Ryerson's Island.....					
	Walsingham.....	75,400	2449			
OXFORD.....	Zorra, East.....	55,200	2785	457,600	27,378	
	Do. West.....	56,400	3009			
	Oxford, North .....	14,600	802			
	Do. East .....	32,200	2715			
	Do. West.....	23,800	2536			
	Dereham .....	67,200	2839			
	Norwich .....	66,200	4483			
	Blenheim.....	66,400	4323			
	Blandford.....	29,200	1203			
	Nissouri, East.....	46,400	1689			
	Woodstock Village .....		994			
HALDIMAND .....	Canboro .....	21,000	696	293,524	14,749	
	Cayuga, North.....	} 50,500	1534			
	Do. South .....		732			
	Dunn .....	18,000	741			
	Moulton .....	31,000	1507			
	Oneida.....	37,550	2087			
	Rainham .....	26,600	1392			
	Sherbrooke .....	4,000	} 3272			
	Seneca.....	37,674				
		Walpole .....	67,200			2788
WELLAND .....	Pelham.....	29,000	2253	228,000	16,473	
	Thorold .....	} 25,200	3695			
	Thorold Village.....					
	Stamford.....	22,000	2484			
	Crowland .....	18,000	1272			
	Willoughby .....	16,000	970			
	Wainfleet.....	50,200	1514			
	Humberston .....	31,200	2370			
	Bertie .....	36,400	1053			
		Chippewa .....				862
LINCOLN .....	Grimsby.....	32,500	2275	195,700	18,525 3,282	
	Clinton .....	25,200	2652			
	Louth .....	19,600	1771			
	Grantham .....	23,400	2887			
	Caistor .....	34,400	1134			
	Gainsborough.....	38,000	2123			
	Niagara.....	22,600	2145			
	St. Catherines.....		3538			
TOWN OF NIAGARA .....						
WENTWORTH .....	Beverly .....	70,200	4983	273,000	27,324 10,312	
	Flamborough, East .....	33,800	2419			
	Do. West .....	31,200	5224			
	Ancaster .....	44,000	4082			
	Glandford .....	23,000	2563			
	Binbrook.....	28,000	1496			
	Saltfleet.....	28,000	2710			
	Barton.....	14,800	1536			
		Dundas, Town.....				2311
	CITY OF HAMILTON.....					



Appendix  
(L.)  
5th June.

Appendix  
(L.)  
5th June.

RECAPITULATION.

COUNTIES.	CONTENTS.	POPULATION.	COUNTIES.	CONTENTS.	POPULATION.	COUNTIES.	CONTENTS.	POPULATION.
Cities of Toronto.....	In York.....	23,166	Frontenac.....	875,440	16,914	Wentworth {	273,000	27,934
Hamilton.....	Barton.....	10,312	{ Lennox .....	108,000	6,112	Brant.....	266,004	21,574
Kingston.....	Kingston.....	10,097	{ Addington.....	352,290	11,830	{ Huron.....	892,769	13,488
Towns of Brockville.....	Elizabethtown.....	2,757	Prince Edward.....	213,900	18,577	Huron {	634,764	376
Bytown.....	Nepean.....	6,616	Hastings.....	847,800	23,454	Brace.....	446,728	12,061
Cornwall.....	Cornwall.....	1,506	Northumberland.....	477,500	27,182	{ Perth.....	699,826	8,620
London.....	London.....	5,124	Durham.....	396,600	27,256	Kent {	606,600	13,067
Niagara.....	Niagara.....	3,282	Peterborough.....	643,300	12,589	Kent {	383,700	12,292
Glengarry.....	288,080	15,920	{ Peterborough	478,200	9,743	Essex.....	650,698	23,891
Stormont.....	250,200	11,030	Victoria.....	1,159,000	23,134	Middlesex {	491,200	17,343
Prescott.....	305,620	9,487	Simcoe.....	349,900	34,304	{ Elgin.....	353,200	27,869
Russell.....	242,400	1,847	York.....	293,200	19,905	Norfolk.....	457,600	27,378
Carleton.....	574,320	20,152	Peel.....	454,200	23,773	Oxford.....	293,324	14,749
Lanark {	671,000	9,975	Ontario.....	932,000	16,838	Haldimand.....	298,000	16,473
Renfrew.....	574,000	29,901	Halton.....	328,463	24,947	Welland.....	195,709	18,525
Lanark {	241,200	11,739	Waterloo {	791,604	21,341	Lincoln.....		
Dundas.....	269,250	17,236	Waterloo {	1,485,905	8,324			
Greenville.....	513,400	24,446	Wellington.....					
Leeds.....			Grey.....					

The Contents of the several Townships are from the Records of the Crown Lands Department.

J. H. PRICE.

Commissioner of Crown Lands.

The numbers are taken from the Census Rolls of the several Townships.

W. C. CROFTON.

Secretary, Registration.

CROWN LANDS DEPARTMENT, 5th June, 1851.

## R E T U R N

TO AN ADDRESS from the Legislative Assembly, to His Excellency the Governor General, dated the 18th April, 1849, praying that His Excellency would be pleased to cause to be laid before the House, " A Return of all Licenses granted, and applications for Licenses made, to cut Timber on the Waste Lands of the Crown, on the Ottawa and its tributary streams, west of Grenville, for the years 1847, 1848 and 1849; the names of the parties (alphabetically arranged) to whom any such Licenses have been granted, and of the applicants for any such Licenses during the years aforesaid, the locality of each of such Licenses, and the extent of each such Licenses in square miles; the description and quantity of Timber to have been and to be cut thereon respectively, and whether for Square Timber or Saw Logs; also, the amount of deposit, in money, paid on each of the said Licenses when granted, and the quantity of Timber returned annually by the holders thereof, as cut thereon respectively; also, a copy of the instructions heretofore given to the Collector of Timber duties at Bytown, and other Crown Land Agents on the Ottawa, for the granting of Timber Licenses, and a copy of the instructions given for the future granting of such Licenses."

By Command,

J. LESLIE,  
Secretary.SECRETARY'S OFFICE,  
Toronto, 9th June, 1851.

Appendix  
(M.)  
9th June.

RETURN OF APPLICATIONS made during the year 1847 to James Stevenson, Esq., for Licenses to cut Timber on Crown Lands on the River Ottawa and its tributaries:

Appendix  
(M.)  
9th June.

No. as registered.	Applicants' Names.	Locality.	Sq. miles.	No. of License, if granted.	
A					
41	Joseph Aumond.....	River Ottawa .....	25		For J. Doyle, L. No. 311 of 1846. " new limits. Do.
	Do. ....	do. ....	25		
	Do. ....	do. ....	25		
119	Joseph Aumond, for J. Foran .....	Black River.....	15	206	For renewal of License 34 of 1846.
	Do. ....	do. ....	56	205	do. do. 35 "
	Do. ....	River Ottawa .....	15	200	do. do. 232 "
	Joseph Bell.....	do. ....	24	204	do. do. 67 "
	McKinnon & Aumond.	River Madawaska .....	60	248	do. do. 69 "
	J. Poupore .....	Allumettes Island .....	14	201	do. do. 72 "
	Do. ....	Black River.....	25	188	do. do. 304 "
	Do. ....	do. ....	25	211	do. do. 305 "
	T. McGory .....	Eagle River.....	100	195	do. do. 74 "
	Do. ....	River Desert .....	75	194	do. do. 75 "
	Do. ....	do. ....	100	196	do. do. 76 "
	R. Johnston .....	River Matawin .....	32	...	do. do. 80 "
	E. Masse.....	Geeboo Creek.....	100	192	do. do. 83 "
	Do. ....	River Ottawa .....	3	187	do. do. 249 "
	Ira Mason .....	Township of Westmeath .....	7	212	do. do. 280 "
	S. Hill .....	Black River.....	25	210	do. do. 307 "
	J. White .....	River Petewawe.....	7½	...	do. do. 66 "
	T. B. Hyde.....	River Madawaska .....	36	203	do. do. 68 "
	Do. ....	do. ....	11½	209	do. do. 231 "
	Samuel Adams .....	Township of Westmeath .....	6½	185	do. do. 70 "
	Do. ....	Allumettes Island .....	15	186	do. do. 71 "
	James McGory .....	Eagle River.....	67	202	do. do. 73 "
	J. S. Johnston.....	River Matawin .....	9	131	do. do. 77 "
	Do. ....	River Annable du Fond .....	36	216	do. do. 78 "
	Do. ....	Indian River .....	20	217	do. do. 79 "
	Do. ....	River Ottawa .....	100	215	do. do. 81 "
	Louis Bresard.....	Callumettes Island.....	20	...	do. do. 82 "
	L. Centers .....	River Ottawa .....	22	...	do. do. 306 "
	Joseph Aumond.....	River Coulonge .....	13¾	193	do. do. 84 "
	Do. ....	Eagle River.....	67	191	do. do. 85 "
	Do. ....	River Ottawa .....	35	187	do. do. 86 "
	Do. ....	River Petewawe.....	100	208	do. do. 87 "
	Do. ....	" River Ottawa .....	15	...	do. do. 88 "
	Do. ....	Deep River .....	12	...	do. do. 89 "
	Do. ....	River Madawaska .....	60	197	do. do. 90 "
	Do. ....	do. ....	90	190	do. do. 91 "
	Do. ....	Black River.....	100	198	do. do. 92 "
	Do. ....	River Petewawe.....	58½	199	do. do. 314 "
	Do. ....	do. ....	6	207	do. do. 315 "
214	Do. ....	Township of Westmeath .....	1¾	...	For new limits.
68	Peter Ayleu, jr. ....	River Madawaska .....	11	14	For renewal of License 252 of 1846.
69	Do. ....	do. ....	12	...	" surplus of Byer's limit 145 "
70	Do. ....	do. ....	12	...	" described in rear.
99	Peter Ayleu .....	do. ....	20	...	" surplus at side of do.
100	Do. ....	do. ....	20	...	" in other terms.
215	Peter Ayleu, jr. ....	River Madawaska and Bonnechere .....	11	14	For renewal of License 252 of 1846.
233	Peter Ayleu .....	River Madawaska .....	95½	Nil.	For Chapman & Co's. limit 187 of 1846.
92	John Alston .....	Township of McNab.....	3½	...	For new limits.
188	Samuel Adams .....	Township of Westmeath .....	6¾	185	" renewal of License 70 of 1846.
		" Allumettes Island .....	15	186	do. do. 71 "
		and Black River .....	13¾	...	" Egan's and Lusk's License 137 "
283	M. Anderson .....	Township of Horton .....	5	221	New limit.
336	Do. ....	Township of McNab .....	5	...	do.
343	Archibald Adams .....	Township of S. Sherbrookes and Oso .....	Vague	...	do.
39	Atkinson and Osborne.	Callumettes Island.....	20	...	For renewal of License 82 of 1846.
B					
59	John Bennett.....	River Ottawa .....	27	7	For renewal of License 21 of 1846.
60	Do. ....	River Petewawe.....	17½	8	do. do. 22 "
108	Do. ....	River du Moine .....	100	170	do. do. 20 "
199	Do. ....	do. ....	...	...	Referring to application 108 "
72	A. Bowland.....	River Bonnechere .....	21	81	For renewal of License 290 of 1846.
95	Do. ....	do. ....	...	...	do. do. 159 "
144	James Bower .....	Township of Dalhousie.....	13	...	do. do. 114 "
162	George Bryson .....	Lake Coulonge .....	9½	83	do. do. 116 "
	Do. ....	River Coulonge .....	25	85	do. do. 115 "
	Do. ....	River Ottawa .....	14	82	do. do. 117 "
	Do. ....	River Coulogne .....	12	86	do. do. 18 "
	Do. ....	do. ....	17½	84	do. do. 18 "
198	Do. ....	do. ....	...	...	Repeating the preceding.
178	J. C. Blasdell.....	River Gatineau .....	Vague	...	Renewing all former applications.
137	C. C. Brigham .....	River Petewawe .....	60	...	Asks R. McDonell's limit 197 of 1846.
182	Thomas Byers .....	River Bonnechere .....	27	39	For renewal of License 133 of 1846.
211	L. Brésard .....	River Queys .....	41	...	Asks A. Stevenson's limit 47.
213	D. Bourgeois .....	Township of Hull, Eardley, & Wakefield .....	25	...	T. Corcoran's limit 39 of 1846.
232	J. Blackburn .....	River Madawaska .....	95½	...	Asks Chapman & Co's. limit 187 "
	Do. ....	Chalk River .....	18	...	For renewal of License 284 of 1846.
226	Beswick, Mitchell & Co.	River Madawaska .....	95½	...	do. do. 187 of 1846.

RETURN OF APPLICATIONS made during the year 1847, &c.—continued.

Appendix (M.)

9th June.

9th June.

No. as registered.	Applicants' Names.	Locality.	Sq. miles.	No. of License, if granted.	
<b>B</b>					
	Beswick Mitchell & Co.	River Madawaska	15	...	For renewal of License 189 of 1846.
231	Do.	do.	11	...	Asks Aylen's limit 252 "
251	Do.	do.	11	...	do. do. " "
250	G. Bourke	do.	64	...	Asks A. Wilson's limit 176 "
254	Mary Bowland	River Bonnechere	21	81	For renewal of License 290 "
280	W. Brundage	River Ottawa	25	...	New limits.
281	Do.	do.	25	...	do.
284	James Brown	Township of March and Huntly	3	...	do.
304	C. S. Bellow	Township of Westmeath	5	179	For renewal of License 241 of 1846.
307	D. T. Brown	Township of Darling	3	...	Addition to limits.
346	S. Burrett	Township of Marlborough	Vague	...	New limits.
355	David Bradley	River Mississippi	25	...	} New limits.
			25	...	
<b>C</b>					
8	N. Carruthers	Township of Fitzroy	2	...	New limits.
11	James Cameron	River Petewawe	Vague	...	do.
22	Do.	do.	...	...	do.
61	Do.	Township of Hull	5	...	For T. Davidson's limit 48 of 1845.
134	Do.	River Petewawe	14 $\frac{3}{4}$	148	For renewal of License 257 of 1846.
282	Do.	do.	14 $\frac{3}{4}$	148	do. do. "
18	R. W. Cruice	River Ottawa	25	...	For new limits.
	H. Chepmell	do.	25	...	do.
40	R. W. Cruice	do.	25	...	do.
	Do.	do.	25	...	do.
	Do.	do.	25	...	For renewal of License 311 of 1846.
102	Do.	do.	25	...	} For new limits.
353	Do.	do.	25	...	
23	James Conroy	River Madawaska	Vague	...	New limits.
334	Do.	do.	do.	...	do.
27	Duncan Cameron	River Gatineau	17	...	A. Cullen's limit 141 of 1845.
28	Robert Craig	Township of Darling	13	...	For J. Hall's limit 15 and 229 of 1846.
42	Coghlan and Poupore	River du Moine	100	...	For Rogerson's & Skeds limit 196 of 1845.
43	M. Coghlan	River St. Sire	300	...	New limits applied for in 1846.
248	Do.	River du Moine	25	...	New limit.
87	Do.	River Coulonge	Vague	...	do.
88	J. Coghlan	do.	...	...	do.
89	T. Coghlan	do.	...	...	do.
221	Do.	River Dumoine	25	...	do.
66	A. Cullen	River Gatineau	16	...	For renewal of License 291 of 1846.
	Do.	do.	17	...	do. do. 292 "
172	Do.	do.	...	...	Repeating the preceding.
71	R. Chamberlain	River du Moine	25	...	For new limits.
103	Chepmell and Cruice	River Amable du Fond	25	...	do.
104	H. Chepmell	River Ottawa	25	...	do.
109	Robert Conroy	River Petewawe	Vague	...	do.
110	Do.	Chalk River	18	254	For renewal of License 246 of 1846.
	Do.	River Madawaska	49 $\frac{1}{2}$	255	do. do. 247 "
133	H. Carmichael	River Coulonge	100	26	do. do. 154 "
	Do.	do.	50	28	do. do. 136 "
133	Do.	do.	25	...	do. do. 264 "
	Do.	do.	25	27	do. do. 262 "
	Do.	do.	25	31	do. do. 263 "
	Do.	Township of Litchfield	21	25	do. do. 33 "
151	Hugh Cameron	River Madawaska	25	...	For new limits.
152	Donald Cameron	do.	25	...	" part of J. Porters limit.
155	Peter Corcoran	River du Moine	100	...	" new limits.
166	Wm. Chapman and Co.	River Madawaska	95 $\frac{1}{4}$	...	" renewal of License 187 of 1846.
	Do.	do.	15	...	do. do. 189 "
185	B. Cullen	River du Moine	25	...	For new limits.
186	Do.	do.	25	...	do.
204	Geo. Clendening	Township of Oso	14	144	For renewal of License 251 of 1846.
325	Do.	do.	5	...	For addition to the above.
208	Hiram Colton	River Coulonge	17 $\frac{1}{2}$	...	For renewal of License 185 of 1846.
252	Thos. Corcoran	Township of Masham	10	...	do. cancelled do 37 "
	Do.	Hull, Eardly and Wakefield	25	...	do. do. 36 "
256	Alex. Caldwell	Township of Levant	16	219	do. do. 14 "
287	Isaac Cone	Townships of Bagot and Admaston	3	...	New limit.
299	J. R. Campbell	Township of Litchfield	1	184	do.
306	John Campbell	do.	5	...	do.
327	J. R. Campbell	do.	...	...	do.
339	Do.	do.	3	184	do.
326	Coutlie and Aird	Deep River	20	171	D. Munroe's forfeited License 127, of 1846.
131	Do.	do.	20	171	do.
<b>D</b>					
16	Wm. N. D. Dawson	Rivers Ottawa and Petewawe	50	71 & 72	} New Limits transferred to A. Gilmour. Division and renewal of 165 of 1846.
17	Do.	do.	Vague	...	
21	Do.	Township of Litchfield	...	...	New limit.
25	Do.	River Ottawa	10	...	do.
26	Do.	River Petewawe	26	...	do.

Appendix (M.)

RETURN OF APPLICATIONS made during the year 1847, &c.—continued.

Appendix (M.)

9th June.

9th June.

No. as registered.	Applicants' Names.	Locality.	Sq. miles.	No. of License, if granted.	
D					
44	Wm. M. D. Dawson	River Coulonge	30	...	A. Stevenson's limit 46 of 1846
45	Do	Township of Clarendon and rear	41	...	do do 47 "
46	Do	River du Moine	25	...	New limit
	Do	do	25	...	do
47	Do	Township of Onslow	25	...	do
50	Do	River Gatineau	uncertain	...	do
73	Do	do	20	...	do
74	Do	do	17	...	For A. Cullen's limit 292 of 1846
75	Do	do	10	...	New limit
159	Do	River Ottawa	100	...	do
161	Do	River Dumoine	50	...	do
163	Do	River Gatineau	100	...	do
164	Do	River Ottawa	25	...	For renewal of License 164 of 1846
257	Do	do	30	...	New limit
263	Do	Black River	20	...	do
310	Do	Indian River	10	...	do
	Do	do	10	...	do
	Do	do	2½	...	do
314	Do	Black River	.....	...	Same as 263
323	Do	River Dumoine	25	...	New limit
"	Do	do	25	...	do
330	Do	Township of Levant	1	...	For addition to 167 of 1846
338	Do	River Madawaska	20	...	New limit
	Do	do	28	...	do
53	S. J. Dawson	River Matawin	25	...	do
"	Do	do	25	...	do
54	Do	do	20	...	do
309	Do	do	25	...	} Same as 53
	Do	do	25	...	
	Do	do	50	...	
	Do	do	50	...	For new limits
319	Do	do and Ottawa	25	...	do
107	James Doyle, for D. S. Browne	Township of Packenham	4 7/8	164	For renewal of License 230 of 1846
	George Stubbs	Callumettes Island	13	...	do do 105 "
	Do	River Coulogne	30	...	do do 106 "
	Alexander M'Laren	{ Snake River and Townships of Bromley and Stafford }	30	145	do do 245 "
	E. Bourker	River Madawaska	50	100	do do 104 "
	Davidson and Duggan		.....	...	No License to renew
	B. McConnell	River Matawin	20	154	For renewal of License 194 of 1846
	H. Chepmell		.....	...	No License to renew
	R. Ryan		.....	...	do do
	R. W. Cruice	Black River	15 3/4	108	For renewal of License 45 of 1846
	M. Cullen	River Dumoine	.....	...	do do 293 "
	Jos. Jardine	Indian River	31 1/2	122	do do 282 "
	Do	do	25	...	do do 283 "
	Jos. Cahill	Township of Litchfield	4	...	do do 226 "
	James Doyle	River Ottawa	25	121	do do 311 "
113	Do	Township of Onslow	25	222	do do 166 "
114	Do	River Dumoine	100	256 & 257	New limit
279	Do	do	25	60 sq. m.	do
329	Do	Callumettes Island	20	220	
348	Do	Township of Onslow	4	223	
116	M. Dewor	Township of Wakefield	35	88	For renewal of License 254 of 1846
146	W. Dickson	River Coulonge	35	146	do do 94 "
	Do	River Coulonge and Black River	90	133 1/2	do do 261 "
173	Thomas Davidson	Township of Hull	5 nearly	247	For renewal of License 48 of 1845
222	Samuel Dickson	{ Townships of Packenham, Fitzroy, and McNab }	18 1/2	93	do do 174 of 1846
249	Do	Township of Packenham	1/2	..	Addition to the above
264	Charles Dawson	River Ottawa	25	...	} For new limits
"	Do	do	25	...	
"	Do	do	25	...	
324	Do	do	25	...	
"	Do	do	25	...	
267	A. H. Dunlop	Indian River	50	237	For renewal of License 23 of 1846
274	Jos. Davidson	do	56 1/2	...	For J. Jardine's Licenses 282 and 283
311	Do	do	20	...	For J. Supples' License 123
320	Do	do	40	...	New limit
294	John Dunlop	River Petewawe	25	...	do
E					
49	C. Everett	Township of Hull	5	...	For T. Davidson's License 48 of 1845
57	J. Egan & Co.	River Madawaska	25	120	New limit
58	J. Egan	Township of Onslow	25	222	J. Grierson's forfeited limit
96	J. Egan & Co., for H. LeMesurier	River Cuyon	64	103	For renewal of License 57 of 1846
	Do	River Madawaska	75	105	do do 58 "
	LeMesurier, Tilston & Co.	River Bonnechère	25	102	do do 51 "

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RETURN OF APPLICATIONS made during the year 1847, &c.—Continued.

Appendix (M.)

9th June.

9th June.

No. as registered.	Applicants' Names.	Locality.	Sq. miles.	No. of License, if granted.	
<b>E</b>					
	H. L. Routh	River Madawaska	12½	106	For renewal of License 42 of 1846.
	R. W. Cruice	Black River	15½	108	do do 45 "
	W. H. Filston	River Bonnechère	100	101	do do 53 "
	H. LeMesurier, junr.	River Madawaska	25	107	do do 59 "
	F. Armstrong	Deep River	24	117	do do 103 "
	E. Bourke	River Madawaska	50	110	do do 104 "
	George Walker	River Seveyo	28	58½	do do 102 "
	Egan & Lusk	Black River	13½	114	do do 137 "
	J. Egan & Co.	River Bonnechère	30½	111	do do 43 "
	Do	Chalk River	56	98	do do 44 "
	Do	River Matawin	...	...	do do 46 "
	Do	River Madawaska	100	104	do do 47 "
	Do	do	...	...	do do 48 "
	Do	River Bonnechère	50	118	do do 49 "
	Do	do	5	97	do do 50 "
	Do	Black River	40	109	do do 52 "
	Do	Little Madawaska	40	96	do do 54 "
	Do	Chalk River	6	99	do do 55 "
	Do	Deep River	25	113	do do 56 "
	Do	McGillivray Creek	20	112	do do 60 "
	Do	River du Moine	100	115	do do 61 "
	Do	Lake Timiscumingue	50	...	do do 62 "
	Do	Black River	15	116	do do 63 "
	Do	Townships of Clarendon, Bristol & Onslow	60	100	do do 64 "
97	Do	River Queyo	25	...	New limit.
98	Do	do	...	...	Same as the above.
295	Do	Black River	12½	...	New limit.
312	Do	River Bonnechère	158	...	{ For C. and S. McDonell's, No. 207, 208, and 209, of 1846.
107	John Egan	River Queyo	25	...	New limit.
142	Do	River Bonnechère	48	...	For C. L. Brigham's, No. 149 of 1846.
296	Do	River Queyo	...	...	Repeating No. 97.
332	Do	River Madawaska	25	120	New limit.
<b>F</b>					
106	John Foran	Black River	15	206	For renewal of License 34 of 1846.
	Do	do	56	205	do do 35 "
	Do	River Ottawa	15	200	do do 232 "
146	Wm. Forbes	Township of Pakenham	11½	147	do do 93 "
171	S. Ferguson	Township of Olden	or $\frac{31}{100}$	182	do do 113 "
189	J. Freligh	Black River	25	...	For new limit.
190	Do	do	25	...	do
191	Do	do	25	...	do
<b>G</b>					
140	Gilmour & Co, for Daniel Weir	River Madawaska, Mississippi Branch	80	38	For renewal of License 155 of 1846.
	H. Carmichael	Township of Litchfield	21	25	do do 33 "
	Do	River Coulonge	50	28	do do 136 "
	Do	do	100	26	do do 154 "
	Do	do	25	27	do do 262 "
	Do	do	25	31	do do 263 "
	A. Stevenson	Township of Clarendon	41	47	do do 150 "
	Do	River Coulonge	30	46	do do 151 "
	Gerrard McCrea	River Mississippi	25	32	do do 218 "
	John Suppler	Chalk River	14½	41	do do 121 "
	Do	do	26	...	do do 122 "
	Do	Indian River	20	...	do do 123 "
	Do	River Petewawe	25	4	do do 167 "
	Do	River Ottawa	11	43	do do 173 "
	Do	Rivers Ottawa and Petewawe	35	44	do do 178 "
	S. C. Brigham	River Petewawe	40	162	do do 147 "
	Do	do	25	3	do do 163 "
	C. L. Brigham	do	7½	161	do do 148 "
	Do	do	48	160	do do 149 "
	C. C. Symmes	River Seveyo	50	51	do do 38 "
	H. R. Symmes				
	Isaac Smith	Indian River	40	29	do do 260 "
	Joshua Smith	do	40	30	do do 259 "
	A. Gilmour	River Madawaska	60	94	do do 142 "
	Do	River Petewawe	100	19	do do 145 "
	Do	River Gatineau	100	58	do do 126 "
	Do	River Desert	20	53	do do 127 "
	James Gilmour	River St. Joseph, Gatineau	100	56	do do 124 "
	Do	River Pickanock	100	55	do do 125 "
	Do	do	50	52	do do 128 "
	Do	River Petewawe	50	70	do do 157 "
	Johu Gilmour	...	...	...	{ Asking renewal—but there is no license in this name.

Appendix (M.)

RETURN OF APPLICATIONS made during the year 1847, &c.—Continued.

Appendix (M.)

9th June.

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No. as registered.	Applicants' Names.	Locality.	Sq. miles.	No. of License, if granted.	
<b>G</b>					
	D. Gilmour	River Petewawe	100	23	For renewal of License 146 of 1846
	J. Porter	River Madawaska	30	22	do do 144 "
	Do	River Petewawe	50	24	do do 156 "
	S. J. Dawson	River Amable du Fond	100	35	do do 135 "
	Do	River Coulonge	50	33	do do 153 "
	Do	do	100	34	do do 152 "
	A. Dawson	River Amable du Fond	36	36	do do 134 "
	C. and S. McDonell	River Petewawe	50	...	do do 206 "
	Do	River Bonuechère	26	...	do do 207 "
	Do	do	92½	253	do do 208 "
	Do	do	40	252	do do 209 "
	Archd. Wilson	River Madawaska	64	...	do do 176 "
	Do	Township of Darling	23	...	do do 179 "
	Do	Township of Blithefield	20	...	do do 213 "
	Do	River Petewawe	14	...	do do 214 "
	S. Wilson	Highland Creek	20	...	do do 175 "
	J. Wadsworth	River Madawaska, Mississippi Branch	40	37	do do 138 "
	Wm. Byers	River Bonuechère	27	39	do do 133 "
	Do	River Madawaska	59½	50	do do 143 "
	Wm. Graham	River Coulonge	25	48	do do 177 "
	Gilmour and Co.	River Gatineau	25	57	do do 119 "
	Do	River Madawaska	23	18	do do 139 "
	Do	do	25	20	do do 140 "
	Do for	do	40½	21	do do 141 "
141	Jas. Gilmour	River St. Joseph	100	56	do do 124 "
	Do	River Pickanock	100	53	do do 125 "
	Do	do	50	52	do do 128 "
	Allan Gilmour	River Gatineau	100	58	do do 126 "
	Do	River Desert	20	53	do do 127 "
	Do	River Pickanock	38	54	do do 129 "
179	Do	River Petawawe	25	...	Asks W. Rogerson's license, 289 "
154	James Green	River du Moine	100	...	For Cullen's do 293 "
225	Jos. Grace	Township of Burges and N. Crosby	1	...	For W. Scott & Co's. limit, 312 "
278	W. H. Gibson	River du Moine	25	...	For part of M. Cullen's, 293 "
352	Do	River Ottawa	25	...	New limit.
354	J. Gosgrove	Township of Goulbourne	...	...	do
<b>H</b>					
20	Hamilton and Low	River Péche Gatineau	10	...	New Limit.
36	Do	River Gatineau, Stag Creek	59	59	For renewal of License 4 of 1846.
	Do	Township of Grenville	17½	...	do do 3 "
	Do	Township of Onslow	8½	60	do do 5 "
	Do	River Gatineau	75	61	do do 6 "
	Do	do	100	62	do do 7 "
	Do	do	10	63	do do 8 "
	Do	do	50	64	do do 9 "
	Do	River Péche	76½	65	do do 10 "
	J. Thomson	do	50	66	do do 11 "
170	John Hall	Township of Darling	15½	...	do do 15 "
	Do	do	3½	...	do do 16 "
	Do	Township of Lanark	5½	...	do do 17 "
	Do	Township of Bagot and Darling	9½	...	do do 229 "
	Do	Towuship of Dalhousie	5	...	do do 258 "
218	Do	Darling, Lanark and Dalhousie	.....	...	Same as above.
260	Do	Township of Darling and Dalhousie	.....	...	Repeating part of app. 170
261	Hamilton and Thomson	Hull, Eardly and Wakefield	25	...	For T. Coicoranc's license, 36 of 1846.
271	T. B. Hyde	River Madawaska	25	...	New limits.
285	Andrew Hawley	Township of Tarbolton	1	...	For part of B. Street's, 223 "
305	Do	do	1	...	Addition of limit.
318	Do	do	1	...	Same as the above.
236	Thomas Herrington	River Matawin	25	...	New limit.
237	Do	do	8½	95	New limit, transferred to D. O'Meara.
290	Do	do	.....	...	Same as App. No. 237.
94	Hamilton and Thomson	River Gatineau	.....	...	do do 36
286	Hugh Hamilton	Township of Westmeath	.....	...	Vague, new limit.
<b>J</b>					
7	J. S. and R. Johnston	River Matawin	50	...	New limit.
12	James Johnston	do	25	...	do
14	Do	do	25	...	do
203	Do	do	50	...	For R. Johnston's and J. Egan's limit.
239	Do	do	9	131	For renewal of License 77 of 1846.
	Do	River Amable du Fond	36	216	do do 78 "
	Do	Indian River	20	217	do do 79 "
	Do	River Ottawa	100	215	do do 81 "
297	Do	River Amable du Fond	Vague	...	New limit.
328	Do	River Matawin	50	...	do
13	Robert Johnston	do	25	...	do
244	Do	do	30	...	For renewal of license 80 of 1846.
356	Do	River Ottawa	50	...	Repeating App. No 7.

9th June.

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No. as registered.	Applicants' Names.	Locality.	Sq. miles.	No. of License, if granted.	
<b>J</b>					
52	Elliot Johnston	River Bonnechère	16	250	
	Do	do	15	249	For renewal of license 295 of 1846.
333	Do	River Madawaska	50	...	New limit vague.
243	Alex. Johnston	River Matawin	25	...	For new limit.
356	Do	River Ottawa	36	...	do
	Do	do	25	...	do
	Do	River Magnicibe	25	...	do
	Robert Johnston	River Ottawa	25	...	do
	Do	River Magnicibe	25	...	do
<b>K</b>					
209	John Kennedy	River Gatineau	25	...	For new limit.
<b>L</b>					
112	H. LeMesurier	River du Moine	90	...	For renewal of License 10 of 1845.
180	A. LeMay	River Bonnechère	33	...	For D. McDonell's license, 200 of 1846.
	Do	do	36	...	For A. McDonell's license, 199.
217	N. Linton	River Madawaska	11	...	For P. Aylen's license, 252 of 1846.
219	V. LeMay	River Ottawa	25	...	New limit.
	Do	do	25	...	do
273	Geo. Lyon	Township of Goulbourn & Malborough	2	238	do
277	James Landersor	Black River	25	...	do
<b>M</b>					
62	E. Masse	River Petewawe	6	207	For renewal of License 315 of 1846.
10	W. Morrow	Township of Ramsay and Huntley	Vague.	...	New limit. [dition.
91	J. Moyanham	Township of Peckenham	2	73	For renewal of License 211 of 1846 & ad-
93	Do	Township of Darling	21½	...	For A. Suedden as License 27 of 1846.
115	John Moore	Pembroke and Westmeath	9	...	New limit.
174	H. Montgomery	Township of Olden	21	183	For renewal of License 112 of 1846.
226	Do	do	...	...	do do do
177	Alex. Montgomery	Township of Olden and Oso	19½	...	do do 111 of 1846.
316	Do	do	...	...	For S. R. Andrew's license, 183 of 1846.
317	Do	Township of Olden	...	...	For renewal of License 112.
184	Donald Munroe	River Mississippi	20	...	do do 222 and 227.
292	Do	Township of Darling and Lanark	21	...	New limit. [dition.
207	A. Melville	Township of Bagot	10	132	For renewal of license 143 of 1846 & ad-
242	John Mitchell	Township of Olden	...	...	do do 228 "
	Do	Township of Barrie	100	...	New limits.
245	Alex. Montgomery	River Ottawa	16	...	For C. Center's license, 306 of 1846.
253	D. Moore for				
	D. Moore, jun.	do	48	157	For renewal of License 110 of 1846.
	E. Moore	do	24	155	do do 107 "
	S. Moore	do	30	158	do do 109 "
	John Moore	do	12-1/1000	156	do do 108 "
258	A. Maxwell	Township of Bagot	10	...	do do 243 "
276	H. Molier	Township of Onslow	1/3	...	For new limit.
337	P. Mabalton	Township of Malborough	1/3	...	do
269	J. Moyanham	Township of Peckenham	2	73	For renewal of License 211 of 1846.
<b>Mc.</b>					
1	Lyman McConnell	River du Moine	25	...	New limit.
4	Do	do	25	...	do
2	George McConnell, jun.	River Matawin	50	...	do
3	Do	River du Moine	25	...	do
5	George McConnell, sen.	do	25	...	do
6	Do	River Ottawa	45	...	do
9	James McFarlane	Township of McNab	6	...	For parts of limits licensed to others.
24	Job McConnell	River Madawaska	...	...	Vague.
334	Do	do	...	...	Vague new limit.
37	John McGregor	Township of Dalhousie & N. Sherbrooke	9	...	For new limit.
48	Alex. McDougall	River Madawaska, ...	25	119	
56	Do	do	...	...	
76	Duncan McFarlane	Township of Bagot	20	6	For renewal of License 132 of 1846.
77	J. L. McDougall	do	4	...	For new limit.
78	Do	Township of Admaston and Bromley	20	...	do
81	Do	Snake River	6	241	For renewal of License 255 of 1846.
	Do	River Gatineau	55	...	do do 285 "
238	Do	Indian River	56	...	For J. Jardine's limits, Nos. 282 & 283.
246	Do	River Petawawe	30	...	For new limit.
79	J. McLean	Township of Admaston	Vague.	...	do
83	Alex. McDonell for				
	Duncan McDonell	River Bonnechère	33	80	For renewal of License 200 of 1846.
	Do	do	40	10	do do 270 "
	Ranold McDonell	River Petawawe	60	75	do do 197 "
	John McDonell	do	100	...	do do 100 of 1845.
	Alex. McDonell	do and Madawaska	25	74	do do 196 of 1846.
	Do	River Petawawe	50	11	do do 198 "
	Do	River Bonnechère	45	76	do do 203 "



9th June.

9th June.

No. as registered.	Applicants' Names.	Locality.	Sq. miles.	No. of License, if granted.	
	Mc				
	Alex. McDonell.....	River Bonnechère .....	36	77	For renewal of License 199 of 1846.
	Do .....	do .....	25	78	do do 205 "
	Do .....	do .....	25	79	do do 204 "
86	James McCrackin .....	River Petewawe.....	25	...	Vague new limit.
101	Samuel McDonell .....	do .....	50	...	For renewal of License 206 of 1846.
	Do .....	River Bonnechère .....	92½	253	do do 208 "
	Do .....	do .....	26	...	do do 207 "
	Do .....	do .....	40	252	do do 209 "
349	Do .....	Township of Litchfield .....	½	...	For new limit.
80	Alex. McAuley .....	River Petewawe.....	27½	123	For his old limit.
303	Do .....	River Ottawa .....	50	...	New limit.
111	Wm. McConnell .....	River Madawaska .....	Vague	...	do
334	Do .....	do .....	do	...	do
125	Angus Roy McDonell.....	River Petewawe.....	25	...	For part of H. Stewart's limit.
126	James D. McDonell .....	River Madawaska .....	100	...	For limit of H. Byers and others.
127	Angus McDonell .....	River Amable du Fond.....	100	...	For new limit.
148	Colonel McDonell.....	River Petewawe.....	50	...	For renewal of License 206 of 1846.
"	Do .....	River Bonnechère .....	26	...	do do 207 "
"	Do .....	do .....	92½	253	do do 208 "
"	Do .....	do .....	40	252	do do 209 "
150	Daniel McLaughlin .....	Indian River .....	15½	235	do do 181 "
	Do .....	River Madawaska .....	100	234	do do 182 "
	Do for				
	Ewen McPhee .....	do .....	20	...	do do 180 "
167	Wm. McKay .....	Rivers Madawaska and Mississippi.....	50	13	do do 210 "
168	D. McMartin .....	River Mississippi .....	25	175	For part of Wm. Morrow's L. 215 of 1846.
	E. McKoy .....	do .....	25	177	do do do
175	R. McConnell, for				
	McConnell & Co. ...	Lake Timiscamingue, River Ottawa ...	35	152	For renewal of License 191 of 1846.
	Do .....	Deep River.....	6	153	do do 212 "
	B. McConnell.....	River Matawin .....	20	154	do do 194 "
	R. McConnell.....	River Ottawa .....	57½	150	do do 190 "
	Do .....	do .....	40	151	do do 192 "
	Do .....	do .....	13	149	do do 193 "
255	Do .....				Same as application No. 175.
181	Hon. S. McKay .....	River Gatineau .....	24	180	For renewal of License 286 of 1846.
183	Wm. R. McLaren .....	River Petewawe.....	7½	87	For J. White's forfeited L. 66 of 1846.
193	A. H. McDonell.....	River du Moine .....	25	...	For part of J. Bennett's, 20 "
200	Do .....	Black River.....	25	...	For new limit.
196	Wm. McGregor .....	Township of Darling .....	20	...	For sundry licensed limits.
201	McPherson & Crane				
	for S. Crane .....	River Ottawa .....	48	137	For renewal of License 266 of 1846.
	D. L. McPherson .....	River Ste. Sire .....	100	134	do do 269 "
	McPherson & Crane ..	Township of Blithfield .....	20	133	do do 265 "
	Do .....	Deep River, Ottawa .....	18½	136	do do 267 "
	Do .....	River Ste. Sire .....	80	135	do do 268 "
	Do .....	River Madawaska .....	...	...	do do 296 "
	Do .....	do .....	...	...	do do 297 "
313	Do .....	Black River.....	25	...	New limit.
206	Alex. McLaren .....	{Sunke River, and Townships of Brom- ley and Stafford .....	30	145	For renewal of License 245 of 1846.
210	Alex. McNee .....	Township of McNab .....	6½	9	do do 28 "
228	Arthur McArthur .....	River Mississippi .....	100	...	For W. Morrow's L. 215 of 1846.
236	T. McEwen & J. Gilli ..	Township of Levant .....	Vague	...	New limit.
234	B. McConnell.....	River Matawin .....	...	154	For renewal of License 194 of 1846.
235	McConnell & Co. ....	Deep River.....	6	153	do do 212 "
240	Angus DeDonald .....	Township of Sherbrooke .....	8½	15	do do 19 "
241	Do .....	do .....	8	...	New limit.
291	Angus McDonell .....	Township of Goulbourne .....	2	238	For renewal of License 235 of 1846.
262	Alex. McNab .....	Township of McNab .....	5	...	For new limit.
272	Donald McNab .....	River Madawaska .....	25	...	do
289	Gerrard McCrean.....	River Mississippi .....	25	92	For renewal of License 218 of 1846.
347	Jas. McLaren & Co. ...	River Gatineau .....	9	...	do do 113 "
	N				
120	J. D. Newton.....	{River Bonnechère .....	40	...	Asks D. McDonell's limit, 270 of 1846.
121	Do .....	do .....			
143	H. V. Noel, for				
	Wm. Price & Co. ....	Deep River.....	20	228	For renewal of License 235 of 1846.
	Do .....	Townships of Bagot and Litchfield .....	23	229	do do 236 "
	Do .....	Bessit's Creek.....	10	327	do do 240 "
	Arthur McArthur ...	{Constance Creek, and Township of Admaston .....	86½	226	do do 234 "
	H. V. Noel.....	Township of Litchfield .....	19	233	do do 237 "
	Do .....	River Madawaska .....	24	232	do do 238 "
	Do .....	Township of Darling .....	14½	236	do do 239 "
	O				
128	John O'Brien, junr.....	Township of Levant .....	1	...	For new limit.
129	Do .....	River Gatineau .....	50	...	do
130	Do .....	Rivers du Moine and Deep River.....	Vague	...	do
131	Do .....	River Du Moine.....	100	...	do

RETURN OF APPLICATIONS made during the year 1847, &c.—Continued.

9th June.

9th June.

No. as registered.	Applicants' Names.	Locality.	Sq. miles.	No. of License, if granted.	
<b>O</b>					
298	John O'Brien, jun	River Matawin	25	...	For new limit.
300	Do	Town of Levant	.....	...	Same as No. 128.
301	Do	Township of Dalhousie and North Sherbrooke	25	...	For new limit.
302	Do		River Matawin	25	...
315	Do	do	9	...	do
350	Do	River Ottawa	40	...	For J. Tibbit's L. 302 of 1846.
<b>P</b>					
30	James Porter	River Madawaska	25	89	For new limit.
	Do	do	25	90	do
34	Do	River Moira	25	...	do
	Do	do	25	...	do
344	Do	River Mississippi	25	...	do
	Do	do	25	...	do
	Do	do	25	...	do
	Do	do	25	...	do
67	Lawrence Prout	River Madawaska	50	...	do
82	Pemberton, Brothers	River Petewawe	20	240	For renewal of License 308 of 1846.
	Do	River Gatineau	25	243	do do 309 "
	Do	do	80	242	do do 310 "
165	Richard Powell	River Madawaska and Township of Blithfield	20	224	do do 213 "
	Do		River Madawaska and Highland Creek.	64	...
168	James Porteous	River Mississippi	25	...	For part of W. Morrow's, 215 "
224	Do	River Madawaska	11	...	For P. Aylen's License 252 "
<b>R</b>					
15	Roderick Ryan	River Ottawa	25	...	For W. Rogerson's L. 289 "
265	Do	River Mississippi	30	...	New limit.
342	Do	River Ottawa	30	...	do
51	Wm. Rogerson	River Petewawe	28	...	See No. 122 below.
55	Do	River Madawaska	36	...	For new limit.
85	Do	do	.....	...	Same as 55.
122	Do for				
	Joseph Parent	River Bonnechère	18	174	For renewal of License 279 "
	Wm. Rogerson	do	29	172	do do 277 "
	Do	Do, & Township of Admaston & Bromley	50	173	do do 278 "
123	Do	River Ottawa	15	...	do do 198 of 1845.
270	Do	Rivers Madawaska and Bonnechère	Vague.	...	For part of A. Wilson's L. 176 of 1846.
340	Do	River Madawaska	.....	...	Same as the above.
136	J. W. Russell	River Gatineau and Ragebagua Creek	20	125	For renewal of License 101 of 1846.
145	Patrick Rooney	Township of Wakefield	2	...	For part of R. Wright's L. 100 "
149	Do	do	1	...	do
187	Colin Rankin	Deep River	Vague.	...	For new limit.
202	John Rankin	Indian River	56	...	For S. Jardine's limit, 208 & 283 of 1846.
205	Do	River Ottawa	36	...	Vague, for new limit.
321	Neil Robertson	River Madawaska	15	...	For Chapman's and Cos. 189 of 1846.
322	Do	do	95½	...	do do 187 "
341	Do	River Mississippi	100	...	For new limit.
<b>S</b>					
65	Wm. Steward	River Ottawa and Petewawe	35	}	For his old limits.
	Do		79		
147	Alex. Snedden	Township of Pakenham and Darling	28	12	For renewal of License 27 of 1846.
156	R. S. Read	River Petewawe	15	...	do do 256 "
157	Do	do	15	...	For W. Rogerson's L. 198 of 1845.
158	Do	River Coulonge	30	...	For A. Stevenson's L. 251 of 1846.
169	J. S. Reid	Rivers Mississippi and Madawaska	37½	168	For renewal of License 186 "
	Do		River Madawaska	25	...
308	Do	do	25	169	do do 188 "
	Do	do	36	...	For W. Rogerson's L. 288 "
212	C. C. & H. R. Symmes	River Seveyo	50	51	For renewal of License 38 "
216	W. S. Read	River Madawaska	11	...	For P. Aylen's L. 165.
248	G. Shover	Township of Mountain	½	...	For new limit.
288	Wm. Stubbs	River Petewawe	25	...	do
	Do	do	25	...	do
	Do	do	25	...	do
	Do	do	25	...	do
335	J. Supple	River Ottawa	50	...	do
<b>T</b>					
223	James Terrens	Township of Tarbolton	½	236	{ For renewal and extension of License 224 of 1846.
351	Do	do	1	...	For new limit.
357	James Tobin	Township of Osgoode	½	...	do
<b>U</b>					
38	G. W. Osborne	Indian River	15	33	For renewal of License 24 of 1846.

Appendix  
(M.)

RETURN OF APPLICATIONS made during the year 1847, &c.—Continued.

Appendix  
(M.)

9th June.

9th June.

No. as re-registered.	Applicants' Name.	Locality.	Sq. miles.	No. of Licenses, if granted.	
	W				
29	James Wadsworth	River Mississippi	25	...	For new limit.
	Do	do	25	...	do
31	Do	River Madawaska	25	91	do
	Do	do	25	92	do
33	Do	River Moira	25	...	do
	Do	do	25	...	do
345	Do	River Mississippi	.....	...	Same as application 29.
35	Walter Warrell	River Ottawa, Lake Timiscumingue	25	...	For new limit.
63	James Wilson	Township of Bagot	12½	5	For renewal of 258 and 216 of 1846.
227	Do	Township of Admaston	17	...	For new limit.
64	H. Wilson	Black River	25	...	do
113	Do	do	100	...	For renewal of License 298 of 1846.
	Do	do	100	...	do do 299 "
	Do	do	23½	...	do do 313 "
192	H. Willson	do	25	...	For new limit.
193	Do	do	25	...	do
194	Do	do	25	...	do
90	J. R. Woods	River Coulonge	.....	...	Vague.
117	H. L. Wilson	River Desert	100	...	For renewal of License 163 of 1846.
	Do	River Petewawe	31½	...	do do 281 "
	Do	Black River	100	...	do do 298 "
	Do	do	100	...	do do 299 "
	Do	do	23½	...	do do 313 "
138	Ruggles Wright	Grand Lake, Gatineau	47	130	For renewal of License 95 "
	Do	do	24	129	do do 96 "
	Do	Pekagan Creek	4	...	do do 97 "
	Do	Razebazua Creek	80	127	do do 98 "
	Do	River Pickanock	12	126	do do 99 "
	Do	River Gatineau & Township of Wakefield	24	...	do do 100 "
	Do	Indian Creek	5	124	do do 172 "
	Do	River Gatineau	85	...	For new limit.
275	Do	Lake St. Mary, Gatineau	6	128	For renewal of 97 of 1846.
139	Ruggles Wright, jun	River Gatineau	14	...	For M. McBean's forfeited L. 185 of 1846.
153	Alonzo Wright for Joshua Wright	Blue Sea Creek, Gatineau	68	...	For renewal of License 25 of 1846.
	Alonzo Wright	River Pickanock	45	...	do do 26 "
	Do	Pekagan, Gatineau	19½	...	do do 30 "
	Do	White Fish Lake, Gatineau	25	...	do do 31 "
	Do	Pickanock, Gatineau	19½	...	do do 32 "
	Do	Conkeugama Pickanock, Gatineau	13	...	do do 271 "
	Do		75	...	do do 100 "
	Do	do	29	...	do do 272 "
	Do	Pickanock, Gatineau	9½	...	do do 273 "
	Do	do	25	...	do do 274 "
	Do	do	25	...	do do 275 "
	Do	do	17	...	do do 276 "
	Do	River Gatineau	20	...	For A. McDonald's L. 195 "
	Do	do	25	...	For new limit.
	Do	do	25	...	do
160	John Wilson	Highland Creek	20	...	For renewal of No. 97 of 1846.
197	C. G. Warner	Township of Darling	20	...	do do 175 "
268	Wood and Grey	River Petewawe	30 1/10	213	For sundry limits of others.
	Do	do	20	214	For renewal of License 40 of 1846.
277	John Welsh	River du Moine	12½	...	do do 41 "
293	G. Whitmore	do	50	...	For new limit.
331	Archd. Wilson	Township of Golbourne & Marlborough	5	...	do
	Y				
84	John Yuil	Township of Levant	32½	...	For renewal of License 118 of 1846.
176	Do	do	.....	...	Same as the above.
132	Win. Yuil	River Mississippi	100	...	For W. Morrow's L. 215 of 1846.

JAMES STEVENSON.

Crown Timber Office, Bytown,  
30th June, 1849.

RETURN OF APPLICATIONS made during the year 1848 to James Stevenson, Esquire, for Licenses to cut Timber on Crown Lands on the River Ottawa and its Tributaries :

No. as registered.	Applicants' Names.	Locality.	Sq. miles.	No. of License, if granted.	
A					
36	Joseph Aumond.....	Lake Timiscuingue, Ottawa .....	25	..	For new limit.
100	Do for Samuel Adams .....	Township of Westmeath .....	6½	...	For renewal of License 185 of 1847.
	Do .....	Allumettes Island .....	15	49	do do 186 "
	John Poupore.....	Black River.....	25	...	do do 188 "
	Do .....	Allumettes Island .....	14	...	do do 201 "
	Do .....	Black River.....	25	...	do do 211 "
	John Foran.....	River Ottawa .....	15	...	do do 200 "
	Do .....	Black River.....	56	...	do do 205 "
	Do .....	do .....	15	84	do do 206 "
	James McGoey .....	Eagle River.....	67	...	do do 202 "
	T. B. Hyde.....	River Madawaska .....	36	...	do do 203 "
	do .....	do .....	11½	87	do do 209 "
	Ira Mason .....	Township of Westmeath, nearly .....	7	...	do do 212 "
	J. S. Johnston.....	River Matawin .....	9	...	do do 131 "
	Do .....	River Ottawa .....	100	...	do do 215 "
	Do .....	River Amable du Fond .....	36	...	do do 216 "
	Do .....	Indian River .....	20	...	do do 217 "
	Louis Brésard.....	.....	...	...	No license in his name.
	Wood and Petrie .....	River Petewawe.....	39, 32½	...	For renewal of License 213 of 1847.
	Do .....	do .....	20	92	do do 214 "
	Do .....	do .....	48	93	do do 160 "
	Do .....	do .....	7½	...	do do 161 "
	Do .....	do .....	40	...	do do 162 "
	Do .....	Indian River .....	50	...	do do 237 "
	Do .....	River Madawaska .....	100	...	do do 234 "
	E. Massé.....	River Ottawa .....	3	...	do do 187 "
	Do .....	Geeboo Creek.....	100	...	do do 192 "
	Thos. McGoey .....	River Desert .....	75	83	do do 194 "
	Do .....	Eagle River.....	100	...	do do 195 "
	Do .....	River Desert .....	100	...	do do 196 "
	Joseph Bell.....	River Ottawa .....	24	...	do do 204 "
	Simon Hill .....	Black River.....	25	88	do do 210 "
	Robt. Johnston .....	.....	...	...	{ For renewal of license of 1847—but had none that year.
	Joseph Aumond.....	River Ottawa.....	35	...	For renewal of License 189 of 1847.
	Do .....	River Madawaska .....	90	...	do do 190 "
	Do .....	Eagle River.....	67	...	do do 191 "
	Do .....	River Coulonge .....	13½	...	do do 193 "
	Do .....	River Madawaska .....	60	...	do do 197 "
	Do .....	Black River.....	100	...	do do 198 "
	Do .....	River Petewawe .....	58½	...	do do 199 "
	Do .....	do .....	6	85	do do 207 "
	Do .....	do .....	100	86	do do 208 "
	Do .....	River Madawaska .....	60	89	do do 248 "
137	Do .....	River Ottawa .....	15	26	For new limit.
168	Do .....	River Petewawe.....	7½	...	For W. R. McLaren's L. 87 of 1847.
170	Do for .....	.....	...	...	
199	E. Massé.....	River Ottawa .....	3	...	For reservation of L. 187 of 1847.
	Do .....	Geeboo Creek.....	100	...	do do 192 "
	J. Poupore .....	Black River.....	25	...	do do 188 "
	Do .....	do .....	25	...	do do 211 "
	F. McGoey.....	Eagle River.....	100	...	do do 195 "
	Do .....	River Desert .....	100	...	do do 196 "
	John Foran.....	River Ottawa .....	15	...	do do 200 "
	Do .....	Black River.....	56	...	do do 205 "
	J. B. Poupore.....	Allumettes Island .....	14	...	do do 201 "
	J. McGoey .....	Eagle River.....	67	...	do do 202 "
	T. B. Hyde.....	River Madawaska .....	36	...	do do 203 "
	Joseph Bell.....	River Ottawa .....	24	...	do do 204 "
	Simon Hill .....	Black River.....	25	...	do do 210 "
	Ira Mason .....	Township of Westmeath .....	7	...	do do 212 "
	Coutle and Aird.....	Deep River .....	20	...	do do 171 "
	J. Bennett .....	River Ottawa .....	27	...	do do 7 "
	Do .....	River du Moine .....	100	...	do do 170 "
	J. S. Johnston.....	River Ottawa .....	100	...	do do 215 "
	Do .....	River Amable du Fond.....	36	...	do do 216 "
	Do .....	Indian River .....	20	...	do do 217 "
	A. McAuley .....	River Petewawe.....	27½	...	do do 123 "
	J. Aumond .....	River Madawaska .....	90	...	do do 190 "
	Do .....	Eagle River.....	67	...	do do 191 "
	Do .....	River Coulonge .....	13½	...	do do 193 "
	Do .....	River Madawaska .....	60	...	do do 197 "
	Do .....	Black River.....	100	...	do do 198 "
	Do .....	River Petewawe .....	58½	...	do do 199 "
46	D. Anderson .....	River du Moine .....	25	...	For new limit.
93	Peter Aylen, junr. ....	River Madawaska .....	11	12	For renewal of License 14 of 1847.
187	Samuel Adams .....	Allumettes Island .....	1	...	For new limit.
B					
31	W. Brundego.....	River Mataine.....	25	...	For new limit.
79	J. Brennen .....	River Ottawa .....	17	...	{ For part of Wm. Price & Co.'s limit. license 228 and 230 of 1847.

9th June.

9th June.

No. as registered.	Applicants' Names.	Locality.	Sq. miles.	No. of License, if granted.	
<b>B</b>					
89	C. S. Bellows	Township of Westmeath	5	...	For renewal of License 179 of 1847.
	Do	do	6 $\frac{3}{4}$	...	do do 185 "
175	Do	do	...	...	Same as application No. 89.
90	George Bryson	River Ottawa	14	16	For renewal of License 82 of 1847.
	Do	Lake Coulonge	9 $\frac{1}{2}$	18	do do 83 "
	Do	River Coulonge	17 $\frac{1}{4}$	17	do do 84 "
	Do	do	12	15	d do 86 "
	Do	do	25	...	do do 85 "
162	Do	do	25	...	For reservation of License 85 "
102	A. Barns	River Gatineau	...	...	For A. Wright's L. 274 of 1846.
125	John Bennett	River Ottawa	27	7	For renewal of License 7 of 1847.
	Do	River Petewawe	17, 18, 19	81	do do 8 "
	Do	River du Moine	100	...	do do 170 "
140	A. G. Barrie	River Seveyo	Vague	...	
153	Mrs. J. Bennett	River Ottawa	27	...	do do 7 "
	Do	River Petewawe	17, 18, 19	...	do do 8 "
	Do	River du Moine	100	...	do do 170 "
169	N. Burwask	Township of Eardly	6	...	For new limit.
241	Do	do	...	...	Same as application No. 169.
194	D. F. Browne	Township of Pakenham	4, 4 $\frac{1}{2}$	...	For reservation of L. 164 of 1847.
	Do	Township of Darling	23	...	do do 165 "
	Do	Township of Bagot	32 $\frac{1}{2}$	...	do do 166 "
150	Robt. Bews	River Petewawe	8	...	For A. H. McDonell's old limit.
198	S. C. Brigham, for				
	C. L. Brigham	do	48	...	For reservation of L. 160 of 1847.
	Do	do	7 $\frac{1}{2}$	...	do do 161 "
	S. C. Brigham	do	25	...	do do 3 "
	Do	do	40	...	do do 162 "
248	Louis Brésard	Township of Ross	2	52	For new limit.
<b>C</b>					
24	R. W. Cruier	River Ottawa	25	...	do
27	F. Clemou	River du Moine	50	...	do
58	Do	do	50	...	do No. 27, above.
"	Do	do	...	...	For additional new limit.
195	Do	do	100	...	{ Renewing the above application to give time for a survey.
29	H. Carmichael	River Gatineau	100	...	For new limit.
54	Do	do	200	...	
159	Do	Township of Litchfield	21	21	For renewal of License 25 of 1847.
	Do	River Coulonge	100	...	do do 26 "
	Do	do	25	...	do do 27 "
	Do	do	50	...	do do 28 "
	Do	do	25	...	do do 31 "
171	Do	do	100	...	For reservation of L. 26 "
	Do	do	25	...	do do 27 "
	Do	do	50	...	do do 28 "
	Do	do	25	...	do do 31 "
51	Donald Cameron	River Madawaska	25	...	For new limit.
52	Ewen McPhee	do	25	...	do
112	Hiram Colton	Township of Litchfield	7 $\frac{1}{2}$	...	do
180	Do	Township of Clarendon	1	...	do
127	John Campbell	Township of Litchfield	25	...	do
128	Do	Township of Clarendon	1	...	For part of J. Egan's L. 100 of 1847.
218	Do	Township of Litchfield	5 $\frac{1}{2}$	73	For new limit.
253	Do	do	...	...	See previous application No. 253.
260	Do	do	...	...	
139	Alex. Caldwell	Township of Levant	16	...	For renewal of License 219 of 1847.
141	Do	Township of Dalhousie	6	29	For new limit.
226	Do	Township of Levant	16	...	For reservation of L. 219 "
149	Anthony Cullen	River Gatineau	17 $\frac{1}{2}$	...	For renewal of License 16 "
"	Do	do	16	...	do do 17 "
244	James Cahill	Township of Litchfield	4	...	For new limit.
251	Mrs. Cahill	do	1	...	For part of H. V. Nori's license.
<b>D</b>					
1	Mrs. McDawson	River Petewawe	25	...	For new limit.
2	Do	River du Moine	25	...	do
"	Do	do	25	...	do
4	Do	Black River	20	...	do
5	Do	River Ottawa	20	...	do
7	Do	do	25	...	do
"	Do	do	25	...	do
"	Do	do	25	...	do
"	Do	do	25	...	do
10	Do	River Madawaska	21	...	do
"	Do	do	28	...	do
28	Do	River Gatineau	25	...	do
163	Do	River Madawaska	49	...	Same as application No. 10.
203	Do	Township of Levant	50	...	For renewal of License 167 of 1847.
208	Do	River Madawaska	...	...	Same as application No. 10.

Appendix (M.)

RETURN OF APPLICATIONS made during the year 1848, &c.—Continued.

Appendix (M.)

9th June.

9th June.

No. as registered.	Applicants' Names.	Locality.	Sq. miles.	No. of License, if granted.	
	D,				
216	Mrs. McDawson	River Ottawa	100	...	For new limit.
3	S. J. Dawson	River Matawin	100	...	do
	Do	do	25	...	do
	Do	do	50	...	do
	Do	do	25	...	do
	Do	do	25	...	do
213	Do	do	25	...	do
	Do	do	25	...	do
	Do	do	25	...	do
	Do	do	50	...	do
	Do	do	25	...	do
215	Do	Black River	20	...	do
	Do	do	20	...	do
	Do	River Petewawe	25	...	do
	Do	River du Moine	50	...	do
6	Charles Dawson	River Ottawa	25	...	do
	Do	do	25	...	do
	Do	do	25	...	do
	Do	do	25	...	do
234	Do	do	...	...	Same as application No. 6.
91	Joseph Doyle, for				
	R. W. Cruice	Black River	15½	...	For renewal of License 108 of 1847.
	E. Bourk	do	...	...	Do, but held no license in 1847.
	H. Chepmell	do	...	...	do do
	Alex. McLaren	Snake River	30	...	For renewal of License 145 of 1847.
	R. Campbell	do	...	...	do do 119 "
	Alex. McDougall	River Madawaska	25	...	Do, but held no license in 1847.
	Jos. Davidson	do	...	...	do do
	R. Ryan	do	...	...	do do
	C. O'Kelly	do	...	...	do do
	G. Stubbs	do	...	...	do do
	D. T. Browne	Township of Packenham	4 1/10	...	For renewal of License 164 of 1847.
	Do	Township of Darling	23	...	do do 165 "
	Do	Township of Bagort	20	...	do do 166 "
	M. Cullen	River du Moine	...	...	do do 293 "
	P. Aylen	River Madawaska	11	12	do do 14 "
	B. McConnell	River Matawin	20	...	do do 154 "
	J. Greevson	do	...	...	Do, but held no license in 1847.
	Elias More	do	...	...	do do
	J. Curry	do	...	...	do do
	James Perigs	do	...	...	do do
	F. Armstrong	Deep River	24	...	For renewal of License 117 of 1847.
	C. Calton	do	...	...	Do, but held no license in 1847.
	Jos. Doyle	River Ottawa	21	...	For renewal of License 121 of 1847.
	Do	Township of Onslow	4	68	do do 223 "
35	Do	Chalk River	10	...	For new limit.
114	Samuel Dickson	Township of McNab	...	...	{ For renewal of License 93 of 1847, with alteration.
121	Do	do	...	...	Do, further.
136	Do	do	4	...	Addition to the above.
227	Do	do	12½	...	Similar to application No. 114.
228	Do	Township of Packenham	8	...	{ For parts of N. Forbe's L. No. 147, and 164 of 1847.
225	Do	do	...	...	Brownes. Superseded by appl. No. 256.
256	Do	do	...	...	For addition to L. No. 93 of 1847.
118	Win. Dickson	River Coulonge and Black River	90	...	For renewal of License 133½ of 1847.
	Do	River Coulonge	35	...	do do 146 "
152	Malcolm Dewar	Township of Hull	...	...	For T. H. Davidson's L. 247 "
165	Thos. Davidson	do	5	28	For renewal of License 249 "
243	James Davidson	River Ottawa	...	...	{ For Messrs. McPherson and Crane's limit No. 137 of 1847.
257	J. Drummond	Township of Tarbolton	3	...	For new limit.
	E				
71	John Egan & Co.	River Madawaska	25	...	For new limit.
72	J. Egan	do	25	...	do
92	John Egan, & Co. for				
	Alex. McDougall	River Madawaska	25	...	For renewal of License 119 of 1847.
	J. Doyle	River Ottawa	25	...	do do 121 "
	Do	Township of Onslow	4	68	do do 223 "
	H. LeMesurier	do	...	...	Transferred to J. Egan, see below.
	W. H. Tilston	River Bonnechère	25	...	For renewal of License 101 of 1847.
	H. L. Routh	do	...	...	do do
	LeMesurier, Tilston and Co.	do	...	...	{ Licenses have been transferred to Mr. Egan, and elsewhere included.
	LeMesurier, Routh and Co.	do	...	...	do do
	R. W. Cruice	Black River	15½	...	For renewal of License 108 of 1847.
	John Egan	River Seveyo	28	55	do do 58½ "
	Do	River Madawaska	40	...	do do 96 "
	Do	Black River	13½	67	do do 114 "

Appendix  
(M.)

RETURN OF APPLICATIONS made during the year 1848, &c.—Continued.

Appon  
(M.)

9th June.

9th June.

No. as re- gistered.	Applicants' Names.	Locality.	Sq. miles.	No. of License if granted.	
E					
	John Egan	River Bonnechère	25	..	For renewal of License 101 of 1847.
	Do	do	25	..	do do 102 "
	Do	River Queyo	64	60	do do 103 "
	Do	River Madawaska	75	..	do do 105 "
	Do	do	12½	..	do do 106 "
	Do	do	25	..	do do 107 "
	Do	do	50	69	do do 110 "
	Do	do	25	..	do do 120 "
	John Egan and Co.	River Bonnechère	5	..	do do 97 "
	Do	Chalk River	56	57	do do 98 "
	Do	do	6	58	do do 99 "
	Do	do	60	59	do do 100 "
	Do	River Bonnechère	30¾	62	do do 111 "
	Do	do	20	..	do do 112 "
	Do	do	25	..	do do 113 "
	Do	River du Moine	100	..	do do 115 "
	Do	Black River	15	..	do do 116 "
	Do	Deep River	24	63	do do 117 "
	Do	River Bonnechère	50	64	do do 118 "
	Do	Calumettes Island	20	66	do do 220 "
	Do	do	60	65	do do 143 "
	Do	Township of Onslow	25	..	do do 222 "
	Do	River Bonnechère	21	56	do do 81 "
184	J. Egan	River Madawaska	25	..	For new limit.
	Do	do	25	..	do
186	J. Egan and Co, for Alex. McDougall	do	25	..	For reservation of License 119 of 1847.
	R. W. Cruice	Black River	15¾	..	do do 108 "
	James Doyle	Township of Onslow	4	68	For renewal of License 223 "
	J. Egan	River Madawaska	75	..	For reservation of License 105 "
	Do	River du Moine	25	..	do do 256 "
	Do	do	25	..	do do 257 "
	Do	River Madawaska	25	..	do do 120 "
	Do	River Bonnechère	25	..	do do 101 "
	Do	do	25	..	do do 102 "
	Do	River Queyo	64	60	For renewal of License 103 "
	Do	River Seveyo	28	55	do do 58½ "
	Do	Black River	13¾	67	do do 114 "
	Do	River Madawaska	50	69	do do 110 "
	Do	do	12½	..	For reservation of License 106 "
	Do	do	35	..	do do 107 "
	J. Egan and Co.	do	100	61	For renewal of License 104 "
	Do	Township of Onslow	25	..	For reservation of License 222 "
	Do	River Bonnechère	21	56	For renewal of License 81 "
	Do	Calumettes Island	60	65	do do 143 "
	Do	do	20	66	do do 220 "
	Do	River Bonnechère	50	64	do do 118 "
	Do	do	30¾	62	do do 111 "
	Do	River Madawaska	40	..	For reservation of License 96 "
	Do	Black River	15	..	do do 116 "
	Do	River du Moine	100	..	do do 115 "
	Do	Black River	40	..	do do 109 "
	Do	do	20	..	do do 112 "
	Do	{ Townships of Clarendon, Bristol and Onslow	60	59	For renewal of License 100 "
	Do	Chalk River	56	57	do do 98 "
	Do	do	6	58	do do 99 "
	Do	River Bonnechère	5	..	For reservation of License 97 "
	Do	Deep River	25	..	do do 113 "
	Do	do	24	63	do do 117 "
262	James Eccles	Township of Clarendon	1	..	For part of J. Egan's L. 100
F					
21	John Freligh	Black River	25	..	For new limit.
22	Do	do	25	..	do
23	Do	do	25	..	do
53	B. Flint, junr.	River Moira	90	..	do
113	Stephen Ferguson	Township of Olden	8	..	For renewal of License 182 of 1847.
149	Do	do	8	..	For reservation of License 182 "
119	Archd. Fairburn	River Gatineau	100	..	For new limit.
106	Wm. Forbes	Township of Pakenham	{ 14½ or 1000 }	{ 22 }	For renewal of License 147 "
172	Do	do			
196	Do	River Coulonge, Black River	90	..	For reservation of License 133½ "
	Do	River Coulonge	35	..	do do 146 "
110	Robt. Fraser	Indian River	25	..	For W. Jardine's License 122 "
135	William Faly	Township of March and Huntly	3	..	For new limit.
229	J. Flintoft	Township of Darling	3	..	do
230	Do	Township of Sherbrooke	9	30	do
G					
24	W. H. Gibson	River Ottawa	25	..	For new limit.
29	Gilmour and Co.	River Gatineau	100	..	do

9th June.

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No. as registered.	Applicants' Names.	Locality.	Sq. miles.	No. of License, if granted.	
<b>G</b>					
158	Gilmour and Co.....	River Pickanock.....	50	...	For renewal of License 52 of 1847.
	Do .....	do .....	100	38	do do 55 "
	Do .....	River Desert .....	20	...	do do 53 "
	Do .....	River Pickanock.....	38	39	do do 54 "
	Do .....	River Gatineau .....	100	40	do do 58 "
	Do .....	River St. Joseph, Gatineau .....	100	...	do do 56 "
206	Gilmour and Co., for				
	Allan Gilmour .....	River Petewawe .....	100	..	For reservation of License 19 "
	Do .....	River Coulonge .....	50	...	do do 33 "
	Do .....	do .....	100	...	do do 34 "
	Do .....	River Amable du Foud .....	100	35	For renewal of License 35 "
	Do .....	do .....	36	...	For reservation of License 36 "
	Do .....	River Desert .....	20	...	do do 53 "
	Do .....	River Pickanock.....	38	39	For renewal of License 54 "
	Do .....	River Gatineau .....	100	40	do do 58 "
	Do .....	Rivers Petewawe and Ottawa .....	17½	...	For reservation of License 71 "
	Do .....	do .....	17½	...	do do 72 "
	Do .....	River Gatineau .....	80	...	do do 242 "
	Do .....	do .....	25	37	For renewal of License 24½ "
	David Gilmour .....	River Petewawe .....	100	36	do do 23 "
	James Gilmour .....	River Pickanock.....	100	38	do do 55 "
	Do .....	do .....	50	...	For reservation of License 52 "
	Do .....	River St. Joseph, Gatineau .....	100	...	do do 56 "
	Do .....	River Petewawe .....	50	...	do do 70 "
	Do .....	River Gatineau .....	55	...	do do 244 "
	John Porter .....	River Madawaska .....	30	...	do do 22 "
	Do .....	River Petewawe .....	50	...	do do 24 "
	James Porter .....	River Madawaska, Mississippi Branch...	25	...	do do 89 "
	Do .....	do .....	25	...	do do 90 "
	Isaac Smith.....	Indian River .....	40	...	do do 29 "
	Joshua Smith.....	do .....	40	...	do do 30 "
	Archd. Stevenson .....	River Coulonge .....	30	...	do do 46 "
	C. C. & H. R. Symmes.....	River Seveyo .....	50	71	do do 51 "
	James Wadsworth .....	River Madawaska, Mississippi Branch...	40	42	do do 37 "
	Do .....	do .....	25	...	do do 91 "
	Do .....	do .....	25	...	do do 92 "
	Daniel Weir .....	do .....	80	...	do do 38 "
	Gerrard McCrea.....	River Mississippi, Madawaska .....	25	...	do do 32 "
	William Byers.....	do .....	59½	47	do do 50 "
	Do .....	do .....	60	...	do do 94 "
	Archd. Wilson .....	River Madawaska .....	64	...	For renewal of License 176 of 1846.
	J. Wilson .....	Highland Creek .....	10	...	do do 175 "
	Gilmour and Co.....	River Madawaska .....	25	34	do do 20 of 1847.
	Do .....	{ River Madawaska and Township of }			
	Do .....	{ Blithfield..... }			
	Do .....	River Madawaska .....	40½	...	do do 21 "
	Do .....	River Gatineau .....	25	...	do do 57 "
236	Do .....	do .....	Vague	...	For new limit.
29	Allan Gilmour .....	do .....	100	...	do
41	Do .....	do .....	25	...	do
	Do .....	do .....	25	...	do
42	Do .....	do .....	50	...	do
	Do .....	do .....	25	...	do
43	Do .....	do .....	50	...	do
	Do .....	do .....	25	...	do
55	Do .....	do .....	200	...	do
111	G. Glendering .....	Township of Oso .....	14	...	For renewal of License 144 of 1847.
161	James Greerson .....	Township of Tarbolton.....	2½	...	For new limit.
261	Do .....	do .....	2	...	do

**H**

88	Hamilton & Thomson...	Stag Creek, Gatineau.....	59	10	For renewal of License 59 of 1847.
	Do .....	Township of Onslow.....	8½	9	do do 60 "
	Do .....	River Gatineau .....	75	8	do do 61 "
	Do .....	do .....	100	7	do do 62 "
	Do .....	do .....	10	6	do do 63 "
	Do .....	do .....	50	5	do do 64 "
	Do .....	River Peel .....	76½	4	do do 65 "
	Do .....	do .....	50	3	do do 66 "
	Do .....	River Gatineau .....	100	2	do do 67 "
143	Do .....	do .....	32	...	For new limit.
146	Do .....	do .....	10	...	For addition to License 66 of 1847.
237	Do .....	do .....	Vague	...	For new limit.
108	John Hall .....	Township of Darling.....	19½	...	For renewal of License 15 of 1846.
	Do .....	do .....	19½	...	do do 16 "
138	Do .....	Township of Dalhousie .....	5	...	do do 258 "
142	Do .....	Township of Darling.....	15½	...	For reservation of License 15 "
	Do .....	do .....	3½	...	do do 16 "
	Do .....	Township of Lanark .....	5½	...	do do 17 "
	Do .....	Townships of Bagot and Darling .....	9½	...	do do 229 "
	Do .....	Township of Dalhousie.....	5	...	do do 258 "
123	Andrew Hawley.....	Townships of Tarbolton and Fitzroy ...	6	13	For renewal of License 163 of 1847.



Appendix (M.)

RETURN OF APPLICATIONS made during the year 1848, &c.—Continued.

Appendix (M.)

9th June.

9th June.

No. as registered.	Applicants' Names.	Locality.	Sq. miles.	No. of License, if granted.	
<b>J</b>					
32	James S. Johnston.....	River Magnicibe.....	30	...	For new limit.
38	Do .....	River Matawin .....	60	...	do
115	Do .....	River Ottawa .....	20	...	do
173	Do .....	do .....	17½	91	do
174	Do for				
	Robert Johnston.....	River Matawin .....	30	...	For reservation of License 80 of 1846.
	James S. Johnston.....	do .....	9	...	do do 77 "
	Do .....	River Amable du Fond .....	36	...	do do 78 "
	Do .....	Indian River .....	20	...	do do 79 "
	Do .....	River Ottawa .....	100	...	do do 81 "
221	Do .....	River Matawin .....	60	...	Same as application 38, above
33	Robert Johnston.....	Magnicibe River.....	36	...	For new limit.
34	Do .....	River Matawin .....	36	...	do
266	Do .....	River Ottawa .....	36	...	do
50	Elliot Johnston .....	River Bonnechère .....	15	...	For renewal of License 249 of 1847.
	Do .....	do .....	18	...	do do 250 "
246	Catherine Jardine .....	Indian River and Township of Stafford...	25	...	do do 122 "
249	Do .....	do .....	25	...	For reservation of License 122 "
266	Alex. Johnston .....	River Ottawa .....	36	...	For new limit.
<b>L</b>					
179	Andrew Lemay .....	River Gatineau .....	50	...	do
204	Do .....	do .....	...	...	Same as the above.
242	Wm. Lightle .....	River Madawaska .....	...	...	Indefinite.
<b>M</b>					
64	Edward Masse .....	River Ottawa .....	14½	32	For renewal of License 88 of 1846.
65	Do .....	do .....	10	33	For new limit.
66	Do .....	do .....	12	90	For renewal of License 89 of 1846.
68	John Moore .....	Township of Stafford.....	30	...	For A. McLaren's license, 145 of 1847.
70	Elias Moore .....	River Madawaska .....	25	...	For new limit.
85	George Morris .....	River Matawin .....	25	...	do
	Do .....	do .....	25	...	do
96	Alex. Montgomery.....	River Ottawa .....	...	...	Indefinite.
166	Do .....	Township of Oso .....	9½	...	For new limit.
113	H. Montgomery, for				
	S. Fergusson .....	Township of Olden.....	8	...	For renewal of License 182 of 1847.
	H. Montgomery .....	do .....	20	...	do do 112 "
148	Do for				
	Alex. Montgomery.....	Township of Oso and S. Sherbrooke ..	17½	...	For reservation of License 181 "
	Do .....	Township of Olden .....	21	...	do do 183 "
	S. Fergusson .....	do .....	8	...	do do 182 "
193	H. Montgomery .....	Township of Oso .....	3	...	For new limit
74	John Mitchell.....	Township of Olden .....	12½	...	For renewal of License 218 of 1847.
99	Ira Mason .....	Township of Westmeath .....	7	...	do do 212 "
109	A. Main .....	Blue Sea Creek, Gatineau.....	68	...	{ do do 25 of 1846.
	Do .....	River Pickanock.....	45	...	For renewal of License 26 of 1846.
	Do .....	Pechagan, Gatineau ..	19½	...	do do 30 "
	Do .....	White Fish Lake, Gatineau .....	25	...	do do 31 "
	Do .....	River Pickanock.....	10½	...	do do 32 "
	Do .....	Township of Wakefield, Gatineau .....	24	...	do do 100 "
	Do .....	Contecagama and Pickanock .....	13	...	do do 271 "
	Do .....	Pickanock, Gatineau .....	9½	...	do do 273 "
	Do .....	Contecagama and Pickanock .....	29	...	do do 272 "
	Do .....	Pickanock, Gatineau .....	25	...	do do 274 "
	Do .....	do .....	25	...	do do 275 "
	Do .....	do .....	17	...	do do 276 "
200	Do .....	Blue Sea Creek .....	68	...	For reservation of License 25 "
	Do .....	Pickanock, Gatineau .....	45	...	do do 26 "
	Do .....	Pechagan, Gatineau .....	19½	...	do do 30 "
	Do .....	White Fish Lake .....	25	...	do do 31 "
	Do .....	Pickanock, Gatineau .....	10½	...	do do 32 "
	Do .....	Township of Wakefield, Gatineau .....	24	...	do do 100 "
	Do .....	Contecagama and Pickanock.....	13	...	do do 271 "
	Do .....	do .....	29	...	do do 272 "
	Do .....	Pickanock, Gatineau .....	9½	...	do do 273 "
	Do .....	do .....	25	...	do do 274 "
	Do .....	do .....	25	...	do do 275 "
	Do .....	do .....	17	...	do do 276 "
157	T. Mansfield .....	Township of Dalhousie .....	10	...	For new limit.
178	D. Moore, senr., for				
	D. Moore, junr.....	River Ottawa .....	48	...	For renewal of License 157 of 1847.
	E. Moore.....	do .....	24	...	do do 155 "
	T. Moore.....	Rivers Ottawa and Black River ..	30	...	do do 158 "
	J. Moore.....	River Ottawa .....	12	17½	do do 156 "
214	David Moore, junr., for				
	E. Moore.....	do .....	24	...	For reservation of License 155 "
	J. Moore.....	do .....	12	17½	do do 156 "
	T. Moore.....	Rivers Ottawa and Black River .....	30	...	do do 158 "
	D. Moore, junr.....	River Ottawa .....	48	...	do do 157 "
188	Andrew McIlville.....	Township of Bagot.....	5	...	For renewal of License 132 "

Appendix  
(M.)

RETURN OF APPLICATIONS made during the year 1848, &c.—Continued.

Appendix  
(M.)

9th June.

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No. as registered.	Applicants' Names.	Locality.	Sq. miles	No. of License, if granted.	
	Mc				
25	Alex. McAuley .....	River Petewawe .....	14	...	For J. L. McDougall's L. 230 of 1847.
26	Do .....	do .....	...	...	do do 139 "
	Do .....	do .....	20	...	For Pemberton's Brs. L. 240 "
124	Do .....	do .....	27½	...	For renewal of License 123 "
238	Do .....	Allumettes Island .....	2	...	For part of J. B. Poupores' L. 201 "
39	J. L. McDougall .....	River Petewawe .....	28	...	For Pemberton & Brs. L. 20 of 1844.
233	Do for				
	Pemberton Brothers .....	do .....	20	...	For reservation of License 240 of 1847.
	J. L. McDougall .....	do .....	14	...	do do 239 "
239	Do .....	do .....	...	...	For renewal of License 20 of 1844.
240	Do .....	Snake River .....	6	...	For reservation of License 241 of 1847.
56	Alex. A. McDonell .....	Township of South Sherbrooke .....	8½	...	do do 15 "
129	Alex. McAuley .....	River Ottawa .....	25	...	For new limits.
	Do .....	do .....	25	...	do
57	Angus McDonald .....	Township of South Sherbrooke .....	8½	...	For renewal of License 15 of 1847.
167	Do .....	do .....	8½	...	do
59	Ronald McPhee .....	River du Moine .....	25	...	For new limits.
107	Do .....	Township of Onslow .....	25	...	For parts of certain licensed limits.
63	W. McLorby .....	River du Moine .....	36	...	For new limits.
67	Alex. McLaren .....	Snake River .....	30	...	For renewal of License 145 of 1847.
69	Alex. McDougall .....	River Madawaska .....	25	...	For new limits.
75	Alex. McNab .....	Township of McNab .....	9	...	do
83	Alex. McDonell for				
	Duncan McDonell .....	River Bonnechère .....	40	...	For renewal of License 10 of 1847.
	Do .....	do .....	33	...	do do 80 "
	Ronald McDonell .....	River Petewawe .....	60	...	do do 75 "
	Alex. McDonell .....	River Bonnechère .....	45	...	do do 76 "
	Do .....	do .....	36	...	do do 77 "
	Do .....	do .....	25	...	do do 78 "
	Do .....	do .....	25	...	do do 79 "
	Do .....	River Petewawe .....	50	...	do do 11 "
	Do .....	do .....	25	...	do do 74 "
	Do .....	do .....	25	...	do do 245 "
	Do .....	do .....	25	...	do do 246 "
245	Do for				
	Ronald McDonell .....	do .....	60	...	For reservation of License 75 "
	Duncan McDonell .....	River Bonnechère .....	40	...	do do 10 "
	Do .....	do .....	33	...	do do 80 "
	Alex. McDonell .....	do .....	36	...	do do 77 "
	Do .....	do .....	25	...	do do 78 "
	Do .....	do .....	25	...	do do 79 "
	Do .....	River Petewawe .....	25	...	do do 74 "
	Do .....	do .....	25	...	do do 245 "
	Do .....	do .....	25	...	do do 246 "
	Do .....	do .....	50	...	For renewal of License 11 "
	Do .....	River Bonnechère .....	45	...	do do 76 "
86	McConnell & Jollicker .....	River Ottawa .....	15	...	For new limits.
87	Rinaldo McConnell .....	do .....	15	...	do
95	Donald McLeod .....	Township of Darling .....	3	...	For parts of sundry Licensed limits.
229	Do for				
	J. Flintoft .....	do .....	3	...	For new limits.
122	Duncan McFulane .....	Township of Bagot .....	20	11	For renewal of License 6 of 1847.
151	J. McLaren and Co. ....	River Gatineau .....	150	...	For new limits.
154	Richard McConnell .....	River Ottawa .....	15	...	For renewal of License 149 of 1847.
	Do .....	do .....	57½	...	do do 150 "
	Do .....	do .....	40	...	do do 151 "
185	Do .....	do .....	15	...	For reservation of L. 149 "
	Do .....	do .....	57½	...	do do 150 "
	Do .....	do .....	40	...	do do 151 "
	Do for				
	Rinaldo McConnell .....	Lake Timiscumingué, Ottawa .....	35	...	do do 152 "
	McConnell and Co. ....	Deep River .....	6	...	do do 153 "
160	A. H. McDonell .....	River Petewawe .....	7	...	For his old limits.
176	McConnell and Co. ....	Deep River .....	6	...	For reservation of L. 153 of 1847.
183	A. McPherson .....	Township of Oso .....	5	...	For new limits.
207	McKay and McKinnon .....	River Gatineau .....	24	...	For renewal of License 180 of 1847.
224	Do .....	Township of Wakefield .....	23	...	For M. Deward's License 88 "
220	J. H. McLean .....	Township of Eardly .....	4	51	For new limits.
223	McPherson and Crane .....	Black River .....	100	...	For reservation of L. 138 of 1847.
	Do .....	do .....	100	...	do do 141 "
232	W. McKay .....	River Madawaska .....	50	...	do do 13 "
247	Archd. McDonald .....	River Gatineau and Stag Creek .....	20	80	For renewal of privilege 225 of 1847.
252	Do .....	do .....	...	...	
259	Do .....	Township of Hull .....	½	70	For new limits.
250	D. McLoughlin .....	Township of McNab .....	½	...	do
265	M. McBean .....	River Gatineau .....	16	...	For A. Cullen's License 291 of 1846.
	O				
12	John O'Brien, jun. ....	River Ottawa .....	40	...	For J. Tibbitt's License 302 "
13	Do .....	Bear River .....	50	...	For his old limit, License 299 of 1845.

Appendix  
(M.)

RETURN OF APPLICATIONS made during the year 1848, &c.—Continued.

Appendix  
(M.)

9th June.

9th June.

No. as registered.	Applicants' Names.	Locality.	Sq. miles.	No. of License if granted.	
<b>O</b>					
37	John O'Brien, jun.....	River Matawin .....	25	...	For new limits.
	Do .....	do .....	6	...	do
	Do .....	do .....	6	...	Same as the above.
120	Do .....	River Gatineau .....	12	...	For new limits.
209	Do .....	River Amable du Fond .....	6	...	do
	Do .....	Bear River .....	50	...	Same as No. 13, above.
	Do .....	River Matawin .....	25	...	For new limits.
	Do .....	River Ottawa .....	40	...	Same as application No. 12, above.
231	Do .....	River Gatineau .....	12	...	Same as 120, above.
	Do .....	do .....	100	...	For new limits.
47	C. O. Kelly .....	River Ottawa .....	25	...	For part of J. Tibbitt's L. 302 of 1846.
49	D. O'Meara .....	do .....	50	...	For new limits.
73	Do .....	do .....	25	...	do
165	Do .....	do .....	25	19	do
<b>P</b>					
60	James Porter .....	River Moira .....	250	...	For new limits.
76	Do .....	River Madawaska, Mississippi Branch... ..	25	...	For renewal of License 80 of 1847.
	Do .....	do .....	25	...	do do 90 "
210	William Price & Co. for				
	H. V. Noel .....	Township of Darling .....	14 $\frac{3}{4}$	...	do do 231 "
	Do .....	River Madawaska .....	24	...	do do 232 "
	A. McArthur .....	{ Constance Creek and Township of } Admaston .....	86 $\frac{3}{4}$	...	do do 226 "
	William Price .....	River Ottawa .....	27	...	do do 230 "
	William Price & Co. ..	Bessit's Creek .....	10	...	do do 227 "
	Do .....	Deep River .....	20	...	do do 228 "
	Do .....	Townships of Bagot and Blithefield.....	23	...	do do 229 "
197	William Price & Co. for				
	H. V. Noel .....	Township of Darling.....	14 $\frac{3}{4}$	...	For reservation of L. 231 "
	Do .....	River Madawaska .....	24	...	do do 232 "
	A. McArthur .....	{ Constance Creek and Township of } Admaston .....	86 $\frac{3}{4}$	...	do do 226 "
	William Price .....	River Ottawa .....	27	...	do do 230 "
	William Price & Co. ..	Bessit's Creek.....	10	...	do do 227 "
	Do .....	Deep River.....	20	...	do do 228 "
	Do .....	Townships of Bagot and Blithefield.....	23	...	do do 229 "
133	W. F. Powell .....	River Ottawa .....	18 $\frac{1}{2}$	...	For renewal of License 136 "
134	Do .....	River St. Sire .....	100	...	do do 134 "
217	Do .....	Deep River .....	100	...	For reservation of L. 134 "
	Do .....	River St. Sire .....	18 $\frac{1}{2}$	...	do do 136 "
<b>R</b>					
9	N. Robertson .....	River Mississippi .....	100	...	For sundry limits belonging to others.
101	Wm. Rogerson for				
	Joseph Parent.....	River Bonnechère .....	18	...	{ For renewal of License 174 of 1847: Wm. Rogerson.
	Wm. Rogerson .....	do .....	29	...	For renewal of License 172 of 1847.
	Do .....	{ River Bonnechère and Townships of } Admaston and Bromley.....	50	...	do do 173 "
	Do .....	River Petewawe .....	21 $\frac{1}{2}$	...	do do 69 "
	Do .....	River Madawaska .....	Vague.	...	For new limits.
105	J. W. Russell .....	River Gatineau, Ilazebagua Creek .....	.....	...	For renewal of License 125 of 1847.
126	Joseph Rowen .....	River Petewawe .....	14 $\frac{3}{4}$	...	do do 148 "
189	Do .....	do .....	.....	...	For reservation of License "
190	Do .....	do .....	6	...	For new limits.
130	N. Ryan .....	River Ottawa .....	Vague.	...	do
131	John Rankin .....	Indian River .....	31 $\frac{1}{2}$	...	For J. Jardine's License 262 of 1846.
132	Do .....	River Ottawa .....	25	...	
	Do .....	do .....	27	...	
235	Peter Robertson.....	Township of McNab.....	2	31	For new limits. do
<b>S</b>					
11	James S. Read.....	River Madawaska .....	50	...	For new limits.
44	Do .....	River Mississippi .....	50	...	do
	Do .....	do .....	50	...	do
	Do .....	do .....	75	...	do
	Do .....	do .....	75	...	do
80	Do .....	River Madawaska .....	36	44	{ For W. Rogerson's License 288 of 1846, transferred to him and by him, to J. C. Benson.

9th June.

9th June.

No. as registered.	Applicants' Names.	Locality.	Sq. miles.	No. of License, if granted.	
<b>S</b>					
81	James S. Read	River Madawaska	95½	...	{ For renewal of License of William Chapman and Co., 187 of 1846.
	Do	{ Township of Palmerston, Mississippi } River	37½	...	For renewal of License 168 of 1847.
	Do	River Madawaska	25	45	do do 169 "
	Do	River Mississippi	25	...	do do 178 "
82	James S. Read for				
	D. McMartin	do	25	...	do do 175 "
	James Porteous	do	25	...	do do 176 "
	E. McKay	do	25	...	do do 177 "
	William McKay	River Madawaska	50	...	do do 13 "
	James S. Read	{ Township of Palmerston, River } Mississippi	37½	...	do do 168 "
	Do	River Mississippi	25	...	do do 178 "
181	James S. Read for				
	D. McMartin	do	25	...	For reservation of L. 175 of 1847.
	James Porteous	do	25	...	do do 176 "
	E. McKay	do	25	...	do do 177 "
	James S. Read	{ Township of Palmerston, River } Mississippi	37½	...	do do 168 "
	Do	River Mississippi	25	...	do do 178 "
191	Do	Township of Levant	32½	...	do do 167 "
222	Do	Rivers Madawaska and Mississippi	.....	...	Same as application Nos. 11 and 44
45	William Stubbs	Constance Creek, River Madawaska	25	...	For new limits.
	Do	River du Moine	25	...	do
	Do	do	25	...	do
254	Do	Deep River	4½	...	For renewal of License 160 of 1846
	Do	Allumet's Island River du Moine	4	...	For reservation of L. 168 "
48	John Supple	Deep River	25	...	For new limits.
164	Do for				
	Mrs. J. Jardine	{ Indian River and Township of Staf- } ford	25	...	For renewal of License 122 of 1847.
	John Supple	River Petewawe	25	...	do do 4 "
	Do	Chalk River	14½	...	do do 41 "
	Do	River Ottawa	11	...	do do 43 "
	Do	River Ottawa and Petewawe	35	...	do do 44 "
177	Do for				
	Mrs J. Jardine	{ Indian River and Township of Staf- } ford	25	...	For reservation of L. 122 of 1847.
	John Supple	River Petewawe	25	...	do do 4 "
	Do	Chalk River	14½	...	do do 41 "
	Do	River Ottawa	11	...	do do 43 "
	Do	River Ottawa and Petewawe	35	...	do do 44 "
205	Do	River Oatawa	14½	...	For J. Aumond's L. 88 of 1846.
263	Do	do	.....	...	For A. Dunlop's L. 228 of 1847.
61	James Stanley	Townships of Oso and Sherbrooke	25	...	{ For part of A. Montgomery's License } 181, 187.
62	Do	Townships of Olden and Oso	11½	1	
81	James Smyth	River Ottawa	25	...	For new limits.
97	Alex. Suedden	Townships of Darling and Paekenhams	21½	...	For renewal of License 12 of 1847.
156	Do	do	21½	...	For reservation of L. "
116	Symmes and Gibson	River du Moine	25	...	For new limits.
117	C. C. & H. R. Symmes	River Seveyo	50	71	For renewal of License 51 of 1847.
212	William Stewart	{ Oisa Creek, River Ottawa } do	35 79	...	For reservation of L. 248 of 1846. " 1844.
225	George Stubbs	Allumettes Island	3	...	For new limits.
258	John Scott	Township of Gloucester	6	...	do
264	Daniel Spearman	{ Townships of Marlborough } and Beckwith and Montague	1½ 79	75 79	do do
<b>T</b>					
8	James Tereus	Township of Tarbolton	½	...	For new limits.
40	D. C. Thomson	River Petewawe	Vague.	...	do
<b>W</b>					
14	H. L. Wilson	Black River	25	...	For new limits.
15	Do	do	25	...	do
16	Do	do	25	...	do
17	H. L. Wilson	do	25	...	do
18	Do	do	25	...	do
19	Do	do	25	...	do
20	Do	do	25	...	do
30	Archd. Wilson	{ Townships of Goulborne and Marl- } borough	Vague.	...	do
60	James Wadsworth	River Moira	230	...	do

Appendix  
(M.)

RETURN OF APPLICATIONS made during the year 1848, &c.—Continued.

Appendix  
(M.)

9th June.	No. as re- gistered.	Applicants' Names.	Locality.	Sq. miles.	No. of License, if granted.	9th June.
	77	James Wadsworth .....	River Madawaska .....	40	42	For renewal of License 37 of 1847.
		Do .....	do .....	25	...	do do 91 "
		Do .....	do .....	25	...	do do 92 "
	210	Do .....	River Moira .....	250	...	Same as application No. 60, above.
	211	Do .....	River Mississippi .....	25	...	For new limits.
		James Porter .....	do .....	25	...	do
		Do .....	do .....	25	...	do
		Do .....	do .....	25	...	do
		Do .....	do .....	25	...	do
		Do .....	do .....	25	...	do
		Do .....	do .....	25	...	do
	78	Daniel Weir .....	River Madawaska, Mississippi Branch...	80	...	For renewal of License 38 of 1847.
	103	Ruggles Wright, jun....	River Gatineau .....	14	20	{ For Mr. McBean's forfeited License No. 185 of 1846.
	219	Do .....	do .....	5	...	For new limits.
	104	Ruggles Wright .....	do, Indian Creek, .....	5	...	For renewal of License 124 of 1847.
		Do .....	Contecagamont Lake, Pickanock.....	9	...	do do 128 "
		Do .....	Cazebaqua Creek, Gatineau.....	80	...	do do 127 "
		Do .....	Lake St. Mary, Pichagan Creek .....	6	...	do do 128 "
		Do .....	Grand Lake, Gatineau .....	24	...	do do 129 "
		Do .....	do .....	47	...	do do 130 "
	201	Do .....	do .....	24	...	For reservation of L. 129 "
		Do .....	do .....	47	...	For renewal of License 130 "
		Do .....	Contecagamont, Gatineau.....	14½	48	For new limits.
	202	Joshua Wright .....	Blue Sea Creek, Gatineau.....	...	...	For reservation of L. 25 of 1846.
	147	James Wilson .....	Township of Bagot .....	12½	...	For renewal of License 5 of 1847.
	192	Do .....	do .....	do	...	For reservation of L. "
		Y				
	94	John Yuil .....	Township of Levant .....	32½	...	{ For W. Davidson's License No. 167 of 1847.

Crown Timber Office, Bytown,  
30th June, 1849.

JAMES STEVENSON,  
A. J. RUSSELL.

Appendix  
(M.)  
9th June.

Appendix  
(M.)  
9th June.

STATEMENT OF PARTICULARS called for by the House of Assembly on the 18th April, 1849.

Locality.	Area in Mths.	Description of Timber to be made.	Estimated quantity, in feet.	No of License.	Names.	Amount of Deposits.			Quantity of Timber said to be cut thereon.			Pieces.	No Timber.	
						£	s.	d.	W. P.	R. P.	O. & F.			Number
River Madawaska and Bonnacchère.....	11	Red Pine.....	5,500	14	A	5	12	8			63	1269		No Timber.
Deep River, Ottawa.....	24	do.....	12,000	117	F. Armstrong.....	12	10	0			1130			
Township of Westmeath.....	6½	White Pine.....	3,875	185	Samuel Adams.....	1	13	0						
Allumet Island.....	15	do.....	7,500	186	do.....	3	18	2						
River Ottawa.....	35	Red and White Pine.....	17,500	189	Jos. Amund.....	9	2	3			1098	39		
River Madawaska.....	90	do.....	45,000	190	do.....	35	3	1			1417			
Eagle River, Gatineau.....	67	do.....	33,500	191	do.....	26	0	10			501	1040		
River Coulonge.....	13½	do.....	6,875	193	do.....	5	6	10			30	958		
River Madawaska.....	60	do.....	30,000	197	do.....	23	8	9			399	520		
Black River.....	100	do.....	50,000	198	do.....	39	1	3				1003		
River Petawawe.....	58½	do.....	29,250	199	do.....	30	9	4						
do.....	6	do.....	3,000	207	do.....	3	2	6						
do.....	100	do.....	50,000	208	do.....	39	1	3				1012		No Timber.
River Madawaska.....	60	White Pine.....	30,000	248	do.....	15	12	6						
Township of McNab.....	5	do.....	2,500	221	Mat. Anderson.....	1	6	0						
River Petawawe.....	25	Red Pine.....	12,500	3	B	26	0	10				100½		
do.....	48	do.....	24,000	169	T. C. Brieham.....	23	8	9						
do.....	7½	do.....	3,750	161	C. L. Brigham.....	3	16	1				991		
do.....	40	do.....	20,000	162	do.....	20	16	8						
River Ottawa.....	27	do.....	13,500	7	Thomas Brigham.....	14	1	3				1717		
River Petawawe.....	17½	do.....	8,906	8	do.....	9	5	6						
River du Moine.....	100	White Pine.....	50,000	170	do.....	26	0	10						
River Bonnacchère.....	27	Red Pine.....	13,500	39	Thomas Byers.....	14	1	3						
River Madawaska.....	59½	do.....	29,875	50	William Byers.....	15	11	3						No Timber.
do.....	60	do.....	30,000	94	do.....	31	5	0						do
do.....	20	do.....	10,000	251	do.....	10	8	4						do
River Bonnacchère.....	21	White Pine.....	10,500	81	N. Burwash.....	5	9	4				1213		
River Ottawa.....	14	Red Pine.....	7,000	82	Mary Rolland.....	7	5	10				349		
Coulonge Lake.....	9½	White Pine.....	4,750	83	George Bryson.....	2	10	0				752		
River Coulonge.....	17½	do.....	8,562	84	do.....	4	9	2						
do.....	25	do.....	12,500	85	do.....	9	15	3						
do.....	12	Red and White Pine.....	6,000	86	do.....	3	2	6						
Township of Pa-kenham.....	4,8½	White Pine.....	2,420	164	D. T. Brown.....	1	5	2				154		
do.....	23	Red and White Pine.....	11,500	165	do.....	8	19	8						
do.....	20	White Pine.....	10,000	166	do.....	5	4	2						
do.....	5	do.....	2,500	179	C. G. Billows.....	1	6	0						No Timber.
River Ottawa.....	24	Red Pine.....	12,000	204	Jos Bell.....	12	10	0						
River Ottawa.....	25	Red Pine.....	12,500	1	C	13	0	5				1181		
do.....	25	do.....	12,500	2	R. W. Cruice.....	13	0	5						
Black River.....	15½	do.....	7,833	108	do.....	8	2	3				1385		

Appendix (M.)  
9th June.

Appendix (M.)  
9th June.

STATEMENT OF PARTICULARS called for by the House of Assembly on the 18th April, 1849,—Continued.

Locality.	Area in Miles.	Description of Timber to be made.	Estimated quantity, in feet.	Number of License.	Names.	Amount of Deposit.			Quantity of Timber said to be cut thereon.			Remarks.
						£	s.	d.	W. P.	R. P.	O. N. P.	
River Gatineau	17½	White Pine	8,750	16	A. Callen	4	11	1	.....	.....	.....	No Timber.
do	16	do	8,000	17	do	4	4	3	.....	.....	.....	do
Township of Litchfield	21	Red and White Pine	10,500	25	Hugh Camichael	8	3	1	.....	.....	.....	
River Outouage	100	Red Pine	50,000	26	do	52	4	8	.....	636	.....	
do	23	Red and White Pine	12,500	27	do	9	15	3	.....	.....	.....	
do	23	do	12,500	31	do	9	15	3	.....	.....	.....	
do	50	Red Pine	25,000	28	do	26	0	10	.....	.....	.....	
River P'tewave	14½	Red and White Pine	7,333	148	James Cameron	5	14	8	.....	944	.....	
River Ottawa	48	White Pine	24,000	137	Samuel Crane	12	10	0	.....	1746	.....	
Township of Levaunt	16	do	8,000	219	Caldwell	8	6	8	.....	.....	.....	No Timber.
do	3	do	336	184	John Campbell	0	3	6	.....	.....	.....	do
Deep River, Ottawa	29	do	10,000	171	Coutlee and Aird	5	4	2	.....	995	.....	
Chalk River	18	Red Pine	9,000	254	Robert Conroy	9	7	6	.....	1004	.....	
River Madawaska	49½	do	24,750	255	do	25	15	7	.....	.....	.....	
River Annable du Fond	36	Red Pine	19,000	36	Allen Gilmour	.....	8	.....	.....	.....	.....	See Letter A.
Township of Levaunt	32½	White Pine	16,800	167	Wm. M. D. Dawson	.....	8	9	.....	1388	.....	
do	23½	Red and White Pine	11,750	88	Malcom Lowar	9	2	3	.....	.....	.....	Saw Legs.
River Ottawa	25	Red Pine	12,500	121	James Doyle	13	0	5	.....	.....	14,785	Timber, see Sec. 108.
River Outouage & Black River	90	White Pine	45,000	133½	Wm. Dickson	23	8	9	.....	398	.....	
River Westomeb	35	Red and White Pine	17,500	146	do	13	13	5	.....	84	.....	
Township of Hall	5	White Pine	2,470	247	T. Davidson	1	18	6	.....	.....	.....	No Timber.
Fitzroy, McNab and Pluckenham	18½	do	9,300	93	Samuel Dickson	4	16	10	.....	74	.....	
Township of Carlow	4	do	2,000	223	James Doyle	1	0	10	.....	903	.....	No Timber.
Indian River	50	Red Pine	25,000	237	A. Dunlop	26	0	10	.....	.....	.....	No Timber.
River Swego	29	Red and White Pine	14,000	58½	John Egan	10	18	0	.....	.....	.....	No Timber.
River Madawaska	40	do	20,000	96	do and Co.	15	12	6	.....	1269	.....	Pruber, see Lic. 96.
Clear Lake, Bonnehère	5	do	2,500	97	do	2	12	1	.....	1347	.....	No Timber.
Chalk River	56	do	28,000	98	do	29	3	3	.....	.....	.....	
do	6	do	3,000	99	do	3	2	6	.....	1149	.....	
Clarendon, Bristol, Onslow, and River Carzon	60	White Pine	30,000	100	do	15	12	6	.....	.....	.....	No Timber.
River Bonnehère	27	do	12,500	102	do	9	15	4	.....	.....	.....	Pruber, see Lic. 96.
River Craven	64	do	32,000	103	do	16	13	0	.....	.....	.....	No Timber.
River Madawaska, York	100	Red and White Pine	50,000	104	do and Co.	52	1	8	.....	1159	.....	
River Madawaska, Egan's Ct.	73	do	27,500	105	do	29	5	11	.....	.....	.....	
do	12½	Red Pine	6,750	106	do	6	12	3	.....	1136	.....	
do	27	Red and White Pine	12,300	107	do	9	13	4	.....	1171	.....	
Black River	40	Red Pine	20,000	109	do and Co.	20	16	8	.....	.....	.....	Timber, see Lic. 103.
River Madawaska	50	do	25,000	110	do	25	0	10	.....	.....	.....	do do 107.
River Bonnehère	30½	Red and White Pine	15,360	111	do	12	0	0	.....	.....	.....	do do 96.
McGillivray's Creek, Black R.	20	Red Pine	10,000	112	do and Co.	10	8	4	.....	.....	.....	do do 108.

Locality.	Area in Miles.	Description of Timber to be made.	Estimated quantity, in feet.	No. of License.	Names.	Amount of Deposit.			Quantity of Timber, said to be cut thereon.			Pieces.	Remarks.
						£	s.	d.	Number	of	W. F.		
Deep River, Ottawa	25	Red Pine.....	12,500	113	John Egan and Co.	13	0	5	18	1215			Timber, see Lic. 113.
Black River	18 1/2	Red and White Pine.....	6,875	114	John Egan	7	3	2	473	77			do do 108.
River du Moine	100	do	50,000	115	John Egan and Co.	39	1	3					do do 107.
Lusk Creek, Black River	15	Red Pine.....	7,500	116	do	7	16	0					do do 96 & 97.
River Madawaska	25	do	12,500	120	John Egan	13	0	5					do do 109.
River Bonapetère	50	Red and White Pine.....	25,000	118	John Egan and Co.	6	10	2					do do 109.
Catamet Island	60	White Pine.....	30,000	addl do.	do	13	0	5					
Township of Onslow	25	do	12,500	143	do	15	12	6					
do	4	do	2,000	222	do	6	10	3					No Timber.
Calumet Island	20	do	10,000	223	James Doyle (see D)	1	0	10	57	1372			
River du Moine	25	Red and White Pine.....	12,500	220	John Egan and Co	5	4	2	19	1343			
do	25	do	12,500	256	do	9	15	4					
do	25	do	12,500	257	do	9	15	4					
Township of Pakenham	14 1/2	White Pine.....	7,565	147	William Forbes	3	15	0	391	7	442		No Timber.
Township of Olden	8	do	4,000	182	S. Ferguson	2	1	8					
River Ottawa	15	do	7,500	200	John Foran	3	18	1		1331			
Black River	56	Red Pine	28,000	205	do	29	3	4					
do	15	Red and White Pine.....	7,500	206	do	5	17	2					
River Madawa, Township of Blithfield.	23	Red Pine.....	11,500	18	Gilmour and Co.	10	18	9	687	355			Saw Logs for 79 R.B.
River Madawaska	25	do	12,500	20	do	13	0	5					No Timber.
do	40 1/2	do	20,250	21	do	21	7	1					Saw Logs, see L. 57.
River Gatineau	100	White Pine saw logs.....	50,000	57	do	7	10	3			10,480		
River Petawawa	100	Red Pine.....	50,000	19	Allan Gilmour	52	1	8					
River Desert, Gatineau	20	White Pine saw logs.....	10,000	53	do	5	4	2					
River Pickenock, Gatineau	38	do	19,000	54	do	9	19	2					
River Gatineau	100	White Pine saw logs.....	50,200	58	do	25	0	10					No Timber.
Rivers Ottawa and Petawawa	17 1/2	Red Pine.....	8,750	71	do	9	2	3					
do	17 1/2	do	8,750	72	do	9	2	3					
River Gatineau	80	White Pine.....	40,000	242	do	20	16	8					Saw Logs, see L. 57.
do	25	do	12,500	243	do	6	10	2					No Timber.
River Petawawa	100	Red Pine.....	50,000	23	David Gilmour	26	0	10		1003			
River Coulonge	50	do	25,000	33	Allan Gilmour	52	1	8					
do	100	do	50,000	34	do	52	1	8					
River Amable du Fond	100	do	50,000	35	do	52	1	8					
do	36	do	18,000	36	do	18	15	0		1002			Saw Logs, see L. 57.
River Pickenock	50	White Pine saw logs.....	18,000	36	James Gilmour	13	0	5					
do	100	do	25,000	52	do	26	0	10					
River St. Joseph, Gatineau	100	White Pine.....	50,000	53	do	26	0	10					No Timber.
River Petawawa	50	White Pine saw logs.....	50,000	56	do	26	0	10					Saw Logs, see L. 57.
River Gatineau	50	Red Pine.....	25,000	70	do	14	6	6					
River Coulonge	25	White Pine.....	12,500	244	do	9	16	3		1003			No Timber.
do	25	Red and White Pine.....	12,500	48	William Graham	9	16	3					Saw Logs, see L. 57.
Township of Oso	14	White Pine.....	7,000	144	Glendinning	3	12	11					No Timber.

1025 1/2 }  
 Total including }  
 from last page }

86 }

1297 1/2 }



Appendix  
(M.)  
9th June.

Appendix  
(M.)  
9th June.

STATEMENT OF PARTICULARS called for by the House of Assembly on the 18th April, 1849.—Continued.

Locality.	Area in Miles.	Description of Timber to be made.	Estimated quantity in feet.	No. of License.	Names.	Amount of Deposit.			Quantity of Timber said to be cut thereon.			Saw Logs for 178.
						£	s.	d.	W. P.	R. P.	O. & E.	
Sting Creek	59	White Pine saw logs	29,500	59	Hamilton and Thomson	13	7	3	.....	.....	40,011	Saw Logs for 178.
Township of Onslow	8 1/2	do	4,667	60	do	2	2	3	.....	.....	.....	.....
River Gattineau	75	do	37,500	61	do	19	10	7	.....	.....	.....	.....
do	100	do	50,000	62	do	26	0	10	.....	.....	.....	.....
do	10	do	5,000	63	do	2	12	1	.....	.....	.....	.....
do	50	do	25,000	64	do	13	0	5	.....	.....	.....	.....
River Pêche	76 1/2	do	38,168	65	do	19	17	7	.....	.....	.....	.....
do	50	do	23,000	66	do	13	0	5	.....	.....	.....	.....
River Gattineau	100	do	50,000	67	do	26	0	10	.....	.....	.....	.....
Township of Fitzroy & Huntley	6	White Pine	3,000	163	A. Hawley	1	10	11	.....	.....	.....	No Timber.
River Madawaska	36	Red and White Pine	18,000	203	T. B. Hyde	14	1	3	.....	.....	.....	Timber, see Sec. 189.
do	11 1/2	do	5,682	209	do	4	8	9	.....	.....	.....	do do 197.
Black River	23	do	12,500	210	S. Hill	9	15	3	.....	.....	.....	do do 198.
Indian River, Strafford	25	Red Pine	12,500	122	Mrs. Jardine	13	0	5	482	.....	20	No Timber.
River Mattawa	9	do	4,500	131	J. S. Johnston	4	17	6	.....	.....	.....	.....
River Bonnachère	15	do	7,500	249	E. Johnston	7	16	3	.....	.....	.....	.....
do	16	do	8,000	250	do	8	6	8	.....	1239	.....	.....
River Ottawa	160	Red and White Pine	50,000	215	J. S. Johnston	39	1	3	55	702	.....	.....
River Amable du Fond	36	do	18,000	216	do	14	1	3	.....	.....	.....	.....
Indian River	20	do	10,000	217	do	7	16	3	44	724	.....	No Timber.
Township of Goulbourne	2	White Pine	1,000	238	Geo. Lyon	0	10	8	.....	.....	.....	.....
Township of McVab	6 1/2	White Pine	3,125	9	A. McNeae	1	12	6	.....	.....	.....	No Timber.
Township of Bagot	2 1/2	Red and White Pine	10,000	6	D. McFarlane	7	16	3	389	.....	6	.....
River Bonnachère	40	Red Pine	20,000	10	D. McDonnell	20	16	8	644	7	.....	.....
do	33	do	16,500	89	do	17	3	9	804	.....	.....	.....
River Pétéwawe	50	do	23,000	11	A. McDonnell	26	0	10	.....	1298	.....	.....
River Pétéwawe	25	do	12,500	74	do	13	0	5	.....	.....	.....	.....
do	45	Red and White Pine	22,500	75	do	17	11	6	.....	.....	.....	.....
do	36	do	18,000	76	do	14	1	3	.....	.....	.....	.....
do	25	Red Pine	12,500	78	do	13	0	5	.....	.....	.....	.....
do	25	do	12,500	79	do	13	0	5	.....	.....	.....	.....
River Pétéwawe	25	do	12,500	245	do	13	0	5	.....	.....	.....	.....
do	25	do	12,500	246	do	13	0	5	.....	.....	.....	.....
River Madawaska	20	do	10,000	234	(N.H.)	52	1	8	.....	1320	.....	Timber, see Lic. 122.
do	100	do	50,000	235	D. McLachlan	4	2	0	.....	.....	.....	.....
Indian River	1 1/2	White Pine	7,875	1	V. Lemay	13	0	5	.....	1481	.....	.....
River Ottawa	25	Red Pine	12,500	2	do	13	0	5	.....	.....	.....	.....
do	25	do	12,500	2	do	13	0	5	.....	.....	.....	.....
River Madawaska	50	do	25,000	13	William Mackie	26	0	10	.....	1000	.....	.....

Appendix (M.)  
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9th June.

Locality.	Area in Miles.	Description of Timber to be cut.	Estimated quantity, in feet	No. of License.	Names.	Amount of Deposit.			Quantity of Timber said to have been cut.			Pieces	
						£	s.	d.	W. P.	R. P.	O. S. E.		
Township of Sherbrook	8½	White Pine.....	4,250	15	M Angus McDonald.....	2	4	3	.....	.....	.....	.....	Timber, see Sec. 18, 20 and 21.
River Mississippi and Madawaska	25	Red Pine.....	12,500	32	Gerard McCoal.....	13	0	5	.....	.....	.....	.....	No Timber.
River Petawawa	50	do	25,000	49	C. and S. McDonnell.....	26	0	10	.....	.....	.....	.....	
River Bonnechère	40	Red and White Pine.....	20,000	262	do	15	12	6	.....	.....	.....	.....	
do	92½	White Pine.....	46,250	253	do	24	1	3	.....	.....	.....	.....	
Township of Pakenham	2	do	1,000	73	T. Monahan.....	0	10	5	.....	.....	.....	.....	No Timber.
River Petawawa	7½	Red Pine.....	3,562	87	McLaren.....	3	14	2	.....	.....	.....	.....	do
do	60	White Pine.....	30,000	75	R. McDonnell.....	15	12	6	.....	.....	.....	.....	Timber, see Sec. 11.
do	27½	Red and White Pine.....	13,750	123	A. McAuley.....	19	14	10	.....	.....	.....	.....	
River Gattineau	24	White Pine logs.....	12,000	180	Thomas MacRay.....	6	5	0	.....	.....	.....	.....	Saw logs, Sec. 88, 177.
River Madawaska	23	Red Pine.....	12,500	119	A. M. Dougall.....	13	0	5	.....	.....	.....	.....	Timber, see Sec. 107.
Township of Bagot	5	White Pine.....	2,500	132	A. Melville.....	1	6	0	.....	.....	.....	.....	No Timber.
Township of Blythfield	20	do	45,000	133	McPherson and Crane.....	5	4	2	.....	.....	.....	.....	Timber, see Sec. 137.
River St. Sire	30	Red and White Pine.....	40,000	135	do	31	5	0	.....	.....	.....	.....	do
do	184	White Pine.....	9,125	136	do	4	5	0	.....	.....	.....	.....	Timber, see Sec. 137.
Deep River, Ottawa	100	White Pine.....	50,000	138	do	39	1	3	.....	.....	.....	.....	do
Black River	31½	Red and White Pine.....	15,750	139	do	12	6	1	.....	.....	.....	.....	Timber, see Sec. 135.
River Petawawa	23½	do	11,542	140	do	9	0	4	.....	.....	.....	.....	No Timber.
Black River	100	White Pine.....	50,000	141	do	26	0	10	.....	.....	.....	.....	
do	100	Red and White Pine.....	50,000	134	D. L. McPherson.....	39	1	3	.....	.....	.....	.....	do
River St. Sire	30	White Pine.....	15,000	148	Alex. McLaren.....	7	16	3	.....	.....	.....	.....	Timber, see Sec. 137.
Snake River, Bromley and Stafford	15	Red and White Pine.....	7,500	149	R. McConnell.....	7	16	3	.....	.....	.....	.....	do
River Ottawa	57½	do	28,750	150	do	22	9	2	.....	.....	.....	.....	No Timber.
do	40	Red Pine.....	20,000	151	do	20	16	8	.....	.....	.....	.....	
do	33	do	16,700	152	do	17	3	9	.....	.....	.....	.....	
Lake Temescanunque	6	White Pine.....	3,000	153	McConnell and Co. ....	1	11	3	.....	.....	.....	.....	947
Deep River, Ottawa	20	Red and White Pine.....	10,000	154	B. McConnell.....	10	8	4	.....	.....	.....	.....	25
River Matawa	6	do	3,000	159	Wm. McConnell.....	2	6	10	.....	.....	.....	.....	No Timber.
Chalk River	12½	do	6,250	218	J. Mitchell.....	4	17	8	.....	.....	.....	.....	do
Township of Olden	25	Red Pine.....	12,500	175	D. McMartin.....	13	0	5	.....	.....	.....	.....	do
do	25	do	12,500	177	Edward McHay.....	13	0	5	.....	.....	.....	.....	Timber, see Sec. 167.
River Mississippi	17½	Red and White Pine.....	8,750	181	A. Montgomery.....	4	11	0	.....	.....	.....	.....	No Timber.
do	21	do	10,500	183	do	5	9	4	.....	.....	.....	.....	do
Oso & Township of Sherbrook	3	do	1,500	187	E. Misse.....	0	15	7	.....	.....	.....	.....	Timber, see Sec. 193.
Township of Olden	100	White Pine.....	50,000	192	do	26	0	10	.....	.....	.....	.....	do
Greenou Creek, Gattineau	75	do	37,500	194	Thomas McGoey.....	19	10	7	.....	.....	.....	.....	do
River Desert, Gattineau	100	Red and White Pine.....	50,000	195	do	39	1	3	.....	.....	.....	.....	do
Eagle River, do	100	White Pine.....	50,000	196	do	26	0	10	.....	.....	.....	.....	do
River Desert, do	67	Red and White Pine.....	33,500	202	James McGoey.....	26	0	10	.....	.....	.....	.....	do
Township of Westmeath	7	do	3,500	212	Ira Mason.....	2	14	8	.....	.....	.....	.....	Timber, see Sec. 208.
Snake Creek	20	White Pine saw logs.....	10,000	225	Archd. McDonald.....	2	10	0	.....	.....	.....	.....	No Timber.
Const. Creek & Township of Alliston	86½	White Pine.....	43,437	236	Archd. McArthur.....	22	5	5	.....	.....	.....	.....	do
River Petawawa	14	Red Pine.....	6,975	239	J. L. McPongall.....	7	5	4	.....	.....	.....	.....	do
Snake River	6	White Pine.....	3,000	241	do	1	11	3	.....	.....	.....	.....	No Timber.
Ottawa and Black River	12 15/16	Red and White Pine.....	6,093	156	John Moor.....	4	15	2	.....	.....	.....	.....	do
do	24	do	12,000	155	Emery Moor.....	9	7	6	.....	.....	.....	.....	1154
do	44½	do	22,350	157	D. Moor, jun. ....	17	10	0	.....	.....	.....	.....	1183
Ottawa and Black River	30	do	15,000	153	Thomson Moor.....	11	14	4	.....	.....	.....	.....	.....

Appendix  
(M.)  
9th June.

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9th June.

STATEMENT OF PARTICULARS called for by the House of Assembly on the 18th April, 1849.

Locality.	Area in Miles.	Description of Timber to be cut.	Estimated quantity, in feet.	No. of License.	Names.	Amount of Deposit.			Quantity of Timber said to have been cut thereon.			Quantity of Timber to be cut thereon.	
						£	s.	d.	W. P.	R. P.	O. & F.		
Township of Darling	14½	Red and White Pine.	7,340	231	N	5	14	9	.....	.....	.....	.....	No Timber.
River Madawaska	24	Red Pine	12,000	232	do	12	10	0	.....	.....	.....	.....	Timber, see Sec. 226
Township of Litchfield & rear	19	do	19,500	233	do	9	17	6	.....	.....	.....	.....	Saw logs, see 57, 179.
River Matawa	8½	Red and White Pine.	4,280	95	O	3	6	9	.....	741	.....	.....	.....
River Madawaska	30	Red Pine.	15,000	22	P	15	11	3	.....	.....	.....	.....	No Timber.
River Petewawe	50	do	23,000	24	do	26	0	10	.....	.....	.....	.....	do
River Mississippi	25	do	12,500	176	J. B. Poirteous	13	0	5	.....	.....	.....	.....	Timber, see Sec. 177
Black River	25	Red and White Pine	12,500	188	J. B. Poirteous	9	15	3	.....	.....	.....	.....	do do 189.
Altonet Island	14	White Pine.	7,000	201	do	3	12	11	.....	.....	.....	.....	do do do
Black River	25	Red and White Pine.	12,500	211	do	9	15	3	.....	.....	.....	.....	do do do
Bisset's Creek	10	Red Pine.	5,000	227	William Price and Co.	5	4	2	.....	.....	.....	.....	No Timber.
Deep River.	20	White Pine	10,000	228	do	5	4	2	.....	.....	.....	.....	do
Township of Bagot and Blythfield	23	do	11,500	229	do	5	19	9	.....	.....	.....	.....	Tim ver. see Sec. 226.
River Ottawa	27	Red Pine.	13,500	230	do	14	1	3	.....	.....	.....	.....	No Timber.
River Petewawe	20	do	10,000	240	Pemberton's	10	8	4	.....	.....	.....	.....	do
River Madawaska, Mississippi Branch	25	do	12,500	89	J. James Porter	13	0	5	.....	.....	.....	.....	Timber, see Sec. 37.
do	25	do	12,500	90	do	13	0	5	.....	.....	.....	.....	No Timber.
River Madawaska and Blythfield	20	White Pine.	10,000	224	Richard Powell.	5	4	2	.....	.....	.....	.....	.....
River Petewawe	21½	Red and White Pine.	12,525	69	R	8	5	5	.....	.....	.....	.....	.....
River Bonnechère	29	White Pine.	14,500	172	William Rogerson	7	11	0	.....	901	.....	.....	.....
Rivers Bonnechère, Admaston and Bonny	50	do	25,000	173	do	6	10	0	.....	.....	.....	.....	.....
River Bonnechère	18	do	9,000	174	T Parant	4	13	9	.....	.....	.....	.....	.....
River Magalloway, Gattineau	20	Red and White Pine.	.....	125	H. Russell	7	16	3	.....	.....	7,100	.....	Saw logs, 175.
River Petewawe	25	Red Pine.	12,500	4	S	26	0	10	.....	.....	.....	.....	.....
Chalk River	14½	do	7,150	41	John Supple.	7	8	11	.....	.....	678	.....	.....
Ottawa and Petewawe	35	White Pine	17,500	44	do	9	2	3	.....	.....	.....	1661	.....
River Ottawa	11	Red and White Pine.	5,500	43	do	4	5	11	.....	.....	.....	.....	Timber, see Sec. 4.
Darling, Puck-nam, Humsey	21½	White Pine.	10,500	12	Alexander Sniddon	8	4	1	.....	.....	1005	.....	.....
Indian River	40	Red Pine.	20,000	29	Isaac Smith	20	16	8	.....	.....	.....	.....	Timber, see Sec. 35 and 36.
do	40	do	20,000	30	Jos Smith	20	16	8	.....	.....	.....	.....	do do

Appendix (M.)  
9th June.

Appendix (M.)  
9th June.

Locality.	Area in Miles.	Description of Timber to be made.	Estimated quantity, in feet.	No. of License.	Names.	Amount of Deposit			Quantity of Timber said to have been cut thereon.			Pieces	Remarks.	
						£	s.	d.	W. P.	R. P.	O. N. E.			Number
River Colonge	30	Red and White Pine.	15,000	46	S	11	14	5	.....	.....	.....	.....	Timber, see Sec. 34, 35.	
Township of Clarendon	41	Red Pine.	20,500	47	do	10	16	2	.....	.....	.....	.....	do	
River Savayo	50	Red and White Pine.	25,000	51	L. James and Baird	41	13	4	.....	1132	.....	.....	Timber, see Sec. 167.	
River Madawaska	25	Red Pine.	12,500	169	James S. Read	19	10	7	.....	.....	.....	.....	do	
Township of Palmerston	37½	do	18,750	168	do	13	0	5	.....	.....	.....	.....	Timber, see Sec. 177.	
River Mississippi	25	do	12,500	178	do	13	0	5	.....	.....	.....	.....	do	
River Petawawa	64	Red Pine.	32,000	142	T	33	7	8	.....	1438	.....	.....	No Timber.	
Township of Tarbolton	½	White Pine.	166	236	Mr. J. Thomson	0	1	8	.....	.....	.....	.....	Timber, see Sec. 81.	
River Bonnechère	25	Red and White Pine.	12,500	101	W. H. Tilston	9	15	4	.....	.....	.....	.....	do	
Indian River	15	Red Pine.	7,500	68	U	7	16	3	.....	.....	.....	.....	No Timber.	
Township of Bagot	12½	White Pine.	6,252	5	W	3	5	1	.....	.....	.....	.....	No Timber.	
R. Madawaska, Mississippi br.	40	Red Pine.	20,000	37	James Wilson	20	16	8	.....	1148	.....	.....	Timber, see Sec. 37.	
do	25	do	12,500	91	James Wadsworth	13	0	5	.....	.....	.....	.....	do	
do	25	do	12,500	92	do	13	0	5	.....	.....	.....	.....	do	
do	80	do	40,000	38	D. Weir	41	13	4	.....	.....	.....	.....	do	
Indian Creek, Gattineau	5	White Pine.	2,500	124	Ruggles Wright	1	6	1	.....	.....	.....	.....	Saw logs, see Sec. 125 folio 175.	
Conteaumont, do	9	Red and White Pine.	4,500	126	do	3	10	4	.....	365	.....	.....	Saw logs, see Sec. 125 folio 175.	
Hazebazua, do	80	do	40,000	127	do	31	5	0	.....	.....	.....	.....	do	
Lake St. Mary, do	6	White Pine.	3,000	128	do	3	2	6	.....	.....	.....	.....	do	
Grand Lake, do	24½	do	12,500	129	do	6	8	1	.....	.....	.....	.....	do	
do	47	Red and White Pine.	23,500	130	do	18	7	2	.....	.....	.....	.....	do	
River Petawawa	39 7/15	do	19,687	213	Wood and Petrie	15	7	7	.....	.....	.....	.....	do	
do	1000	do	10,000	214	do	7	16	3	.....	1089	.....	.....	do	
TOTAL	9724 4/5	Superficial Miles.												

CROWN TIMBER OFFICE,  
BYTOWN, 30th June.

A. J. RUSSELL,  
Surveyor.

JAMES STEVENSON,  
Collector.

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(M.)  
9th June.

Appendix  
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STATEMENT OF PARTICULARS called for by the House of Assembly on the 18th April, 1849.

Locality.	Area in Miles.	Description of Timber to be made.	Estimated quantity in feet.	No. of License.	Names.	Amount of Deposit.			Quantity of Timber said to be cut thereon.			
						£	s.	d.	W. P.	R. P.	O. & E.	Number
Allumett Island. Rivers Madawaska and Bonnechère River Ottawa do River Petawawa. do River Madawaska	15	White Pine	7,500	49	A	3	18	2				
	11	Red Pine	5,500	12	Samuel Adams	5	12	8				
	15	Red and White Pine	7,500	26	Peter Aylett	5	17	2				
	35	do	17,500	82	Joseph Anmond	9	2	3				
	6	do	3,000	85	do	3	2	6				
	100	do	50,000	86	do	39	1	3				
60	White Pine	.....	89	do	15	12	6					
River Petawawa River Madawaska do do Township of Ross River Coulonge River Ottawa River Coulonge Coulonge Lake River Petawawa. do	15	White Pine	7,500	43	B	3	18	2				
	18	do	9,000	44	W. and J. Benson	4	13	9				
	25	do	12,500	45	do	6	10	2				
	59½	Red Pine	29,875	47	William Byers	15	11	3				
	1½	White Pine	750	52	Louis Bisgar	0	7	4				
	15	do	6,000	15	G. Bryson	3	2	6				
	14	Red Pine	7,000	16	do	7	5	10				
	17½	do	8,562	17	do	4	9	2				
	9½	do	4,750	18	do	2	10	0				
	17½ <sup>ab</sup> 21½	do Red and White Pine	8,906 10,623	81 76	Mr. John Burnett do	9 8	5 5	6 5				
Township of Litchfield Township of Hull Township of Dalhousie Township of Litchfield	26	Red and White Pine	10,500	21	C	8	4	1				
	¾	White Pine	750	25	H. Carmichael	0	7	10				
	6	do	3,000	29	H. Cotton	1	11	3				
	5½	do	2,750	73	A. Caldwell	1	8	8				
		do			J. Campbell							
River Petawawa Township of Hull Township of McNab and Pakenham Township of Onslow	31½	Red and White Pine	15,750	24	D	12	6	1				
	5	White Pine	2,470	28	Dawson	1	15	6				
	12½	do	6,375	53	T. Davidson	3	6	5				
	4	do	2,000	68	O. Dickson	1	0	10				
River Severn River Bonnechère Chalk River do Townships of Clarendon, Bristol and Onslow, and Cuyon River	28	White Pine	4,000	55	E	7	5	4				
	21	do	10,500	56	J. Egan	5	9	5				
	56	do	25,000	57	J. Egan and Co.	19	8	11				
	6	Red and White Pine	3,000	58	do	3	2	6				
	60	White Pine	30,000	59	do	15	12	6				

Locality.	Area in Miles.	Description of Timber to be made.	Estimated quantity, in feet.	No. of License.	Names.	Amount of Deposit.			Quantity of Timber said to be cut thereon.			
						£	s.	d.	W. P.	R. P.	O & F	Number
River Cuyon	64	White Pine	32,000	60	John Egan	16	13	0				
River Madawaska, York Br	100	Red and White Pine	50,000	61	John Egan and Co.	52	1	8				
River Bonnechère	30½	do	15,360	62	do	12	0	0				
Deep River	24	White Pine	12,000	63	do	6	5	0				
River Bonnechère	50	Red and White Pine	25,000	64	do	19	10	8				
Cabnet Island	60	White Pine	30,000	65	do	15	12	6				
do	20	do	10,000	66	do	5	4	2				
Black River	13½	do	6,875	67	John Egan	4	15	5				
Township of Clarmoon	41	do	20,500	72	do	10	16	2				
River Madawaska	50	Red and White Pine	25,000	69	do	19	10	9				
Township of Packenham and Fitzroy	14½	White Pine	7,565	22	William Forbes	3	15	7				
Township of Sherbrooke	9	do	4,500	30	Flinloft	2	6	10				
Black River	15	Red and White Pine	7,500	84	John Foran	5	17	2				
River Madawaska	25	Red Pine	12,500	34	Gilmour and Co.	13	0	5				
River Annable du Fond	100	do	50,000	35	Allan Gilmour	52	1	8				
River Gatineau	25	do	12,500	37	do	6	10	2				
River Pikanook	38	do	19,000	39	do	9	19	2				
River Gatineau	100	White Pine Saw Logs	56,000	40	do	26	0	10				
River Kaybagua	20	Red Pine	10,000	41	do	7	16	3				
River Petewawe	100	do	50,000	36	David Gilmour	52	1	8				
River Pikanook	100	White Pine	20,000	33	James Gilmour	26	0	10				
River Madawaska	11½	Red and White Pine	5,682	87	J B Hyde	4	8	9				
River Gatineau	100	do	50,000	2	Hamilton and Thomas	26	0	10				
River La Pêche	50	do	25,000	3	do	13	0	5				
do	76½	do	38,168	4	do	19	17	7				
River Gatineau	50	do	25,000	5	do	13	0	5				
do	10	White Pine Saw Logs	5,000	6	do	2	12	1				
do	100	do	50,000	7	do	26	0	10				
do	½	do	37,500	8	do	19	10	7				
Township of Onslow	8½	do	4,067	9	do	2	2	3				
Stag Creek	59	do	29,500	10	do	15	7	3				
Township of Tarbolton, Fitzroy and Huntley	6	Red Pine	2,968	13	Andrew Hawley	1	10	0				
Black River	25	Red and White Pine	12,500	88	Simon Hill	9	15	3				
River Ottawa	17½	Red and White Pine	8,666	91	J. S. Johnston	6	14	2				
Township of Bagot	20	Red and White Pine	10,000	11	Duncan McFarlane	7	16	3				
Township of Eardley	4	White Pine	2,000	51	J. McLoun	1	0	10				

Appendix  
(M.)  
9th June.

Appendix  
(M.)  
9th June.

STATEMENT OF PARTICULARS called for by the House of Assembly on the 18th April, 1849.

Locality.	Area in Miles.	Description of Timber to be made.	Estimated quantity, in cu ft.	No. of License.	Names.	Amount of Deposit.		Quantity of Timber said to be cut thereon.	
						£	s	W. P.	R. P.
Township of Hull.....	1	White Pine.....	100	70	M A. McDonald.....	0	1	0	
River Ottawa.....	14 1/2	Red and White Pine.....	7,750	32	Edward Masse.....	5	14	8	
River Ottawa and Township of Stafford.....	10	do.....	50,000	33	do.....	3	18	2	
Deep River, Ottawa.....	6	White Pine.....	3,000	74	McCannell and Co.....	1	11	3	
River Desert.....	75	do.....	37,500	83	Thomas McGauy.....	19	10	7	
River Ottawa*.....	12	do.....	6,000	90	Edward Masse.....	3	2	6	
do.....	12,000	Red and White Pine.....	6,000	78	John Moore.....	4	15	2	
Townships of On- and Sherbrooke.....	17 1/2	White Pine.....	8,750	54	Alexander Montgomery.....	4	11	0	
River Ottawa and Black River.....	30	Red and White Pine.....	15,000	77	Thomson Moore.....	11	14	4	
Stag Creek, Gatineau.....	20	White Pine.....	10,000	80	A. McDonald†.....	...	...	...	
River Ottawa.....	20	White Pine.....	10,000	19	D. Omeara.....	5	4	2	
Township of McNab.....	2	White Pine.....	1,000	31	Peter Robinson.....	0	10	5	
Chalk River.....	12	Red and White Pine.....	6,000	50	O. and J. Smith.....	4	13	6	
Indian River.....	13 1/2	White Pine.....	7,875	23	J. Supple.....	4	2	0	
River Savoy.....	30	Red and White Pine.....	25,000	71	C. L. and H. R. Symmes.....	41	13	4	
Township of Beckwith.....	14	White Pine.....	750	75	D. Spisman.....	0	7	10	
Township of Montague.....	4	do.....	250	79	do.....	0	2	7	
Township of Oton and Oso... }	11 1/2	do.....	5,822	1	J. Stanley.....	3	0	0	
River Petawawa.....	64	Red Pine.....	32,000	27	John Thompson.....	33	6	8	
Conteaugumont Lake, Pickanuck.....	9	Red and White Pine.....	4,500	14	R. Wright.....	3	10	3	
Penechany, Lake-Gatineau... }	14	White Pine.....	7,000	20	do.....	3	12	11	
Grand Lake, Gatineau... }	47	Red and White Pine.....	23,500	46	do.....	18	7	2	
River Petawawa.....	20	do.....	10,000	92	Wood and Petrie.....	7	16	3	
do.....	48	Red Pine.....	24,000	93	do.....	23	8	9	
River Madawaska, Mississippi Branch.	40	do.....	20,000	42	J. Wardsworth.....	20	16	8	
Conteaugumont, Gatineau.....	14 1/2	White Pine.....	7,524	48	R. Wright.....	3	15	11	
TOTAL	2861 1/2	Superficial Miles.							

\*Many of the Licenses of the previous year were not received in 1848, the right to the lands were reserved for the use of holders without their being required to work upon them.—A. J. R.  
†Deposit of previous year to his credit, he having been prevented from occupation then.

CROWN TIMBER OFFICE,  
BYTOWN, 30th June.

A. J. RUSSEL,  
Surveyor.

JAMES STEVENSON,  
Collector.

Appendix (M.)

Appendix (M.)

9th June.

9th June.

RETURN OF APPLICATIONS made since 1st January, 1849, to James Stevenson, Esquire, to cut timber on Crown Lands, on the River Ottawa and its tributaries.

No. as registered.	Applicants' Names.	Locality.	Sq. Miles.	No. of Lic. if granted.	
A.					
47	P. Aylen, jun.....	River Madawaska .....	11	—	For renewal of License 12 of 1848.
52	Joseph Aumond, for Samuel Adams .....	Allumettes Island .....	15	—	do do 49 "
	Edward Masse .....	River Ottawa .....	14 $\frac{3}{4}$	—	do do 32 "
	Do .....	River Ottawa, township of Stafford ...	10	—	do do 33 "
	John Pouporer .....	Black River.....	25	—	do do 188 of 1847.
	J. B. Pouporer .....	Allumettes Island .....	14	—	do do 201 "
	Do .....	Black River.....	25	—	do do 211 "
	Thomas McGoey .....	River Desert .....	75	—	do do 83 of 1848.
	Do .....	Eagle River.....	100	—	do do 195 of 1847.
	James McGoey .....	do .....	67	—	do do 202 "
	Joseph Bree .....	River Ottawa .....	24	—	do do 204 "
	J. B. Hyde .....	River Madawaska .....	11 $\frac{1}{2}$	—	do do 87 of 1848.
	Simon Hill .....	Black River.....	25	—	do do 88 "
	Wood and Petry.....	River Petewawe .....	20	—	do do 92 "
	Do .....	do .....	48	—	do do 93 "
	Do .....	River Madawaska .....	100	—	do do 234 of 1847.
	Do .....	River Petewawe .....	7 $\frac{1}{2}$	—	do do 161 "
	Do .....	do .....	25	—	do do 3 "
	Do .....	do .....	40	—	do do 162 "
	Do .....	do .....	48	—	do do 160 "
	James S Johnston.....	River Ottawa .....	17 $\frac{1}{2}$	—	do do 91 of 1848.
	Do .....	do .....	100	—	do do 215 of 1847.
	Do .....	River Matawin .....	9	—	do do 131 "
	Do .....	River Amable du Fond .....	36	—	do do 216 "
	Do .....	Indian River .....	20	—	do do 217 "
	Robert Johnston.....				
	Louis Brisard .....	Township of Ross .....	1 $\frac{1}{2}$	—	do do 62 of 1848.
	Louis Centers.....				
	Coutler and Aird .....	Deep River.....	20	—	do do 171 of 1847.
	William C. Bennett ...	River Petewawe .....	2 $\frac{1}{4}$	—	do do 76 of 1848.
	Do .....	do .....	17 $\frac{1}{2}$	—	do do 81 "
	A. McAuly .....	do .....	27 $\frac{1}{2}$	—	do do 123 of 1847.
	Joseph Aumond.....	River Ottawa .....	15	—	do do 26 of 1848.
	Do .....	do .....	35	—	do do 82 "
	Do .....	River Petewawe .....	6	—	do do 85 "
	Do .....	do .....	100	—	do do 86 "
	Do .....	River Madawaska .....	60	—	do do 89 "
	Do .....	do .....	90	—	do do 190 of 1847.
	Do .....	Eagle River.....	67	—	do do 191 "
	Do .....	River Coulonge .....	13 $\frac{3}{4}$	—	do do 193 "
	Do .....	River Madawaska .....	60	—	do do 197 "
	Do .....	Black River.....	100	—	do do 198 "
	Do .....	River Petewawe .....	58 $\frac{1}{2}$	—	do do 199 "
B.					
43	T. C. Brigham, for L. L. Brigham.....	River Petewawe .....	48	—	do do 160 "
	Do .....	do .....	7 $\frac{1}{2}$	—	do do 161 "
	T. C. Brigham .....	do .....	25	—	do do 3 "
	Do .....	do .....	40	—	do do 162 "
31	C. S. Bellows .....	Township of Westmeath .....	6 $\frac{3}{4}$	—	do do 185 "
	Do .....	do .....	5	—	do do 179 "
55	John Bell.....	Townships of Admaston and Bromley	28	—	For new limits.
C.					
8	M. Coghlan .....	Allumettes Island .....	1 $\frac{1}{2}$	—	For new limits.
13	R. Chambers .....	River du Moine .....	25	—	For part of J. Bennet's licence, 170 of 1847.
18	John Cahill.....	Township of Litchfield .....	1	—	For new limits.
27	Thomas Corcoran .....	River du Moine .....	100	—	do
"	Do .....	do .....	100	—	do
"	Do .....	do .....	50	—	do
"	Do .....	do .....	70	—	do
"	Do .....	do .....	100	—	do
28	James Corcoran .....	do .....	200	—	Restricting the above.
37	Do .....	do .....	157	—	do do
51	Robert Conroy .....	Chalk River.....	18	—	For renewal of License 254 of 1847
	Do .....	River Madawaska .....	49 $\frac{1}{2}$	—	do do 255 "
D.					
2	S. J. Dawson .....	Rivers { Ottawa .....	25	—	For new limits.
"	Do .....	{ Matawin .....	25	—	do
"	Do .....	do .....	25	—	do
"	Do .....	do .....	25	—	do
"	Do .....	do .....	25	—	do
"	Do .....	do .....	25	—	do
3	Do .....	Black River.....	20	—	do
"	Do .....	do .....	18	—	do



Appendix (M.)

RETURN OF APPLICATIONS made since 1st January, 1849, &c.—Continued.

Appendix (M.)

9th June.

9th June.

No. as registered.	Applicants' Names.	Locality.	Sq. Miles.	No. of Lic. if granted.	
D.					
4	S. J. Dawson	River du Moine	25	—	For new limits.
"	Do	do	25	—	do
5	W. M. D. Dawson	Anthony River	25	—	do
"	Do	do	25	—	do
"	Do	do	25	—	do
"	Do	do	25	—	do
60	Do	River Magnicibe, Ottawa	25	—	For renewal of License 164 of 1846.
61	Do	Rivers Ottawa and Amable du Fond	25	—	do do 165 "
62	Do	River Petewawe	25	—	For new limits.
63	Do	River du Moine	25	—	do
"	Do	do	25	—	do
64	Do	do	25	—	do
"	Do	do	25	—	do
9	J. Drummond	Township of Tarbolton	3	—	do
17	Samuel Dickson	Township of Packenham	10	—	For renewal and extension of No 53 of '48.
56	Thomas Davidson	Township of Hull	5	—	For renewal of License 28 of 1848.
E.					
22	John Egan & Co.	River du Moine	50	—	For new limits.
"	Do	And Black River	uncertain	—	do
44	Do for				
	W. H. Tilston	River Bonnechère	26	—	For renewal of License 101 of 1847.
	R. W. Cruice	Black River	15 $\frac{3}{4}$	—	do do 108 "
	F. Armstrong	Deep River	24	—	do do 117 "
	Alexander McDougall	River Madawaska	25	—	do do 119 "
	James Doyle	River Ottawa	25	—	do do 121 "
	Do	Township of Onslow	4	—	do do 223 "
	Mary Bowland	River Bonnechère	21	—	do do 81 "
	John Egan	River Seveyo	28	—	do do 58 $\frac{1}{2}$ "
	Do	River Bonnechère	25	—	do do 102 "
	Do	River Cuyon	64	—	do do 103 "
	Do	Egan's Creek, T. B., Madawaska	75	—	do do 105 "
	Do	River Madawaska	12 $\frac{1}{2}$	—	do do 106 "
	Do	do	25	—	do do 107 "
	Do	do	50	—	do do 110 "
	Do	Black River	13 $\frac{3}{4}$	—	do do 114 "
	Do	River Madawaska	25	—	do do 120 "
	Do	River du Moine	25	—	do do 256 "
	Do	do	25	—	do do 257 "
	John Egan & Co.	Little River, Madawaska	40	—	do do 96 "
	Do	River Bonnechère, Clear Lake	5	—	do do 97 "
	Do	Chalk River	56	—	do do 98 "
	Do	do	6	—	do do 99 "
	Do	Townships of Clarendon, Bristol and Onslow, and Cuyon River	60	—	do do 100 "
	Do	Black River	40	—	do do 109 "
	Do	River Madawaska	100	—	do do 104 "
	Do	River Bonnechère	30 $\frac{3}{4}$	—	do do 111 "
	Do	McGillivray's Creek, Black River	20	—	do do 112 "
	Do	Deep River	25	—	do do 113 "
	Do	River du Moine	100	—	do do 115 "
	Do	Lusk's Creek, Black River	15	—	do do 116 "
	Do	River Bonnechère	50	—	do do 118 "
	Do	Callumettes Island	60	—	do do 143 "
	Do	do	20	—	do do 220 "
	Do	Township of Onslow	25	—	do do 222 "
	Do for				
	D. T. Browne	Township of Packenham	4 $\frac{5}{100}$	—	do do 164 "
	Do	Township of Dabing	23	—	do do 165 "
	Do	Township of Bagot	20	—	do do 166 "
	I. Grierson			—	No license in this name.
	Elias More			—	do do
	John Curry			—	do do
	James McDonell			—	do do
	Charles Colton			—	do do
	James Davidson			—	do do
	R. Ryan			—	do do
	C. O'Kelly			—	do do
	G. Stubbs			—	do do
	M. Cullen	River du Moine	60	—	For renewal of License 293 of 1846.
	J. Pergo			—	No license in this name
	John Egan	River Seveyo	28	—	For renewal of License 55 of 1848.
	Do	River Cuyon	64	—	do do 60 "
	Do	Black River	13 $\frac{3}{4}$	—	do do 67 "
	Do	River Madawaska	50	—	do do 69 "
	Do	Township of Clarendon	41	—	do do 72 "
	John Egan & Co.	River Bonnechère	21	—	do do 56 "
	Do	Chalk River	56	—	do do 57 "
	Do	do	6	—	do do 58 "
	Do	Townships of Clarendon, Bristol and Onslow, and Cuyon River	60	—	do do 59 "
	Do	River Madawaska	100	—	do do 61 "
	Do	River Bonnechère	30 $\frac{3}{4}$	—	do do 62 "

Appendix  
(M.)

RETURN OF APPLICATIONS made since 1st January, 1849, &c.—Continued.

Appendix  
(M.)

9th June.

9th June.

No. as re- gistered.	Applicants' Names.	Locality.	Sq. Miles.	No. of Lic. if granted.	
<b>E.</b>					
	John Egan & Co. ....	Deep River .....	24	—	For renewal of License 63 of 1848.
	Do .....	River Bonnechère .....	50	—	do do 64 "
	Do .....	Callumettes Island .....	60	—	do do 65 "
	Do .....	do .....	20	—	do do 66 "
24	John Egan .....	River du Moine .....	25	—	For new limits.
	Do .....	do .....	25	—	do
<b>F.</b>					
38	William Forbes .....	Township of McNab .....	15	—	do
<b>G.</b>					
26	W. H. Gibson .....	Indian River .....	25	—	do
59	James Grierson .....	Towuship of Tarbolton .....	6	—	do
<b>H.</b>					
15	Henry Highlan .....	Township of Fitzroy .....	1½	—	do [censed.
34	Hugh Hamilton .....	Township of Westmeath .....	17	—	do and part of limits already li-
36	Thomas Harrington .....	River Ottawa .....	25	—	Asks D. O'Meara's license, No. 19 of 1848.
46	Andrew Hawley .....	Township of Tarbolton, Fitzroy and	6	—	For renewal of License 13 of 1848.
		Huntly .....			
64	Hamilton and Thomson	River Gatineau .....	100	1	do do 2 "
	Do	River La Pêche .....	50	3	do do 3 "
	Do	do .....	76½	2	do do 4 "
	Do	River Gatineau .....	50	4	do do 5 "
	Do	do .....	10	5	do do 6 "
	Do	do .....	100	6	do do 7 "
	Do	do .....	75	7	do do 8 "
	Do	Township of Onslow .....	8½	8	do do 9 "
	Do	Stag Creek, Gatineau .....	59	9	do do 10 "
58	Do	River Gatineau .....	32	—	For new limits.
	Do	do .....	10	—	do
<b>I.</b>					
65	D. F. Ingles .....	Township of Eardley .....	15	—	For part of S. Corcoron's lic. No. 36 of 1846.
<b>J.</b>					
32	Elliot Johnston .....	River Bonnechère .....	15	—	For renewal of License 249 of 1847.
	Do .....	do .....	16	—	do do 250 "
57	Mrs. J Jardine .....	Indian River, Township of Stafford...	25	—	do do 122 "
	Do .....	Indian River .....	31	—	do do 282 of 1846.
<b>M.</b>					
21	John Mitchel .....	Townsh of Olden .....	12½	—	do do 218 of 1847.
25	A. Main, assigner for } S. R. Wright .....	Blue Sea Creek, Gatineau .....	68	—	do do 25 of 1846.
41	R. Minnion .....	River Ottawa .....	30	—	Asks J. Moore's license, No. 158 of 1847.
73	H. Murphy .....	Township of Bristol .....	—	—	For renewal of License 146 of 1845.
1	J. L. McDougall .....	River Petewawe .....	25	—	For Pemberton, Bro's lic. No. 20 of 1844.
14	Do .....	River Madawaska .....	49	—	For new limits.
10	George McConnell, jun.	River du Moine .....	25	—	do
11	George McConnell .....	do .....	50	—	do
12	Lyman McConnell .....	do .....	50	—	do
16	M. McBean .....	River Gatineau .....	17½	—	For A. Cullen's license, No. 16 of 1847.
30	Alexander McLaren .....	Snake River .....	Vague	—	For new limits and part of old.
35	Angus McDonald .....	Township of Sherbrooke .....	8½	—	For renewal of License 15 of 1847.
40	D. McGillivray .....	River Ottawa .....	Vague	—	For sundry limits of others.
49	J. McMillan .....	Township of March .....	1½	—	For new limits.
53	J. W. McLean .....	Township of Eardly .....	4	—	For renewal of License 51 of 1848.
75	D. McFarlane .....	Township of Bagot .....	20	—	do do 11 "
<b>N.</b>					
50	H. V. Noel, for A. McArthur .....	Constance Creek, Tp. of Admaston...	86½	—	do do 226 of 1847.
	Wm. Price & Co. ....	Besset's Creek .....	10	—	do do 227 "
	Do .....	Deep River .....	20	—	do do 228 "
	Do .....	Townships of Bagot and Blithefield...	23	—	do do 229 "
	William Price .....	River Ottawa .....	27	—	do do 230 "
	H. V. Noel .....	Township of Darling .....	14½	—	do do 231 "
	Do .....	River Madawaska .....	24	—	do do 232 "
	Do .....	Township of Litchfield .....	19	—	do do 233 "
<b>O.</b>					
45	J. O'Brien, jun. ....	River Ottawa .....	40	—	For J. Tibbit's license, No. 302 of 1846.
	Do .....	River Matawin .....	34	—	For new limits.
	Do .....	Bear River .....	50	—	do

Appendix  
(M.)

RETURN OF APPLICATIONS made since 1st January, 1849, &amp;c.—Continued.

Appendix  
(M.)

9th June.	No. as re- gistered.	Applicants' Names.	Locality.	Sq. Miles.	No. of Lic. if granted.	9th June.
		O.				
		J. O'Brien, jun. ....	Jean de Terre.....	100	—	For new limits.
		Do .....	River Gatineau .....	12	—	do
48		C. O'Kelley .....	Indian River .....	31½	—	For Jardine's license, No. 232 of 1846.
		P.				
6		William F. Powell.....	River du Moine .....	50	—	For new limits.
7		A. H. Powell .....	do .....	50	—	do
19		{ James Porter .....	River Mississippi .....	250	—	do
		{ J. Wadsworth..... }				
		R.				
39		P. Robertson .....	Township of McNab.....	11½	—	For new limits.
23		James S. Read .....	River Madawaska .....	50	—	do
		S.				
29		William Stubbs .....	River Coulonge .....	25	—	For new limits.
"		Do .....	do .....	25	—	do
33		A. Stewart .....	Township of McNab.....	6	—	do
42		Alexander Snedden .....	Townships of Pakenham and Darling	21½	—	For renewal of Licence 12 of 1847.
		W.				
19		{ J. Wadsworth..... }	River Mississippi .....	25	—	Already entered, (see P.)
		{ A. J. Porter .....				
78		H. Carmichael .....	River Gatineau .....	100	—	For new limits.
79		Do .....	River Desert, Gatineau.....	100	—	do
		Do .....	do .....	100	—	do
		G.—(Continued.)				
74		Allan Gilmour .....	River Pickanock, Gatineau .....	uncertain	—	For new limits.
76		Gilmour & Co. ....	River Boscatau, Gatiueau.....	100	—	do
		Do .....	do .....	100	—	do
		Do .....	River Desert, Gatineau.....	50	—	do
		Do .....	do .....	50	—	do
		Do .....	do .....	50	—	do
		Do .....	do .....	50	—	do
		Do .....	do .....	50	—	do
		Do .....	do .....	200	—	do

JAMES STEVENSON.  
A. J. RUSSEL.CROWN TIMBER OFFICE,  
Bytown, 30th June, 1849.

**Toronto:**  
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FRONT STREET.

## M E S S A G E .

## ELGIN AND KINCARDINE.

THE GOVERNOR GENERAL transmits, for the information of the Legislative Assembly, Copies of a Despatch and Enclosures from Her Majesty's Secretary of State for the Colonies, relative to the projected Railroad between Halifax and Quebec or Montreal.

GOVERNMENT HOUSE,  
Toronto, 6th June, 1851.

(Copy.)

No. 569.

DOWNING STREET,  
14th March, 1851.

MY LORD,—1. From the correspondence which I have already had with Your Lordship on the subject of the projected Railroad from Halifax to Quebec, you are well aware that although Her Majesty's Government have not hitherto been enabled to take any steps towards the execution of that work, it is an undertaking which they have long earnestly desired to see accomplished, as they believe it to be one calculated very greatly to advance the commercial and political interests both of the British Provinces in North America, and of the Mother Country. It is therefore with great satisfaction that I have now to acquaint Your Lordship that I have reason to hope that the time is at length come when this great national enterprize may be undertaken with advantage, if there still exists (as I am assured there does) as strong a desire to promote it on the part of the inhabitants of Canada and New Brunswick, as they formerly expressed, and as the people of Nova Scotia have recently manifested.

2. I enclose for Your Lordship's information a copy of a despatch addressed to me in the course of the last autumn, by Sir John Harvey, introducing to me Mr. Howe, a Member of the Government of Nova Scotia, and also copies of two letters I have received from that gentleman, and of the answer which has by my direction been returned to him. Your Lordship will perceive from these papers that the proposal made by Mr. Howe on behalf of the Province of Nova Scotia, and to which Her Majesty's Government have thought it their duty so far to accede as to undertake on certain conditions to recommend it for the sanction of Parliament, is to the effect that the credit of this country should be employed to enable the Provinces of Canada, New Brunswick and Nova Scotia, to raise upon advantageous terms the funds necessary for the construction of the proposed Railway, just as Canada has already been enabled by similar assistance to construct the canals by which she has lately completed the most extensive and perfect system of inland navigation which exists in the world. Although Her Majesty's Government are of opinion that great caution ought to be observed in pledging the credit of the British Treasury in aid of loans raised by the Colonies, they regard the work now in contemplation as being (like the St. Lawrence Canals) of so much importance, to the whole empire

as to justify them in recommending to Parliament that some assistance should be given towards its construction; nor is there any mode of affording such assistance which has hitherto been suggested, which appears on the whole so little burthensome to the Mother Country, and at the same time of so much real service to the Colonies, as that which is now proposed.

3. In coming to the decision that Parliament should be invited to give this support to the projected Railway, Her Majesty's Government have not failed to bear in mind that by enabling the North American Provinces to open this great line of communication, it may fairly be assumed that a powerful stimulus will be given to their advance in wealth and population, and that the consequent increase in their resources will render it possible for them to relieve the Mother Country sooner and more completely than would otherwise be practicable from charges now borne by it on account of these Colonies. In another despatch of this date, I have informed Your Lordship, that in the judgment of Her Majesty's Government, the British Colonies ought to be required as they become capable of doing so, to take upon themselves not only the expenses of their civil Government, but a portion at all events of those incurred for their protection; and I have pointed out to you that the British North American Provinces, and especially Canada, have now reached such a stage in their progress, that the charges for which Parliament is called upon to provide on that account, ought to be rapidly diminished. The construction of the proposed Railway would greatly contribute to promote this important object. By opening new districts for settlement, and by the demand for labour which will be created during the progress of the work, the projected Railway cannot fail to increase the wealth and population of these Provinces, while by affording a rapid and easy communication between them, it will enable them to afford to each other far greater assistance than they now can, in any difficulty or danger to which they may be exposed.

4. Your Lordship will not fail to observe from the letter which has been addressed to Mr. Howe, that the assistance which it is proposed to grant to the Provinces towards the construction of the proposed Railway, is to be contingent on provision being made for opening a complete line of communication from Halifax to Quebec or Montreal: it is necessary therefore to ascertain whether Canada and New Brunswick are ready to join with Nova Scotia in raising

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the capital required for the work in the manner proposed, and if so, in what proportion each Province is to become responsible for the expense incurred. The question whether it will be advisable for these two Provinces to join in the construction of the projected Railway if they should be enabled by the assistance of Parliament to raise the required capital at a low rate of interest, is one for the consideration of their respective Legislatures; but so far as I have the means of forming a judgment upon the subject, I should anticipate that their decision would be in favour of doing so. I infer that this is probable not less from what I have learnt of the actual state of public opinion on this subject in the Provinces, than from the view which I take of their interest in the work. Though I can well believe that there would be much room for doubting whether the Railway would pay as a mercantile speculation to a company looking to traffic for its remuneration, the case is very different when it is regarded as a public undertaking. When viewed in this light the various indirect advantages which cannot fail to arise to the Provinces from possessing such improved means of communication, must be considered, as well as the very great additional value which would be conferred on a vast extent of public lands which are now comparatively worthless. This is a source of profit from which no advantage can in general accrue to the construction of Railways in countries where the soil has long been appropriated by individuals: on the contrary in these countries the purchase of land is not one of the least important items of the expense to be incurred in such undertakings; but where, as in parts of Canada and New Brunswick, a great part of the territory to be traversed by a Railroad is still unappropriated, and the land may be sold by the public, the increased value given to it by being thus rendered accessible may render it advantageous to construct a Railway, though the traffic is not expected to do more at first than pay the working expenses.

5. If these considerations should induce the Legislatures of the three Provinces to combine in undertaking the projected Railway, the terms on which they are to co-operate with each other for that object will have to be settled, and in coming to such an arrangement various questions of great difficulty and importance will require to be considered. For instance it is probable that when the line is completed the traffic will be far more remunerative at the two extremities than in the more central portion of it, while at the same time the expense of construction would from the nature of the country be precisely higher where the traffic returns would be lowest, so that if each Province were required to pay for the formation of the line through its own territory, and to receive the returns from the traffic through the same, it would follow that while the expense to New Brunswick would be the greatest, its receipts would be the smallest. On the other hand, as I have just observed, one of the most important sources of profit from the construction of such a Railway as that now in contemplation, would arise from the sale of land, of which the value would be increased by the work, and it appears from the papers before me, that New Brunswick would probably derive a greater profit from that source than the two sister Provinces.—Whether the result upon the whole would be that each Province, considering these various circumstances, ought to take upon itself the construction of the Railway through its own territory, or whether, on the contrary, any one should be assisted by the others, is a point on which I have not the means of forming a judgment; and I would suggest to you that the best course with a view of arriving at some practical result, would be that a deputation from the Executive Councils of the two Lower Provinces should proceed to the Seat of Government in Canada, in

order to confer with Your Lordship and with your Council, for the purpose of coming to some agreement upon the subject, which, after being approved by the Legislatures of the several Provinces, might be submitted for the sanction of Parliament.

6. It does not appear to me that if such a conference should be held it need occupy any very great length of time, or that much difficulty would arise in coming to an arrangement for the construction and working of the projected Railway, by which the expense of the undertaking on the one hand, and the advantage to be derived from it on the other, might be fairly apportioned between the different Provinces. Hereafter I may probably be enabled to offer some suggestions as to the manner in which this might be accomplished; but at present I have only to add that I shall transmit copies of this despatch to Sir Edmund Head, and to Sir John Harvey, with instructions to them to communicate with Your Lordship without delay on the important subject to which it relates, and it will give me the highest satisfaction if the result of these communications should be the undertaking of a work, which if completed, cannot, I believe, fail to add greatly to the prosperity of the British Provinces in North America, and at the same time to give additional strength to the ties which connect them with each other and with the British Empire.

I have, &amp;c.,

(Signed) GREY.

The Right Honourable,  
The Earl of Elgin and Kincardine,  
&c., &c., &c.

(Copy.)

No. 204.

GOVERNMENT HOUSE,  
Halifax, 25th October, 1850.

MY LORD,—The Members of my Government, upon a full consideration of the contents of Your Lordship's communication of the 21st ult., having deemed it to consist with what they owe to public feeling (which has been very unequivocally expressed throughout the Province,) as well as to their own views of the great interests involved, to seek to present those views to Her Majesty's Government, in as plain and forcible a manner as may be consistent with the deep respect with which all decisions by Your Lordship have been, and will, at all times, be received by them; they have accordingly resolved on delegating one of their body to proceed to England, in the hope that Your Lordship will admit their delegate to an audience, and will afford him every facility in bringing the views which he is charged to advocate, under the consideration of Her Majesty's Government, which to Your Lordship may seem fit.

Permit me, therefore, to present to Your Lordship the Honourable Joseph Howe, a member of my Council, and a gentleman well qualified, in my judgment, to afford to Your Lordship and to Her Majesty's Government, the fullest information, and the most correct views of the state of public feeling in Nova Scotia.

The deep importance attached throughout the Province to the subject of Mr. Howe's mission, will, I doubt not, plead my excuse for any deviation from existing regulations which may attend this mode of communication with Your Lordship; and I do not doubt that on this as on some other points, Mr. Howe's local information, experience, and sound judgment, will be found useful and acceptable.

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It is Mr. Howe's present intention (should circumstances not induce him to alter it,) to return to Nova Scotia before the meeting of the Legislature, in the hope of enabling me to convey to that body, at their meeting, some definite information as to the prospect of being able to obtain the necessary funds from London capitalists, either with or without the aid of Her Majesty's Government. As the latter alternative, however, would involve the difference of from £16,000 to £20,000 a year, in the amount of interest to be paid by the Colony, I feel satisfied that Your Lordship will feel disposed to promote any well considered measure by which so large a saving may be effected, without risk to the Imperial Government.

I have, &c.,

(Signed) J. HARVEY.

The Right Honourable  
Earl Grey,  
&c., &c., &c.

No. 1.

Copy of a Letter from Mr. Howe to Earl Grey.

5, SLOAN STREET,  
November 25, 1850.

MY LORD,—Having, at the interview with which I was honoured on the 18th instant, received your Lordship's instructions to place before you, in official form, the arguments on which, as Representative from the Province of Nova Scotia, I base my application for the guarantee of the Imperial Government, in aid of the public works projected by the Government of that colony, I beg leave, with all respect, to call your Lordship's attention to the following statement and observations:

Regarding the period as rapidly approaching, if it has not actually arrived, when railroads must be laid down through her most advanced and prosperous counties, east and west, Nova Scotia is called to decide, with the experience of the world before her, upon the measures to be adopted to secure for her people, at the least expense, with the slightest risk, and in the shortest time, these great modern improvements. Her people have been accustomed to free roads; no toll-bars exist in the province. Her roads, made at the public expense, belong to the country, and are emphatically the Queen's highways. In the few instances where she has deviated from this policy, in respect to bridges or ferries, the cost and the inconveniences of monopoly have tested its value.

Railways are highroads of an improved construction. They are as essential to our advancement and prosperity now, as common roads were in the olden time. The service which the Government has performed for a hundred years in respect to the common roads, which probably measure 8,500 miles, we believe it to be capable of performing in regard to railways. The Administration is content to assume the responsibility, and the people, including an immense majority of all political parties, are willing and anxious that they should.

If our Government had means sufficient to build railroads, and carry the people free, we believe that this would be sound policy. If tolls must be charged, we know that these will be more moderate and fair, if Government regulate them by the cost of construction and management, than if monopolies are created, and speculators regulate the tolls only with reference to the dividends. If there be risk or loss we are content to bear it. If the traffic of the country yields a profit, we would apply the surplus revenue to the opening of

new lines, or to the reduction of the cost of transportation.

Were a railroad to be constructed in Nova Scotia, for the accommodation of internal traffic alone, we should perhaps decide to lay a line through our western counties first, these being the most populous and improved.

An inter-colonial railroad, in which the adjoining colonies feel an interest, offers more general advantages than a mere local line. Hence the interest felt in the Quebec Railroad, which would have drawn to Halifax much trade from the St. Lawrence, and opened up to colonization large tracts of wilderness lands, both in Canada and New Brunswick. This line, requiring £5,000,000 sterling to complete it, the united resources of the three provinces are inadequate to the work, without very liberal aid from the British Government; that aid having been refused, the project has been for the present reluctantly abandoned.

A railroad to Portland offers many advantages which one to Quebec does not. It will cost only about half as much. It must run, nearly all the way, through a comparatively improved country. It would connect Halifax with St. John (and by the river, with Fredericton) and the larger towns of New Brunswick; giving to all these, with the villages and agricultural settlements lying between them, most desirable facilities for internal traffic.

The Portland Railroad would secure to Nova Scotia the advantages which nature designed her to enjoy; connecting her with all the lines running through the American Continent, and making Halifax a common terminus for them all. No American steamer which did not touch at Halifax, could thenceforward compete, in priority of intelligence, and the rapid transit of passengers, with those which did.

From New York to Liverpool, the shortest sea-line measures 3,100 miles; that usually traversed is 3,300.

	Miles.
From Halifax to Galway is.....	2,130
Dublin to Holyhead.....	63
	2,193
Holyhead to London.....	263
Dublin to the South-West	
Coast of Ireland.....	120
Halifax to St. John's....	266
St. John's to Waterville	200
Waterville to New York	410
	1,259
	3,452

making the whole land and sea distance 152 miles more than the present sea-passage. But the sea-voyage, by the one route, would be 1,107 miles shorter than by the other.

To run these 1,107 miles by steamboat, at 12 miles an hour, would require 92 hours; to run them by rail, at 30 miles an hour, would require but 36 hours. This route would therefore save, in the communication between Europe and America, 56 hours to every individual, in all time to come, who passed between the two continents; the sea-risks to life and property being diminished by one-third of the whole.

The States lying east of New York will be benefited in a ratio corresponding with their relative distances from that city. A merchant travelling from London to Portland, not only wastes 56 hours in going to New York, but must turn back and travel 400 miles on the route to Halifax besides, which will require 13 hours more.

It is clear then, that when the line across Ireland is completed, and that from Halifax to Waterville, (from thence the lines are continuous all over the United States), this route may defy competition. No business man will travel by a route which leaves him

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56 or 69 hours behind time, which gives to others dealing in the same articles, and entering the same markets with the same information, such very decided advantages.

No person travelling for pleasure will waste 56 hours, at some peril, on the ocean, where there is nothing to see, who can, in perfect security, run over the same distance by land, with cultivated country and a succession of towns and villages to relieve the eye.

The Americans assembled at the Portland Convention pledged themselves to make this line through the territory of Maine. Capitalists and contractors in that country profess their readiness to complete the whole through the British provinces, provided Acts of Incorporation are given to them with liberal grants of land and money in addition.

For various reasons the Government of Nova Scotia are reluctant to permit this to be done.

They are unwilling to surrender that which must become forever the great highway between the capital of Nova Scotia and her eastern counties, to the management and controul of foreign capitalists.

They believe it to be, my Lord, equally sound provincial and sound national policy, that that portion of what must become a great highway of nations, which lies within the territories of Nova Scotia and New Brunswick, should be kept under British controul; and they believe that the security and defence of the maritime provinces are involved in adherence to that policy.

They believe that the honour of the Crown is concerned in this question, to an extent which calls upon them to pledge the entire credit and resources of the province, that it may not be tarnished. Having done this, they believe that the Imperial Government ought to take at least sufficient interest in the question to enable them to enter the English money-market on the best terms, and effect a large saving in the expenditure required.

Money is worth, in the United States and in the British provinces, six per cent. Suppose this Railroad to be constructed by American or provincial capitalists, it is evident that our portion of it, which will cost £800,000 stg., must pay £48,000, stg. or £60,000 currency, over and above its working expenses.

With the Imperial guarantee, we can obtain the funds required at three and a half per cent., reducing the annual interest to £28,000 sterling, or £35,000 currency.

The Government of Nova Scotia believe, that if British capital, so much of which flows into foreign States, where it is always insecure, and in times of trial is found to have invariably strengthened our enemies, can be safely invested in the Queen's dominions, the Imperial Government should take an interest in its legitimate employment; and they are quite prepared to invest an equal sum to that now required in building a line through the western counties of Nova Scotia, whenever the eastern pays its working expenses and interest on the sum expended.

They believe that, even if the Province could raise this amount of capital, to withdraw so large a sum from the ordinary channels of circulation, where it is beneficially employed, and earning interest and profits, would cramp the trade of the country, and produce, on a small scale, embarrassments similar in their nature to those experienced in the parent State.

They believe that a low rate of interest would lead to the establishment of a low rate of fares, of which every Englishman passing over the line would feel the advantage.

They are prepared to carry the British and American mails at reasonable rates, and to authorize the British Government to pay the amounts contracted for, to the credit of the interest on the loan.

They believe that Her Majesty's Government legitimately employed their influence in securing, by the

Nicaragua Treaty, a passage for British subjects and commerce to the East. They believe that to controul the great highway to the West, and to secure to a British province the advantages of oceanic steam navigation, would be an equally legitimate object.

They believe that if Her Majesty's Government takes the lead in these noble North American enterprises, they will make the Queen's name a tower of strength on that continent.

They apprehend that if the colonists are driven to seek sympathy and assistance from the United States, in aid of their public works, to become large debtors to their capitalists, at extravagant interest, to employ their citizens habitually in the bosom of their country, a revulsion of feeling, dangerous to British interests, will be created, which statesmen should foresee and avoid.

Whether, my Lord, it was prudent in the Provincial Government to ask for the Imperial guarantee, I would respectfully suggest that it is now too late to consider. The refusal will wound the pride of every Nova Scotian, and strengthen the belief that England is indifferent to the industrial development of the maritime provinces: that she has no policy, by backing which their inhabitants can be elevated to fair competition with their Republican neighbours; and that when they ask her countenance and co-operation in measures which are as essential to the national dignity and security, as they would be productive of internal improvement, the reply, though courteous, shuts out hope.

An impression prevails in the Lower Provinces, that either from the immediate presence in Canada of noblemen generally standing high in the confidence of the Ministry at home, or from the sensitive irritability with which all parties resort to open violence in that Province, more weight is given to representations affecting her interest, than to those which concern the maritime colonies. Nova Scotians, compelled to sacrifice £22,000 a-year in the completion of a national work, by the refusal of the Imperial Government to guarantee to the capitalists of England the interest on this loan, cannot fail to contrast the relative position in which they are placed by that refusal. That they may not copy the evil examples by which a larger share of fraternal consideration will appear to them to have been secured, shall be my sincere and anxious prayer.

The Canadas, seeking Responsible Government in the French mode, resorted to armed insurrections, which it cost England 4 or £5,000,000 to suppress. Immediately after the restoration of tranquility, the British Government lent the Canadas £1,500,000.

Had the maritime provinces participated in those rebellions, every regiment that marched through them in the winters of 1837 and 1839, would have been cut off. They did not. They adhered to their allegiance, and denounced the rebels. They cheered the soldiers on their winter marches, and provided for their wives and children. Yet Canada has been rewarded for bad faith and the waste of national resources, by a bonus of a million and a half; and I know no terms in which I can describe what my countrymen will feel, if, with a surplus revenue already available to secure the parent State from risk, they are refused the guarantee for half that amount.

In 1839, the State of Maine called out its militia to overrun the Province of New Brunswick. Nova Scotia, though not directly menaced, promptly tendered her entire pecuniary and physical resources in vindication of the national honor. She had no direct interest in the Boundary question. Not an acre of her soil was menaced: yet she did not hesitate to tender her means, and to set an example of loyal unanimity much wanted on the continent at that moment, and which, had war commenced, could not have failed to have drawn it into her bosom. Yet now, the people, she would have fought tender their co-operation to

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make a great national highway across her soil; and I submit, with all deference, my Lord, whether the Sovereign, whose honour she was prompt to vindicate, should be advised to refuse her aid, and view with unconcern the probable construction of such a work in our very midst, by foreign capital, to be subject to foreign influence and control.

When the storm blew from Maine we wrapped our loyalty around us. Who can tell what may happen, should the sun of prosperity shine from that quarter, and coldness and neglect appear on the other side?

England would not allow foreigners to control a great line of railway reaching from Dover to Aberdeen. Should she permit them to control 350 miles of railway through Nova Scotia and New Brunswick?

When the French propagandists menaced Belgium, the Belgian government controlled the railways. The invaders were ambushed and overpowered; and through all the convulsions of 1848—1850, Belgium has remained tranquil and secure.

When the mob of Montreal seized upon the capital of Canada, the electric telegraph was in their hands. The wires were used to communicate with partisans above and below, by which Lord Elgin was seriously compromised, his Government having no assurance that their secrets were kept, or their messages delivered.

But, my Lord, it may be asked, why should foreign capitalists make and control this road? Why may this not be done by the colonists themselves? Because,—

1st. Capital is more abundant in the United States (most of which have borrowed largely from England) than in the British provinces.

2nd. Experience of Railway enterprises, and confidence in them are more general in that country.

3rd. A body of Railway engineers, contractors and operatives, already formed in the different States, seek further employment, and will take much stock in payment, if employed.

4th. The interest of most of the lines south and west would be promoted by extension. Not only would Europeans, now reaching the Central States by sea, travel by rail if this were laid, but the population of the provinces, who rarely go south or west, for want of facilities, would, by the aid of the European and North American Railroad, be let in on the western and southern lines.

5th. The national importance of controlling this Railroad will induce Americans to embark in it. The electric telegraph across Nova Scotia was no sooner completed, than American merchants and speculators in cotton and corn would have bought it at any price. In peace and war the command of the work now proposed would give them great influence. No single association in the two provinces would wield so much. If they built the trunk-line they would ultimately control the branches. The constant employment of their own people would lead to the diffusion of Republican sentiments; and no Nova Scotian, or inhabitant of New Brunswick, would deem it worth his while to attempt to counteract tendencies to which the mother country seemed indifferent, and which he saw must inevitably lead to but one result.

Should it be objected, my Lord, that to comply with the request preferred by Nova Scotia, would be to delay or peril the completion of the great Railway projected by Lord Durham, and which was designed to form a back-bone for the North American Provinces, and to open up large tracts of waste land to colonization; we answer—

Show us that Her Majesty's Government seriously

entertain that project; that they are prepared to go down to Parliament and demand that it shall be realized; and Nova Scotia will at once honourably redeem the pledges which, in anticipation of what she conceived to be the Imperial policy, were recorded upon her statute-book.

However the question may have changed its aspect, Nova Scotia will not swerve from any line of inter-colonial policy which the parent State regards as of paramount importance.

But the question has changed its aspect. Whether Canada, with its railway lines, connecting Montreal and Quebec with the sea *via* Melbourne and Portland, and which will, by the completion of the line now proposed through the cultivated parts of New Brunswick, unite both these great cities with Halifax, by distances severally of 825 and 865 miles, will be disposed to embark funds in another, through a comparative wilderness, remains to be proved.

Nova Scotia, whatever may be the predilections of the Imperial Government, or the determination of Canada, possesses this advantage: The line which she proposes to construct through her territory, must be a common trunk-line for both the Portland and the Quebec Railroads, whenever these are completed.

Nova Scotia cannot be wrong in constructing her 130 miles. If the Portland Railroad only is built, she is content to share the fortunes of that enterprise. If the British Government prefer, and choose to aid the work originally proposed, Nova Scotia will either pay her contribution, already pledged, or she will make that portion of the common line to the St. Lawrence which passes through her territory.

We hope to see both lines finished. One continuous railroad communication with the great rivers and lakes of Canada, or with the principal cities of the United States, would give an impetus to the social and material prosperity of Nova Scotia, which her people anticipate, in confident reliance upon their own resources and on the bounties of Providence. Give them both, and the trunk-line through their country must become a source of prosperity to the Province, and of revenue to its Government,—only to be paralleled, in the history of the New World, by the celebrated Erie Canal.

But, my Lord, it may be urged that the parent State has many Colonies, and that she may be embarrassed by other claims of a similar nature, if this is granted. Admitting the soundness of the objection, I respectfully submit that it comes too late. The British Government has already established the precedents of which Nova Scotia would claim the benefit. The grants to Canada have been already referred to. In 1848, a law was passed by Parliament, guaranteeing the interest required on a loan for the public works of the West Indies and the Mauritius, including Railways.

But we humbly conceive that no general rule of this kind ought to apply, even if the exceptions to which I have referred did not exist. The Government of England does not place a lighthouse on every headland, nor maintain a garrison in every English town. It does not build a dockyard in every county, nor in every colony. The prominent points of the sea-coast are occupied for commercial security, and the most commanding positions for the preservation of internal tranquillity and national defence.

Gibraltar is a barren rock, yet millions have been expended in its capture and defence. Bermuda, in intrinsic value, is not worth a single county of New Brunswick, yet it commands the surrounding seas, and is therefore occupied for national objects.

In like manner, I would respectfully submit, should the commanding position of Nova Scotia be appreciated, occupied, and rendered impregnable—not by the presence of fleets and armies—but by inspiring its people with full confidence in the justice, magnanimity and wisdom of the Imperial Government—



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by promptly securing to the Province all the advantages arising from its proximity to Europe—from its containing within its bosom the high road, over which, in all time to come, the Anglo-Saxon race must pass in their social and commercial intercourse with each other.

There are other views of this question, my Lord, which ought to have their weight with the Government and people of England. The position of the North American Provinces is peculiar, and the temptations and dangers which surround them, trust me, my Lord, require, on the part of the Imperial Government, a policy at once conciliatory and energetic.

The concessions already made, and the principles acknowledged by Her Majesty's Government, leave us nothing to desire, and Imperial statesmen little to do, in regard to the internal administration of our affairs. But something more than this is required by the high-spirited race who inhabit British America. Placed between two mighty nations, we sometimes feel that we belong, in fact, to neither. Twenty millions of people live beside us, from whose markets our staple productions are excluded, or in which they are burthened with high duties, because we are British subjects. For the same reason, the higher paths of ambition, on every hand inviting the ardent spirits of the Union, are closed to us. From equal participation in common rights, from fair competition with them in the more elevated duties of Government and the distribution of its prizes, our British brethren, on the other side, as carefully exclude us. The President of the United States is the son of a schoolmaster. There are more than 1000 schoolmasters teaching the rising youth of Nova Scotia, with the depressing conviction upon their minds, that no very elevated walks of ambition are open either to their pupils or their children.

Protection to any species of industry in Nova Scotia we utterly repudiate; but your Lordship is well aware that many branches of industry, many delicate and many coarse manufactures, require an extended demand before they can be sustained in any country. This extended demand the citizens of the great Republic enjoy; and it has done more for them than even their high tariffs or their peculiar institutions. The wooden nutmeg of Connecticut may flavour, untaxed, the rice of Carolina. Sea-borne in a vessel which traverses two mighty oceans, the coarse cloths of Massachusetts enter the Port of St. Francisco without fear of a custom-house or payment of duty. The staple exports of Nova Scotia cannot cross the Bay of Fundy without paying 30 per cent.; and every species of Colonial manufacture is excluded from Great Britain by the comparatively low price of labour here, and from the wide range of the Republic by prohibitory duties.

The patience with which this state of things has been borne, the industry and enterprise which Nova Scotia has exhibited, in facing these difficulties, entitle her to some consideration. But a single century has passed away since the first permanent occupation of her soil by a British race. During all that time she has preserved her loyalty untarnished, and the property created upon her soil, or which floats under her flag upon the sea, is estimated at the value of £15,000,000. She provides for her own civil Government,—guards her criminals,—lights her coast,—maintains her poor,—and educates her people, from her own resources. Her surface is everywhere intersected with free roads, inferior to none in America; and her hardy shoresmen not only wrestle with the Republicans for the fisheries and commerce of the surrounding seas, but enter into successful competition with them in the carrying trade of the world. Such a country, your Lordship will readily pardon me for suggesting even to my gracious Sovereign's confidential advisers, is worth a thought. Not to wound the feelings of its inhabitants, or even seem to disre-

gard their interests, may be worth the small sacrifice she now requires.

Nova Scotia has a claim upon the British Government and Parliament, which no other colony has. The mineral treasures in her bosom are supposed to be as inexhaustible as the fisheries upon her coast or the riches of her soil. Nearly the whole have been bartered away to a single company, for no adequate provincial or national object. A monopoly has thus been created, which wounds the pride, while it cramps the industry of the people. If Nova Scotia were a State of the American Union, this monopoly would not last an hour. If she now asked to have this lease cancelled or bought up, that her industry might be free, she would seek nothing unreasonable. The emancipation of our soil is perhaps as much an obligation resting upon the people of England, as was the emancipation of the slaves. No Government dare create such a monopoly in England or in Scotland; and bear with me, my Lord, when I assure your Lordship that our feelings are as keen, our pride as sensitive, as those of Englishmen or Scotchmen. Break up this monopoly, and capital would flow into our mines, and the mines would furnish not only employment for railroads, but give an impetus to our coasting and foreign trade.

Nova Scotians have seen £20,000,000 not lent, but given, to their fellow-colonists in the West Indies. They admired the spirit which overlooked pecuniary considerations in view of great principles of national honour and humanity. But by that very act they lost, for a time, more than would make this railroad. Their commerce with the West Indies was seriously deranged by the change, and the consumption of fish, their great staple, largely diminished.

If money is no object when the national honour is at stake in the West Indies, why should it be in British America? If the emancipation of 800,000 Blacks is a moral obligation, to be redeemed at the cost of £20,000,000, surely a territory, which now contains double the number of Whites, attached British subjects, and which will ultimately contain ten times that number, is worth risking a million or two to preserve.

The national bounties of France and America, my Lord, also place Nova Scotia in a false and unfavourable position. These bounties are not aimed at our industry, but at British naval supremacy. Yet they subject us to an unfair competition upon the sea, as galling as is the mineral and metallic monopoly upon the land.

For every quintal of fish a Frenchman catches, his Government pays him 10 francs, or 8s. 4d. sterling, and every man and boy employed receives 50 francs for each voyage besides. For every ton of shipping an American employs in the fishery, his Government pays him 20s. per ton. Nova Scotia juts into the seas which the French and American fishermen, thus stimulated, occupy. If she were a French province, or an American State, not only would she participate in those bounties, but she would fit out and own, in addition to her present fleet, at least 1000 fishing craft, which now come from foreign ports into the waters by which she is surrounded, and subject her people to a species of competition in which the advantages are all on one side.

The manner in which Nova Scotia has extended her fisheries in the face of this competition; the hardy race she has reared upon her sea-coast; the value of craft employed and of export furnished, speak volumes for the enterprise and industry of her people. Yet every Nova Scotia fisherman toils with this conviction daily impressed upon his mind: "If I were a Frenchman, my profits would be secure. I would be in a position equal to that of an American; far superior to that of a colonist. If I was an American I would have a bounty sufficient to cover the risk of my outfit, and besides, have a boundless free market for the sale of my fish, extending from Maine to California,

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which is now half closed to me by nearly prohibitory duties."

The British Government could break down these bounties at once, by equalizing them. The mother country owes it to her Northern Provinces to try the experiment, if they cannot be removed by negotiation. But suppose she does not; suppose, that having done my best to draw attention to the claims of those I have the honour to represent, I return to them without hope, how long will high-spirited men endure a position in which their loyalty subjects their mines to monopoly—their fisheries to unnatural competition—and in which cold indifference to public improvement, or national security, is the only response they meet, when they make to the Imperial authorities a proposition calculated to keep alive their national enthusiasm, while developing their internal resources?

The idea of a great inter-colonial Railroad to unite the British American Provinces, originated with Lord Durham. In the confident belief that this work was to be regarded as one of national importance, Nova Scotia paid towards the survey of the line nearly £8000. The anticipation that the completion of this great work, in connection with a scheme of colonization, would redress many of the evils and inequalities under which the Provinces labour, for some time buoyed up the spirits of the people, and the disappointment is keenly felt in proportion as hopes were sanguine. If then the British Government has abandoned the policy to which, perhaps too hastily, we assumed that it was pledged; if the Empire will make no roads through its territories (and the legions of Britain might be worse employed); surely it cannot be less than madness to permit foreigners to make them; and it must be sound statesmanship to aid the Colonial Governments, whenever they will assume the responsibility of constructing and controlling the great highways no less necessary for internal improvement than for national defence.

If the road across Nova Scotia is commenced, the spirits of the colonists will revive. If extended first to Portland, it will "prepare the way," to employ your Lordship's own language, "for the execution of the line to Quebec; and it will contribute to the same end, namely, that of rendering Halifax the great port of communication between the two continents of Europe and America."

I have said that the Railroad across Nova Scotia, will be the common trunk for the Quebec and Portland lines, whenever these are made. The former cannot be constructed by the colonists, unless the British Government make liberal contributions. The line to Portland will be made either with British or American capital. If by the latter, then, my Lord, it is worth while to inquire in what position the British Government will stand, should they ever attempt to realize Lord Durham's magnificent conception, and find that the first link in the great chain of inter-colonial communication is already in possession of their enemies!

The Americans at this moment are putting forth their utmost skill to compete with our ocean steamers. When the Railroad is constructed across Nova Scotia and New Brunswick, their boats must start from and return to Halifax, or the competition will be at an end. A rivalry, honourable to both nations, may still continue; but, however the odds may turn, at least we shall have the satisfaction to reflect, that the inevitable result of that competition is to build up a noble maritime city within Her Majesty's dominions.

The British Government now pays, for the conveyance of the North American mails between England and New York, £145,000, sterling per annum. By this arrangement, 1107 miles of sea are traversed more than are necessary. The correspondence of all Europe with all America is delayed fifty-six hours beyond the time which will be actually required for its

conveyance, when the Railroads across Ireland and Nova Scotia are completed.

One set of these British mail steamers pass by our own Provinces, and, to the mortification of their inhabitants, carry their letters, and even the public despatches of their Government, to the United States, to be sent back some 800 miles, if they come by land; at least 500, if sent by sea.

While the nearest land to Europe is British territory,—while a harbour, almost matchless for security and capacity, invites Englishmen to build up within the Empire a fitting rival to the great commercial cities which are rising beyond it, your Lordship will readily comprehend the depth and earnestness of our impatience to be rescued from a position which wounds our pride as British subjects, and is calculated rapidly to generate the belief, that the commanding position of our country is either not understood, or our interests but lightly valued.

My Lord, I do not touch the question of Emigration and Colonization, because I have already trespassed largely upon your Lordship's patience, and because I do not wish to encumber the subject. There is another reason, my Lord. I do not desire to enter incidentally upon a field which has yielded so many crops of fallacies, but which, properly cultivated, may yet bear noble fruit. I wish to examine what may have been recently said and written in England, on this important subject, before expressing my opinion. This only I may say, that if the British Islands have surplus labour, there is room for it all in the North American Provinces; and that the honour and the interests of England are deeply concerned in planting that labour in the right place.

I am aware, my Lord, that it is the fashion, in certain quarters, to speak of the fraternal feelings which, henceforward, are to mutually animate the population of Great Britain and of the United States. I wish I could credit the reality of their existence; but I must believe the evidence of my own senses.

A few years ago I spent the 4th of July at Albany. The ceremonies of the day were imposing. In one of the largest public halls of the city, an immense body of persons were assembled. English, Irish and Scotch faces were neither few nor far between. In the presence of that breathless audience, the old bill of indictment against England, the Declaration of Independence, was read; and at every clause each young American knit his brows, and every Briton hung his head with shame. Then followed the oration of the day, in which every nation, eminent for arts, or arms, or civilization, received its meed of praise, but England. She was held up as the universal oppressor and scourge of the whole earth,—whose passage down the stream of time was marked by blood and usurpation,—whose certain wreck, amidst the troubled waves was but the inevitable retribution attendant on a course so ruthless. As the orator closed, the young Americans knit their brows again; and the recent emigrants, I fear, carried away by the spirit of the scene, cast aside their allegiance to the land of their fathers.

Had this scene, my Lord, occurred in a single town, it would have made but a slight impression; but, on that very day, it was acted, with more or less of skill and exaggeration, in every town and village of the Republic. It has been repeated on every 4th of July since. It will be repeated every year to the end of time. And so long as that ceremony turns upon England, every twelve months, the concentrated hatred of Republican America, it cannot be a question of indifference, whether the emigrants who desire to leave the mother-country, should settle within or beyond the boundaries of the empire.

There is, my Lord, another view of this question, that is pregnant with materials for reflection, and that should task the statesmanship of England, independently of it, though deserving to be glanced at in

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this connexion. I have said that the North American Provinces lie between two mighty nations, yet belong, in fact, to neither. This branch of the subject is wide, and may be variously illustrated. Perhaps, before leaving England, I may call your Lordship's attention to it again. For the present I confine myself to a single illustration.

Whatever may be the decision of Her Majesty's Government upon this claim, which, on the part of the Province I represent, I have endeavoured respectfully to press upon your Lordship's notice, I believe, and every one of my countrymen will believe, that if presented to the magnanimous and enlightened Assembly where we are not represented, by a few Nova Scotians, whose hearts were in the enterprise; whose knowledge of the position and requirements of British America was minute and various; whose zeal for the integrity of the empire, and the honour of the Crown, could not be questioned, the House of Commons would not permit them to plead in vain.

But, my Lord, we have no such privilege. We daily see our friends or acquaintance across the frontier, not only distinguishing themselves in the State Legislatures which guard their municipal interests, but enriching the national councils with the varied eloquence and knowledge drawn from every portion of the Union. From the national councils of his country, the British American is shut out. Every day he is beginning to feel the contrast more keenly. I was not at the recent Portland Convention, but the Colonists who did attend, astonished the Americans by their general bearing, ability and eloquence. But when these men separated, it was with the depressing conviction in the hearts of our people, that one set would be heard, perhaps, on the floors of Congress the week after, or be conveyed in national ships to foreign Embassies; while the other could never lift their voices in the British Parliament, nor aspire to higher employment than their several provinces could bestow. Let us then, my Lord, at least feel, that if thus excluded, we have but to present a claim or a case worthy of consideration, to have it dealt with in a fair and even generous spirit.

The warrior of old, whose place was vacant in the pageant, was yet present in the hearts of the people. So let it be with us, my Lord. If the seats which many whom I have left behind me, could occupy with honour to themselves, and advantage to the empire, are still vacant in the national councils, let Nova Scotia at least be consoled by the reflection that her past history pleads for her on every fitting occasion.

I have, &amp;c.

(Signed) JOSEPH HOWE.

The Right Hon. Earl Grey,  
&c. &c. &c.

No. 2.

Copy of a Letter from Mr. Howe to Earl Grey.

5, SLOANE STREET, JANUARY 16, 1851.

MY LORD—In the letter which I had the honour to address to your Lordship on the 25th November, I argued the case of Nova Scotia on its own merits, and ventured to claim the guarantee of the Imperial Government in aid of her public works, upon grounds which affected her material interests, her pride, her enterprise, and steadfast loyalty to the British Crown.

The immediate consideration of that letter I did not desire, because, while preparing it, I was quite conscious that if the single issue raised, were to be decided by Her Majesty's Government upon the

merits or claims of Nova Scotia alone, the Cabinet would have but a very inadequate statement of the reasons which ought to secure, and the province I represent but a slender chance of obtaining, a favourable decision.

The interest which the mother-country has in the elevation of North America, in the increase of her population, the development of her resources, the occupation of her wild lands, the extension of her commerce, and of her means of easy internal and external communication, I believe to far transcend the interest, great as that is, which the several provinces feel in these very important questions.

Should the aid of the parent State be refused, the Northern Provinces would still, but with less rapidity, complete their public works. Though not an emigrant landed on their shores, the population they have would live in plenty, and double every twenty years. Should they change their political relations, the worst that could befall them, would be association with their Anglo-Saxon neighbours, or an independent position, moderately secure, and full of future promise.

But England cannot afford to descend from the high position which she occupies among the nations of the earth. Having lost one half of a mighty continent, won by the valour and enterprise of a noble ancestry, she can as little afford to confess, in the presence of all the world, her inability to wisely rule the other half, and preserve the attachment of its inhabitants. Besides, there are within her own populous cities, and upon the surface of her highly cultivated rural districts, certain evils, disorders, and burthens, with which it behoves her, as a good economist, and as a wise, enterprising, and Christian nation, energetically to deal.

For more than a month I have surveyed, with intense earnestness, the wide circle of her colonial dependencies, and studied in parliamentary and official papers, for some assured prospect of relief from these evils and disorders. I have examined with care the policy of the present and of past Governments, and the plans and suggestions of public writers and associations; and have invariably turned to the North American Provinces with the conviction that they present, at this moment, the most available and diversified resources for the relief of England; the noblest field for the further development of her industry, philanthropy and power.

In offering suggestions to the Ministers of the Crown, I feel, my Lord, the distance which divides me, in rank and intelligence, from those I would presume to counsel; and yet I am not without a hope that they will give some weight to the position I occupy, and to the training which my mind has received.

If I understand the questions to be approached better than many persons of far higher attainments—if I feel more acutely their commanding importance, it is because, being a native of North America, I have travelled much over the provinces, and mingled familiarly, and for many years, with all classes of their inhabitants; and being a member of Her Majesty's Council in the province I represent, I am bound by my oath to offer my advice, through the channels established by the Constitution, to my Sovereign, in matters of State, which I believe to involve the honour of the Crown and the integrity and prosperity of the empire.

To provide employment for her surplus capital and labour—to extend her home markets—to relieve her poor-rates—to empty her poor-houses—to reform her convicts—to diminish crime—to fill up the waste places of the empire, and to give the great mass of her population a share of real estate, and an interest in property, I believe to be pre-eminently the mission and the duty of this great country at the present time.

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The period is favourable. The removal of impolitic restrictions has lessened to some extent the pressure upon the public finances, and given to the people that measure of relief which affords time for reflection upon the means by which the still existing pressure upon industry may be further relieved. In a colonial point of view, the period is also favourable. Thanks to the policy which the present Cabinet have carried out, the North American Provinces are relieved, so far as free countries ever can be, from internal dissensions. Invested with control over their own affairs and resources, they have now the leisure, as they assuredly have a sincere desire, to consult with their brethren on this side of the Atlantic, on common measures of mutual advantage. I think I may say that while they anticipate great benefit from the co-operation and aid of the mother-country in promoting their public works, they are not unmindful of their duty to consider the peculiar questions in which this country feels an interest; and to take care that while availing themselves of the credit of England, no permanent addition is made to her public burthens.

The subjects of Colonization and Emigration have been most elaborately discussed. I pass over the points in which writers and speakers differ; in this they all agree, that the British Islands have an interest in these subjects, second to none that has ever been felt by any nation in ancient or modern times. The enumeration of a few facts will be sufficient to exhibit the grounds of this belief. The statistical returns of 1850 will, I have no doubt, show a state of things much more favourable, but still I fear not so favourable as to shake the general conclusions at which I have arrived. These are founded upon facts, as I find them stated in official documents and works of approved authority.

In Ireland the lives of the population have for years been dependent upon the growth of a single vegetable. But when it grew, as was stated by the late Charles Buller, uncontradicted, in the House of Commons, on an average there were 2,000,000 persons who, in that Island, were unemployed for thirty weeks in the year. To what extent famine and emigration have since diminished the numbers, I have no means of accurately judging; but it appears that in 1848, besides the £10,000,000 granted by Parliament for the relief of Irish distress, and provisions sent from other countries, £1,216,679 were raised in Ireland for the support of the poor, and that 1,457,194, or nearly 1 out of 5 of the entire population, received relief.

In Scotland, where the population is only 2,620,000, a fifth more than that of British America, £544,334 were expended for the relief of the poor in 1848, more than was spent by the four British provinces on their civil government, roads, education, lights, interest on debts, and all other services put together; 227,647 persons were relieved, the amount expended on each being £2 7s. 9d.; a sum quite sufficient to have paid, in a regularly appointed steamboat, the passage of each recipient to British America.

In England, in the same year, £6,180,765 were raised for the relief of the poor, or 1s. 10d. in the pound on £67,300,587. The number aided was 1,876,541, or about 1 out of every 11 persons occupying this garden of the world. The sum paid for each was even higher than in Scotland, being £3 5s. 10d. per head, more than sufficient to have paid the passage to North America from Liverpool or Southampton.

I turn to the workhouses of England, and find that in 1849 there were in these receptacles, 30,158 boys, and 26,165 girls, of whom 8,264 were fit for service. In Ireland, under 18, there were 60,514 boys and 66,285 girls, the aggregate in the two countries being 185,122.

Turning to the criminal calendar, it appears that in 1848 there were committed for offences in England,

30,349; in Scotland, 4,900; and in Ireland, 38,522, making 73,771 in all; of whom 6,298 were transported, and 37,373 imprisoned.

I find that in 1849 you maintained in Ireland a constabulary force of 12,828 men, besides horses, at a cost, taking the preceding year as a guide, of £562,506 10s. In England and Wales you employed 9,829 policemen (including the London police), at a cost of £579,327 4s. 8d. From Scotland I have no return. But taking the above facts to guide us, it appears that for mere purposes of internal repression, and the arrest of criminals, to say nothing of beadles and innumerable parish officers, you maintained, in addition to your army, a civic force double in number the entire army of the United States, at a cost (Scotland not being included) of £1,141,833 14s. 8d.

Think you, my Lord, that when a Republican points exultingly to the returns, and contrasts these statistics of poverty and crime with the comparative abundance and innocence of his own country, and which he attributes to his own peculiar institutions, that a British colonist does not turn with astonishment at the apathy of England, to the millions of square miles of fertile territory which surround him; to the noble rivers, and lakes, and forests by which the scenery is diversified; to the exhaustless fisheries; and to the motive power, rushing from a thousand hills into the sea, and with which all the steam-engines of Britain cannot compete?

Driven to attribute to British and Irish statesmen a want of courage and forecast, to make these great resources available to maintain our brethren and protect their morals, or to suspect the latter of being more idle, degraded, and criminal, than their conduct abroad would warrant, we gladly escape from the apprehension of doing general injustice by laying the blame on our rulers. May it be the elevated determination of Her Majesty's Advisers to relieve us from the dilemma, by wiping out this national reproach.

One set of economists propose to remedy this state of things by restraints upon nature, which are simply impossible, and would be wicked if they were not; another large political party desire to feed the people by a return to protection and the revival of class interests, with all their delusions and hostilities; a third look hopefully forward to the further development of domestic industry in accordance with the principles of free trade.

All my sympathies are with the latter; but while hostile tariffs exist in most of the populous States of Europe and America, I would aid them by the creation of new markets within the Queen's dominions, by the judicious location of those who are a burden, upon the fertile lands of the empire, that they may become customers to those who remain at home.

One writer, whose book I have read recently, objects to this, because he says that if any part of the population is displaced, young people will marry, and increase the numbers until the vacuum is filled up. The young ought certainly not to object to this, or the old either. If his theory be sound, it answers the objections of those who fear too great diminution of numbers by emigration; and colonization would still have this advantage, that it would strengthen the transatlantic provinces, and make more customers for Britain and Ireland, even should their population remain the same.

But it may be said there is but one enlightened mode of colonization, and, under the patronage of the Government and of associated companies, that is being very extensively tried in our southern and eastern possessions.

Of the Wakefield theory I would speak with all respect; of the combined efforts of public-spirited individuals, I would be the last to disapprove; the judicious arrangements made by the Government Commissioners, for the selection of emigrants, the ventilation and security of ships, and the distribution

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of labour, and which I have carefully examined, challenge in most of their details, my entire sanction.

I do not wish to check the progress, in these valuable colonies, of associated enterprise; I do not desire to restrict the growth of population within them, or to supersede the functions of the Board of Land and Emigration; I wish these rising communities God speed, and success to all those who take an interest in them.

But I turn from them to the North American field, perhaps because I know it best, but assuredly because I believe that to people and strengthen it will secure political advantages of the very highest importance, and because I apprehend that the Eastern Colonies, however they may prosper and improve, will offer but homœopathic remedies for the internal maladies of England.

In twenty-two years, from 1825 to 1846 inclusive, only 124,272 persons went from the United Kingdom to the Australian Colonies and New Zealand. In the same period, 710,410 went to the United States, to strengthen a foreign and a rival Power, to entrench themselves behind a hostile tariff, and to become consumers of American manufactures, and of foreign productions, scaborned in American bottoms; they and the countless generation that has already sprung from their loins, unconscious of regard for British interests and of allegiance to the Crown of England.

In twenty-two years, 124,272 settlers have gone to Australia and New Zealand; about half the number on the poor rate of Scotland in 1848, not a tenth part of the paupers relieved in Ireland, or one in fourteen of those who were supported by England's heavily-taxed industry in that single year; not more, I apprehend, than died of famine in a single county of Ireland from 1846 to 1850; and less, by 60,000, than the number of the young people who were in the work-houses of England and Ireland in 1849.

Valuable as these Eastern Colonies may be, respectable as may have been the efforts to improve them, it is manifest that whether we regard them as extensive fields for colonization, or as industrial aids for the removal of pressure on the resources of the United Kingdom, the belief, however fondly indulged, is but a delusion and a snare. Were I to go into a calculation of the expense, to show what this emigration has cost the Government and people of England, I could prove this by pregnant illustrations. But two or three simple facts are patent, and lie upon the surface.

Australia and New Zealand are 14,000 miles from the shores of England. The British Provinces of North America but 2,500. Every Englishman, Irishman or Scotchman, who embarks for the Eastern Colonies, must be maintained by somebody for 120 or 150 days, while he is tossing about in idleness on the sea. The average passage to North America is about 40; and when the arrangements are complete to which I hope to have your Lordship's countenance and support, emigrants embarking for the North American Provinces, may reach Nova Scotia and New Brunswick in 8 or 10 days, and Canada in 12. The expense of a passage to the East, is to the Government, to the Emigrant or to the capitalist, to whom he becomes a debtor, £20. The cost of a passage to the West rarely exceeds 3l. 10s., and may be reduced to 2l. 10s., if steam ships for the poor are employed.

But mark the disproportion, my Lord, in other respects. If a British or Irishman with capital go to the Eastern Colonies, he must pay £100 sterling for 100 acres of land. If he goes to the Canterbury Settlement he must pay £300. In Western Canada he can get his 100 acres of the best land in the Empire for £40; in Lower Canada for £20; in New Brunswick, (where Professor Johnston declares more wheat is grown to the acre than in the best parts of the State of New York), for £12 10s.; and in Nova Scotia for £10, where from the extent of mineral treasures, the

proximity to Europe, the wealth of the fisheries, and the facilities for and rapid growth of navigation, land is now in many sections, and will soon become in all, as valuable as in any part of Her Majesty's Colonial Dominions.

If land is purchased in the Eastern Possessions, it is clear that English capital must flow out at the rate of £100 or £300 for every 100 acres. If the poor go out they must begin colonial life by owing that amount, and £20 for their passages besides, if they aspire to become proprietors.

A poor Englishman, on the contrary, can get to North America for a few pounds. If he works a single winter at the seal fishery of Newfoundland, or on the wharves in Nova Scotia, or a single summer in the rural districts or timber forests of New Brunswick, he can save as much as will pay for his passage and his land.

But it is said that these high prices are paid, not for land alone, but for the civilization, without which land is of little value,—for roads, bridges, churches, schools; for religious services and the means of education. But all these exist in North America, to an extent and of an order, of which few persons who have not visited the Provinces have any correct idea. Nova Scotia, for instance, is divided into seventeen counties, with their magistracy, sessions, court houses, jails, representatives, and complete county organization.

Each of these again is divided into townships, whose ratepayers meet, assess themselves, support their poor, and appoint their local officers. In each of the shire towns there are churches of some, if not of all the religious bodies which divide the British people. Every part of the country is intersected with roads, and bridges span all the larger, and most of the smaller streams.

From 50 to 100 public schools exist in every county; there is a Bible in every house, and few natives of the Province grow up but what can read, write, and cipher. The same may be said generally of the other Provinces. We charge nothing for these civilizing influences. The Emigrant who comes in, obeys the laws and pays his ordinary taxes, which are very light, is welcome to a participation in them all, and may for £10 have his 100 acres of land besides.

The best criterion of the comparative civilization of countries may be found in the growth of commerce and the increase of a mercantile marine. Tried by this test, the North American Provinces will stand comparison with any other portion of the Queen's Dominions.

The West India Colonies, the Australian group including New Zealand, the African Colonies, and the East Indian, or the Mauritius and Ceylon, owned collectively in 1846 but 2,128 vessels, or 42,610 tons of shipping. The North American group, including Canada, Nova Scotia, New Brunswick, Newfoundland, and Prince Edward Island, owned in that year 5,119 vessels, measuring 393,822 tons. Of these Nova Scotia owned in tonnage 141,093, and in number more than the other four put together, or 2,583.

But it may be asserted that the climate of North America is rigorous and severe. The answer we North Americans give to this objection, is simple. Do me the honour to glance, my Lord, at the hemisphere which contains the three quarters of the Old World, and dividing the northern countries from the south, the rigorous climate from the warm and enervating, satisfy yourself in which reside at this moment, the domestic virtues, the pith of manhood, the seats of commerce, the centres of intelligence, the arts of peace, the discipline of war, the political power and dominion—assuredly in the northern half. And yet it was not always so. The southern and eastern portions, blessed with fertility, and containing the cradle of our race, filled up first, and ruled for a time, the territories to the north. But as civilization and population advanced northwards, the bracing climate did

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its work, as it will ever do, and in physical endurance and intellectual energy, the north asserted the superiority which to this hour it maintains.

Look now, my Lord, at the map of America. A very common idea prevails in this country, that nearly the whole Continent of North America was lost to England at the Revolution, and that only a few insignificant and almost worthless Provinces remain. This is a great, and if the error extensively prevail, may be a fatal mistake. Great Britain, your Lordship is well aware, owns up to this moment, one-half the continent; and, taking the example of Europe to guide us, I believe the best half. Not the best for slavery, or for growing cotton and tobacco, but the best for raising men and women; the most congenial to the constitution of the northern European; the most provocative of steady industry; and all things else being equal, the most impregnable and secure.

But they are not and never have been equal. The first British emigration all went to the southern half of the continent, the northern portion, for 150 years, being occupied by French hunters, traders, and Indians. The British did not begin to settle in Nova Scotia till 1749, nor in Canada till 1763. Prior to the former period, Massachusetts had a population of 160,000, Connecticut 100,000. The city of Philadelphia had 18,000 inhabitants before an Englishman had built a house in Halifax; Maine had 2,485 enrolled militiamen before a British settlement was formed in the Province of New Brunswick. The other States were proportionally advanced, before Englishmen turned their attention to the northern Provinces at all.

The permanent occupation of Halifax, and the Loyalist emigration from the older Provinces, gave them their first impetus. But your Lordship will perceive that in the race of improvement, the old thirteen States had a long start. They had three millions of Britons and their descendants to begin with, at the Revolution. But a few hundreds occupied the Provinces, to which I wish to call attention, at the commencement of the war, only a few thousands at its close. Your Lordship will I trust, readily perceive that had both portions of the American Continent enjoyed the same advantages from the period when the Treaty of Paris was signed, down to the present hour, the southern half must have improved and increased its numbers much faster than the northern, because it had a numerous population, a flourishing commerce, and much wealth to begin with. But the advantages have not been equal. The excitement and the necessities of the War of Independence inspired the people of the South with enterprise and self-confidence. Besides, my Lord, they had free trade with each other, and, so far as they chose to have, or could obtain it by their own diplomacy, with all the world. The Northern Provinces had separate Governments, half paternal despotisms, which repressed rather than encouraged enterprise. They had often hostile tariffs, no bond of union, and, down to the advent of Mr. Huskisson, and from thence to the final repeal of the navigation laws, were cramped in all their commercial enterprises by the restrictive policy of England.

In other respects, the Southern States had the advantage. From the moment that their independence was recognized, they enjoyed the absolute control over their internal affairs. Your Lordship, who has had the most ample opportunity of estimating the repressing influence of the old colonial system, and, happily for us, have swept it away, can readily fancy what advantages our neighbours derived from exemption from its trammels. On reflection you will think it less remarkable that the southern half of the continent has improved faster than the northern, than that the latter should have improved at all.

But I have not enumerated all the sources of disparity. The national Government of the United States early saw the value and importance of emigration. They bought up Indian lands, extended their

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acknowledged frontiers, by purchase or successful diplomacy, surveyed their territory, and prepared for colonization. The States, or public associations within them, borrowed millions from England, opened roads, laid off lots, and advertised them in every part of Europe by every fair and often by the unfair means of puffing and exaggeration. The General Government skilfully seconded, or rather suggested, this policy. They framed constitutions suited to those new settlements; invested them with modified forms of self-government from the moment that the most simple materials for organization were accumulated; and formed them into new States, with representation in the National Councils, whenever they numbered 40,000 inhabitants.

What did England do during all this time? Almost nothing: she was too much occupied with European wars and diplomacy. Wasting millions in subsidizing foreign Princes, many of whose petty dominions if flung into a Canadian lake would scarcely raise the tide. What did we do in the Provinces to fill up the northern territory? What could we do? Down to 1815 we were engrossed by the wars of England, our commerce being cramped by the insecurity of our coasts and harbours. Down to the promulgation of Lord John Russell's memorable despatch of the 16th of October, 1839, and to which full effect has been given in the continental provinces by the present Cabinet, we were engaged in harassing contests with successive Governors and Secretaries of State, for the right to manage our internal affairs.

This struggle is over, and we now have the leisure and the means to devote to the great questions of colonization and internal improvement—to examine our external relations with the rest of the empire and with the rest of the world—to consult with our British brethren on the imperfect state of those relations, and of the best appropriation that can be made of their surplus labour, and of our surplus land, for our mutual advantage, that the poor may be fed, the waste places filled up, and this great empire strengthened and preserved.

But it may be asked, What interest have the people of England in this inquiry? I may be mistaken, but, in my judgment, they have an interest far more important and profound than even the colonists themselves.

The contrast between the two sides of the American frontier is a national disgrace to England. It has been so recorded in her parliamentary papers, by Lord Durham, by Lord Sydenham, and by other Governors and Commissioners.

There is not a traveller, from Hall to Buckingham, but has impressed this conviction on her literature. We do not blush at the contrast on our own account; we could not relieve it by a single shade beyond what has been accomplished. We have done our best, under the circumstances in which we have been placed, as I have already shown by reference to our social and commercial progress; but we regret it, because it subjects us to the imputation of an inferiority that we do not feel, and makes us doubt whether British statesmen will, in the time to come, deal with our half of the American Continent more wisely than they have in times past.

It is clearly then the interest and the duty of England to wipe out this national stain, and to reassure her friends in North America, by removing the disadvantages under which they labour, and redressing the inequalities which they feel.

Having, however imperfectly, endeavoured to show that as a mere question of economy, of relief to her municipal and national finances, no less than of religious obligation, it is the duty of England to turn her attention to North America, permit me now for a moment to direct your Lordship's attention to the territory which it behoves the people of these United Kingdoms to occupy, organize, and retain.

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Glance, my Lord, at the map, and you will perceive that Great Britain owns, on the Continent of North America, with the adjacent islands, 4,000,000 of square miles of territory. All the States of Europe, including Great Britain, measure but 3,708,871. Allowing 292,129 square miles for inland lakes of greater extent than exist on this continent, the lands you own are as broad as the whole of Europe. If we take the round number of 4,000,000, and reduce the miles to acres, we have about 90 acres for every man, woman, and child, in the United Kingdoms. Now suppose you spare us two millions of people, you will be relieved of that number, who now, driven by destitution to the unions or to crime, swell the poor-rates and crowd the prisons.

With that number we shall be enabled, with little or no assistance, to repel foreign aggression. We shall still have a square mile, or 640 acres, for every inhabitant, or 4,480 acres for every head of a family which British America will then contain.

Is not this a country worth looking after, worth some application of Imperial credit, nay, even some expenditure of public funds, that it may be filled with friends not enemies, customers not rivals, improved, organized and retained? The policy of the Republic is protection to home manufactures, Whose cottons, linens, woollens, cutlery, iron; whose salt, machinery, guns, and paper, do the 701,401 emigrants who went to the United States between 1825 and 1846 now consume? Whose have they consumed, after every successive year of emigration? Whose will they and their descendants continue to consume? Those not of the mother-country, but of the United States. This is a view of the question which should stir, to its centre, every manufacturing city in the kingdom.

Suppose the Republic could extend her tariff over the other portion of the continent, she could then laugh at the Free Trade policy of England. But if we retain that policy, and the Colonies besides, British goods will flow over the frontier, and the Americans must defend their revenue by an army of officers extending ultimately over a line of 3000 miles.

The balance of power in Europe is watched with intense interest by British statesmen. The slightest movement in the smallest state, that is calculated to cause vibration, animates the Foreign Office, and often adds to its perplexities and labours. But is not the balance of power in America worth retaining? Suppose it lost, how would it affect that of Europe? Canning, without much reflection, boasted that he had redressed the balance of power in the Old, by calling the New World into existence. But, even if the vaunt were justifiable, it was a world beyond the limit of the Queen's dominions. We have a new world within them, at the very door of England, with boundaries defined, and, undeniably by any foreign Power, subject to her sceptre. Already it lives, and moves, and has its being; full of hope and promise, and fond attachment to the mother-country. The new world of which Canning spoke, when its debts to England are counted, will appear to have been a somewhat costly creation: and yet, at this moment, Nova Scotia's little fleet of 2,583 sail could sweep every South American vessel from the Pacific and Atlantic Oceans.

I am not an alarmist, my Lord, but there appear to be many in England, and some of them holding high military and social positions, who consider these islands defenceless from continental invasion by any first-rate European Power. Confident as I am in their resources, and hopeful of their destiny, I must confess that the military and naval power of France or Russia, aided by the steam fleet and navy of the United States, would make a contest doubtful for a time, however it might ultimately terminate. But suppose the United States to extend to Hudson's Bay with an extension over the other half of the continent, of the spirit which animates the Republic now; imagine

Great Britain without a harbour on the Atlantic or the Pacific that she could call her own, without a ton of coal for her steamers or a spar to repair a ship; with the 5000 vessels which the Northern Provinces even now own, with all their crews, and the fishermen who line their shores, added to the maritime strength of the enemy, whose arsenals and outposts would then be advanced 500 miles nearer to England; even if Newfoundland and the West India Islands could be retained, which is extremely doubtful. The picture is too painful to be dwelt on longer than to show how intimately interwoven are the questions to which I have ventured to call your Lordship's attention, with the foreign affairs of the empire. I do not go into comparative illustrations, because I desire now to show how a judicious use of the resources of North America may not only avert the danger in time of war, but relieve the pressure upon the Home Government in times of peace.

There is no passion stronger, my Lord, than the desire to own some portion of the earth's surface,—to call a piece of land, somewhere, our own. How few Englishmen, who boast that they rule the sea, own a single acre of land. An Englishman calls his house his castle, and so perhaps it is, but it rarely stands upon his own soil. How few there are who may not be driven out, or have their castles levelled with the ground, when the lease falls in.

There is no accurate return, but the proprietors of land in the whole United Kingdom are estimated at 80,000.

Of the 2,620,600 inhabitants that Scotland contains, but 656,693 live by agriculture; all the rest, driven in by the high price of land, are employed in trade and manufactures. Evicted highlanders rot in the beds of Greenock; the lowland peasant's offspring perish annually in the larger cities, for want of employment, food, and air.

In Ireland, there are, or were recently, 44,262 farms under one acre in extent, 473,755 ranging from one to thirty. Between 1841 and 1848, 800,000 people were driven out of these small holdings; their hovels, in many cases, burnt over their heads, and their furniture "canted" into the streets.

Whence come Chartism, Socialism, O'Connor land schemes, and all sorts of theoretic dangers to property, and prescriptions of new modes by which it may be acquired? From this condition of real estate. Because the great mass of the people in these three kingdoms own no part of the soil, have no bit of land, however small, no homestead for their families to cluster round, no certain provision for their children.

Is it not hard for the great body of this people, after ages spent in foreign wars for the conquest of distant possessions; in voyages of discovery and every kind of commercial enterprise; in scientific improvements and the development of political principles; to reflect, that with all their battles by land and sea, their £800,000,000, of debt; their assessed taxes, income-tax, and heavy import duties; their prisons full of convicts; their poor-rate of 7,000,000*l.*; that so few of all those who have done, and who endure these things, should yet have one inch of the whole earth's surface that they can call their own.

While this state of things continues, property must ever be insecure, and the great majority of the people restless. With good harvests and a brisk trade, the disinherited may for the moment forget the relative positions they occupy. In periods of depression, discontent, jealousy, hatred of the more highly favoured, however tempered by liberality and kindness, will assuredly be the predominant emotions of the multitude. The standing army and the 21,000 constables may keep them down for a time. But, even if they could for ever, the question naturally arises, have all your battles been fought for

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this,—to maintain in the bosom of England a state of siege, an ever-impending civil war?

A new aspect would be given to all the questions which arise out of this condition of property at home, if a wise appropriation were made of the virgin soil of the empire. Give the Scotchman, who has no land, a piece of North America, purchased by the blood which stained the tartan on the plains of Abraham. Let the Irishman or the Englishman whose kindred chubbed their muskets at Bloody Creek, or charged the enemy at Queenston, have a bit of the land their fathers fought for. Let them have at least the option of ownership and occupation, and a bridge to convey them over. Such a policy would be conservative of the rights of property, and permanently relieve the people. It would silence agrarian complaint, and enlarge the number of proprietors. The poor man, who saw before him the prospect of securing his 100, his 1000 acres, by moderate industry, would no longer envy the British proprietor, whose estate owed its value to high cultivation, but was not much larger in extent.

But it may be urged that if this policy be adopted, it may empty the United Kingdoms into North America, and largely reduce their population. No apprehensions of this result need be entertained. There are few who can live in Great Britain or Ireland, in comfort and security, who will ever go anywhere else. The attachment to home, with all its endearing associations, forms the first restraint. The seat of empire will ever attract around it the higher and more wealthy classes. The value of the home market will retain every agriculturist who can be profitably employed upon the land. The accumulated capital, science and machinery, in the large commercial and manufacturing centres, will go on enlarging the field of occupation just in proportion as they are relieved from the pressure of taxation. Besides, emigrants who have improved their fortunes abroad, will be continually returning home, to participate in the luxury, refinement, and higher civilization, which it is to be fairly assumed these islands will ever pre-eminently retain. Massachusetts, New York, and Pennsylvania, still enlarge their cities, and grow in wealth and population, though all the rich lands of the Republic invite their people to emigrate, and there is no ocean to cross. The natural laws which protect them would operate more powerfully here, where the attractions are so much greater.

But it is time, my Lord, that I should anticipate the questions that will naturally arise. Assuming the policy to be sound, what will it cost to carry it out?

Let us first see what the present system, or rather the public establishments, without a system, cost now:

<i>Poor Rates.</i> England, - - -	£6,180,765
Scotland, - - -	544,334
Ireland, - - -	1,216,679
<i>Constabulary.</i> England, - - -	579,327
Ireland, - - -	562,506
<i>Convicts at home and abroad,</i>	378,000
<i>Emigration, 1849, (exclusive of cabin-passengers,) paid from private or Parochial Funds, - - -</i>	1,500,000
<i>Paid by Government, - - -</i>	228,300
	11,180,911

The cost of prisons, or that proportion of them which might be saved if the criminal calendar were less, might fairly be added to the amount. The prison at York cost 1200*l.* per head for each criminal—a sum large enough, the inspector observes, “to build for each prisoner a separate mansion, stable and coach-house.” A large proportion of the cost of trials might also be added; and as twelve jurymen must have been summoned to try most of the 43,071 persons convicted in 1848, the waste of valuable time would form no inconsiderable item, if it were.

The loss of property stolen by those whom poverty first made criminal, no economist can estimate; and no human skill can calculate the value of lives and property destroyed in agrarian outrages, when wretchedness has deepened to despair.

My plan of Colonization and Emigration is extremely simple.

It embraces—

Ocean Steamers for the poor as well as the rich;  
The preparation of the Wild Lands of North America for settlement; and  
Public Works to employ the people.

I do not propose that the British Government should pay the passage of anybody to America. I do not, therefore, require to combat the argument upon this point with which the Commissioners of Land and Emigration usually meet crude schemes, pressed without much knowledge or reflection. The people must pay their own passages; but the Government, or some national association, or public company to be organized for that purpose, must protect them from the casualties that beset them now, and secure for them cheapness, speed, and certainty of departure and arrival. If this is done, by the employment of steamships of proper construction, all the miseries of the long voyage, with its sure concomitants—disease and death; and all the waste of time and means, waiting for the sailing of merchant-ships on this side of the Atlantic, and for friends and conveyances on the other, would be obviated by this simple provision. A bounty to half the extent of that now given for carrying the mails would provide the ocean-omnibuses for the poor. Or, if Government, by direct aid to public works, or by the interposition of Imperial credit, to enable the colonies to construct them, were to create a labour market, and open lands for settlement along a railway line of 635 miles, these ships might be provided by private enterprise.

By reference to the published Report of the Commissioners for 1847, your Lordship will perceive that in that year of famine and disease, 17,445 British subjects died on the passage to Canada and New Brunswick, in quarantine, or in the hospitals, to say nothing of those who perished by the contagion which was diffused over the provincial cities and settlements. An equal number, there is too much reason to apprehend, died on the passage to or in the United States. In ordinary seasons, the mortality will of course be much less, and in all may be diminished by the more stringent provisions since enforced by Parliament. But bad harvests, commercial depressions, with their inevitable tendency to drive off large portions of a dense population, should be anticipated; and no regulation can protect large masses of emigrants, thrown into sea-ports, from delay, fraud, cupidity, and misdirection. No previous care can prevent disease from breaking out in crowded ships, that are forty or fifty days at sea, to say nothing of the perils of collision and shipwreck.

Mark the effects produced upon the poorer classes of this country. Emigration is not to them what it might be made—a cheerful excursion in search of land, employment, fortune. It is a forlorn hope, in which a very large proportion perish, in years of famine and distress, and very considerable numbers in ordinary seasons, even with the best regulations that Parliament can provide.

The remedy for all this—simple, sure, and not very expensive—is the ocean-omnibus.

Steamships may be constructed to carry at least 1000 passengers, with quite as much comfort as is now secured in a first-class railway carriage, and with space enough for all the luggage besides. If these vessels left London, Southampton, Liverpool, Glasgow, Belfast, Cork, or Galway, alternately, or as there might be demand for them, on certain appointed days, emigrants would know where and when to embark,



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and would be secured from the consequences of delay, fraud and misdirection.

The Commissioners report, that last year the sum spent in "the cost of extra provisions and conveyance to the ports of embarkation, and maintenance there, amounted to £340,000." The cost of reaching the sea-ports cannot be economized, but the extra provisions and maintenance at the ports of embarkation would be materially reduced. But how much more would be saved? The average sailing passage from London to Quebec is 52 days; from Liverpool 45; from London to New York 43, from Liverpool 35. The average passage, by steam, from any of the ports I have named, need not exceed—to Nova Scotia 10, to New Brunswick and Canada, 12 days; but assuming 43 days as the average sailing passage from England, to America, and 13 to be the average by steam, let us see what the saving would be to the poor, even taking the present amount of emigration as a basis.

299,498 emigrants left Great Britain and Ireland for America, in 1849. A very great proportion of the Irish had a journey and a voyage to make to some English sea-port, before they embarked upon the Atlantic. But pass that over, and multiplying the number of emigrants by thirty, and we have the number of days that would have been saved to these poor people if they had been carried out by steam. It is clear that they wasted 8,984,940 days at sea, in, to them, the most precious year of life, and the most valuable part of that year, which, estimating their labour at 1s. a day in the countries to which they were repairing, would amount to £449,247.

The employment of ocean steam-ships for the poor would save all this, and it would put an end to ship-fever, disease and death. The Government of England expended in Canada and New Brunswick alone, in 1847, in nursing the sick and burying the dead, £124,762 sterling. The ocean-omnibus, whether established by Government or by a private association, would save all this in future. Restrictive colonial laws would disappear; and from the moment that there was a certainty that emigrants would arrive in health, however poor, the colonists would prepare their lands, and open their arms to receive them.

The saving of expense and time on our side of the Atlantic would also be immense. These ships could run down the southern shores of the maritime provinces, and land emigrants wherever they were required, from Sydney to St. Andrews; passing through the Gut of Canso, they could supply all the northern coasts, including Prince Edward Island. They could go direct to the St. Lawrence, landing the people wherever they were wanted, from Gaspé to Quebec.

Knowing exactly when to expect these vessels, our people would send to England, Ireland, and Scotland, for their friends, and be ready with their boats and waggons to convey them off, without cost or delay, the moment they arrived.

We should thus have a healthy, almost self-sustaining British emigration, the full extent of the existing demand for labour, even if no public works were commenced.

But much would soon be done, still without costing the British Government a pound, to extend the labour market. The moment that the arrival of healthy emigrants, at convenient points, and early in the season, could be counted upon with certainty, the Provincial Government would lay off and prepare their lands for settlement, advertising them in all the British and Irish sea-ports. They would empower the deputy surveyors in each county to act as emigrant agents, and locate the people. They would call upon the county magistracy to prepare, at the autumn or winter sessions, returns, showing the number and description of emigrants

required by each county in the following spring, with the number of boys and girls that they were prepared to take charge of and bind out as apprentices.

Proprietors of large unimproved tracts would soon, by similar exertion and kindred agencies, prepare them for occupation.

All this may be done by the employment of steam-ships for the poor; and they, I am confident, might be drawn into the public service without any cost to the country. If it be objected that to employ them would diminish the demand for sailing vessels, I answer no; but, on the contrary, there would be an annually increasing demand for British and Colonial tonnage, to carry on the commerce and reciprocal exchanges that this healthy emigration would create.

But, my Lord, I am anxious to see these cheap steamers on another account: that they may bring English, Irish and Scotch men, and their descendants, from time to time, back to the land of their fathers, to tread the scenes which history hallows, or revive the recollections of early life; to contemplate the modern triumphs and glories of England, and contrast them even with those of the proud Republic beside us. This ennobling pleasure cannot be indulged in now, but at a cost which debars from its enjoyment the great body of the Queen's Colonial subjects.

Reduce the passage to 10 days, and the cost to £5, and thousands would come over here every summer, to return with their hearts warmed towards their British brethren, to teach their children to understand the policy of England, and to reverence her institutions.

So far, my Lord, you will perceive that I have suggested nothing which would involve Her Majesty's Government in heavy expense; on the contrary, I believe that even the cost of emigrant steamers would be more than made up, either by a reduction of expense in the naval service, retrenchment of the cost of lazarettoes and quarantine, or by the relief which a healthy system of emigration would at once give to some, if not all the branches of the public service which now cost £11,000,000 sterling. It would require but a slight calculation to show that the planting of half a million of British subjects in the North American Provinces, where the duty on British manufactures ranges from 6 1-4 to 12 1-2 per cent.; and in the United States, where it ranges from 15 to 100 per cent., would amount to more than the whole sum wanted to establish these steamers.

To illustrate this, I have made a selection from the United States tariff, of certain articles in which British manufacturers feel a deep interest. It embraces 110 articles and branches of manufacture, upon which the duties in Nova Scotia, with very few exceptions, do not range higher than 6½ per cent.

*British Manufactures which pay 15 per cent. in the United States.*

Tow, hemp or flax, manufactured.  
Steel in bars, cast or shear.  
Tin plates, tin-foil, tin in sheets.  
Zinc or spelter.

*That pay 20 per cent.*

Acids of every description.  
Articles used in tanning or dyeing.  
Blankets.  
Blank books, bound or unbound.  
Caps, gloves, leggings, mits, socks, stockings, wove shirts and drawers.  
Chocolate.  
Copperas and vitriol.  
Copper rods, bolts, nails and spikes, copper bottoms, copper in sheets or plates.

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Dressed furs.  
Glue.  
Gunpowder.  
Hats, or hat bodies of wool.  
Oils used in painting.  
Lampblack.  
Leather.  
Lead in pigs, bars or sheets; lead in pipes, and leaden shot.  
Linens of all kinds.  
Litharge.  
Malt.  
Manufactures of flax.  
Manufactures of hemp.  
Marble, unmanufactured.  
Mineral and bituminous substances.  
Medicinal drugs.  
Metals, unmanufactured.  
Musical instruments of all kinds.  
Needles of all kinds.  
Paints, dry or ground.  
Paper-hangings.  
Tiles and bricks.  
Periodicals.  
Putty.  
Quills.  
Saddlery.  
Salts.  
Sheathing-paper.  
Skins, tanned and dressed.  
Spermaceti candles and tapers.  
Steel.  
Stereotype-plates, type-metal, types.  
Tallow candles.  
Thread laces.  
Velvet.  
White and red lead.  
Window glass of all kinds.

*That pay 25 per cent.*

Buttons and button-moulds of all kinds.  
Baizes, flannels, floor-cloths.  
Cables and cordage.  
Cotton laces, insertings, and braids.  
Floss-silks.  
All manufactures of hair of coarse descriptions.  
Cotton manufactures.  
Manufactures of mohair.  
Silk manufactures.  
Manufactures of worsted.  
Mats and matting.  
Slatcs.  
Woollen and worsted yarn.

*That pay 30 per cent.*

Ale, beer, and porter.  
Manufactures of Argentine or German silver.  
Articles worn by men, women, or children, of whatever material composed, made up in whole or in part by hand.  
Perfumes.  
Manufactures of grass, straw, or palm-leaf.  
Beads.  
Hair manufactures of finer descriptions.  
India-rubber manufactures.  
Fur caps, hats, muffs, tippets.  
Carpets, carpeting, hearth-rugs.  
Carriages, and parts of carriages.  
Cheese.  
Clothing of every description.  
Coach and harness furniture.  
Coal and coke.  
Combs.  
Confectionery.  
Corks.  
Cutlery of all kinds.  
Jewellery.  
Toys.

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Earthen, china, and stone-ware.  
Manufactures of gold.  
Artificial feathers and flowers.  
Umbrella materials.  
Cabinet and household furniture.  
Stained glass.  
Glass and porcelain manufactures.  
Iron in bars or blooms, or other forms.  
Iron-castings.  
Japanned wares.  
Manufactures of cotton, linen, silk, wool, or worsted, if embroidered.  
Marble manufactured.  
Manufactures of paper, or papier-maché.  
Manufactures of wood.  
Muskets, rifles, and other fire-arms.  
Ochres.  
Oil-cloths.  
Plated and gilt-ware of all kinds.  
Playing-cards.  
Soap.

*That pay 40 per cent.*

Cut-glass.  
Manufactures of expensive woods.  
Tobacco manufactures.  
Alabaster and spar ornaments.  
Sweetmeats.  
Preserved meats, fish, and fruits.

*That pay 100 per cent.*

Brandy, whiskey, and other spirits distilled from grain.

A similar list might be made of East Indian and British Colonial staples and productions, with the endless variety of small manufactures which they stimulate, and to which these high duties apply.

I pass now to the only remaining topic, the formation of Public Works, of approved utility, as a means of strengthening the empire,—developing the resources of the Provinces,—and as an aid to more rapid and systematic Colonization.

Having, my Lord, in my former letter, entered largely upon this branch of the general subject, I need not repeat what that paper contains. Every mail brings fresh evidences of the feverish longing and intense anxiety with which all classes in the Provinces look forward to the establishment of those great lines of inter-colonial and continental communication, which are not only to bind us together, and secure to the British Provinces great commercial advantages, but which would, with cheap steam-boats, reduce the Atlantic to a British Channel, and continue the Strand in a few years to Lake Huron, and ultimately, perhaps even in our own time, so rapidly does the world advance, to the Pacific Ocean.

The first 130 miles of this communication Nova Scotia will make, and amply secure the British Government from loss, should the advantage of its credit be given. We will do more—we will prepare our lands, collect returns, appoint an agent in each county, and repeal our taxes on emigrants; offering, on the best terms, a home to all who choose to come among us. If Her Majesty's Government have no objections to the employment of such portions of the troops as are not required to do garrison-duty, we will give them a fair addition to their pay, or land along the line, to which in war their discipline would be a defence; thus saving to the British Government the expense of bringing these veterans back to England.

The ability of Nova Scotia to fulfil any obligations she may incur to the Imperial Government, may be estimated by reference to her past progress and present financial condition.

Montgomery Martin, in his late work, estimates the value of the Province, in movable and immovable property, at £20,700,000. Without counting wild

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lands and property upon which labour has not been expended, we rate it at £15,000,000. This has been created in a century, by the industry of a few thousands of emigrants and loyalists, and their descendants. To the amount of shipping, as evidence of a prosperous commerce, I have already referred.

Within the twenty years from 1826 to 1846, the population more than doubled, the tonnage rising, in the last ten years of this period, from 96,996 to 141,043 tons.

The exports rose in the twenty years from £267,277 to £831,071.

The revenue of Nova Scotia is chiefly raised from imports, the royalty on the mines, and the sale of Crown lands. There is no property-tax, income-tax, or assessed taxes, except poor and county rates raised by local assessments.

Her tariff is the lowest in North America. Her *ad valorem* duty on British goods is  $6\frac{1}{4}$  per cent.; that of Canada  $12\frac{1}{2}$ .

All the liabilities of the Province amounted on the 31st December, 1849, to £105,643 13s. 1d. The Receiver-General writes me that there has been an increase of the revenue during the past year, of £15,000, which will reduce the liabilities to £90,643 13s. 1d. No part of this debt is due out of the Province. Province notes, which circulate and are sustained by the demand for them to pay duties, represent £59,864 of the whole, which bears no interest. Of the balance, £40,000 is due to depositors in the Savings Bank, who receive 4 per cent. The holders of Stock certificates, covering the remainder, receive 5 per cent.

The public property held by the Government in the city of Halifax alone, would pay the whole debt, which could be extinguished by applying the surplus revenue to that object for two years.

The income from all sources fluctuates between £90,000 and £110,000. The permanent charges on this revenue secured to Her Majesty by the Civil List Bill, are \* . The balance is expended in maintaining other branches of the Civil Government, in opening and repairing roads, and promoting education.

We should make the interest of the loan we now require a first charge on this surplus, in the event of the Railroad not yielding tolls sufficient, which, judging by the experience of our neighbours, we do not apprehend.

This surplus must steadily increase, because, while population and revenue will probably double within the next twenty years, as it has done, almost without emigration or railroads, during the past twenty, the expenses of the Civil Government will be but very slightly augmented.

The revenue could be, and if necessary would be, promptly increased, by raising the *ad valorem* duty, re-adjusting specific duties, or if even that were necessary to sustain our credit with the mother-country, by a resort to a legacy, income or property-tax.

The Government of Nova Scotia (exclusive of lands in Cape Breton) still retains 3,982,388 acres of ungranted Crown lands. These, if required, could also be pledged, or the net amount of sales of lands along the line could be paid over from time to time in liquidation of the loan.

The whole amount required is £800,000. The city of Halifax being pledged to the Provincial Government to pay the interest on £100,000, the whole amount that would therefore be chargeable on all sources of provincial revenue, the tolls on the Railroad included, would be £24,500.

Although having no authority to speak for the other colonies, I may observe, that the Province of New Brunswick, which lies between Nova Scotia and Canada, has, in addition to her ordinary sources

\* So in original.

of revenue, 11,000,000 of acres of ungranted lands. She might pledge to Her Majesty's Government the proceeds of as many millions of acres of these lands, along the lines to be opened, as might be necessary, in addition to the pledge of her public funds, to secure this country from loss. The troops might be employed, and settled in this Province also. The lands pledged could be sold to emigrants; the British mails and soldiers would be transported at fair prices, and the amounts might be carried to the credit of the loans. I believe that New Brunswick could, if moderately aided, ultimately make her great lines absorb and provide farms for millions of emigrants; increasing the home market for British goods by the annual amount of their consumption; and, in a very few years, pay any loan she may require to contract, without costing England a farthing.

The resources of Canada are well known to your Lordship.

Her interest in these great works cannot be exaggerated, and must be greatly enhanced by the approaching removal of the seat of Government to Quebec. They would bring her productions to the seaboard at all seasons of the year; connect her by lines of communication with all the other provinces, and with the mother-country; preparing the way for a great industrial, if not a political union, of which the citadel of Quebec would ultimately form the centre. That her Government would second any policy by which this might be accomplished, there is no reason to doubt.

My Lord, there is one topic of extreme delicacy, perhaps, and yet, so far as my own Province is concerned, I will venture to touch it without hesitation. Some of the British colonies aspire to obtain notoriety, just now, by spurning from their bosoms the criminals of England, without modestly remembering that some of them, at least, owe their original prosperity to such emigrants, and that thousands are annually tempted or driven into crime in this country, by the absence of employment, and by the resistless pressure which the slightest derangement in this highly-artificial state of society creates. I believe that among the 43,000 persons convicted in this country in 1848, some thousands were more to be pitied than condemned. If such persons, organised and disciplined, were employed upon the public works of North America, as has been suggested, I believe that they would ultimately be restored to society, and that the Government would be immediately relieved from serious embarrassment. I do not shrink from the responsibility of making this suggestion, nor will I shrink from my share of the responsibility of carrying it out. The people I represent, my Lord, are generally a religious people; who know that our Saviour had none of the sensitiveness manifested at the Cape. He found some virtue in the poor woman that all the world condemned; and did not consider at least one of the malefactors unworthy of Heaven who were hung beside him.

It has been suggested, that convicts might be advantageously employed on a large scale, in North America, for the construction of a railroad to the Pacific. I should like to see the experiment tried upon a small scale first; and do not believe that if a judicious selection were made of those whose offences were superinduced by poverty and extreme distress, or of those whose conduct in some probationary course of punishment had been exemplary, the North American Colonies would object to such a trial, if an appropriate choice were made of some locality along a great line in which they feel an interest, and if the men employed were properly officered and controlled by stringent regulations. A corps of 500 might be formed, subject to military organization and discipline, with the usual prospect

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of promotion to subordinate commands if they behaved well. Summary trial and punishment should be equally certain if they misbehaved: solitary confinement in the Colonial Penitentiaries could be an appropriate punishment if they deserted or committed any new offence. If a portion of comparatively wilderness country were selected for the experiment, the men might have sixpence per day carried to their credit from colonial funds, while they laboured, to accumulate till it was sufficient to purchase a tract of and upon the line, with seed and implements to enable them to get in a first crop when the period of service had expired.

This experiment would I believe, succeed. It would cost the Imperial Government nothing more than it now costs to maintain the people elsewhere. The colony where they were employed would get the difference between sixpence per day and the ordinary rate of wages, to compensate for any risk it might run, and would besides ultimately secure customers for wild lands, and many useful settlers.

In conclusion, my Lord, permit me to crave your indulgence for the length of this communication, which would be an unpardonable intrusion upon your Lordship's time if the topics to be discussed were less numerous or important.

I have, &amp;c.

(Signed) JOSEPH HOWE.

The Right Hon. Earl Grey,  
&c. &c. &c.

No. 3.

*Copy of a Letter from B. Hawes, Esquire, to J. Howe, Esquire.*

DOWNING STREET,

March 10, 1851.

SIR,—I am directed by Earl Grey to inform you that he is at length enabled to communicate to you the decision of Her Majesty's Government on the application for assistance towards the construction of the projected Railway through Nova Scotia, contained in your letters of the 25th of November and 16th of January last.

You are already aware, from the repeated conversations which you have had with Lord Grey, of the strong sense entertained by his Lordship and his colleagues, of the extreme importance, not only to the colonies directly interested, but to the empire at large, of providing for the construction of a Railway by which a line of communication may be established on the British territory between the Provinces of Nova Scotia, New Brunswick, and Canada, and that various plans which have been suggested for the accomplishment of this object have undergone the most attentive consideration.

It appears from Sir John Harvey's despatch of August 29, 1850, as well as from your letters and the verbal communications you have made to Lord Grey, that the Provincial Government of Nova Scotia, fully relying on the concurrence of the Legislature, is desirous of undertaking the construction of that part of the projected line which would pass through that Province, and proposes to obtain for that purpose a loan of £800,000, which is the estimated expense of the work. The assistance which Lord Grey understands you to apply for on behalf of the Province, is, that the payment of the interest of a loan to this amount should be guaranteed by the Imperial Parliament, the effect of which would be that the money might be raised on terms much more favourable than would be otherwise required by the lenders.

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I am directed to inform you that Her Majesty's Government are prepared to recommend to Parliament that this guarantee should be granted, or that the money required should be advanced from the British Treasury, on the conditions which I will now proceed to state.

In the first place, as Her Majesty's Government are of opinion that they would not be justified in asking Parliament to allow the credit of this country to be pledged for any object not of great importance to the British Empire as a whole (and they do not consider that the projected Railway would answer this description, unless it should establish a line of communication between the three British Provinces), it must be distinctly understood that the work is not to be commenced, nor is any part of the loan, for the interest on which the British Treasury is to be responsible, to be raised, until arrangements are made with the Provinces of Canada and New Brunswick, by which the construction of a line of Railway passing wholly through British territory, from Halifax to Quebec or Montreal, shall be provided for to the satisfaction of Her Majesty's Government.

In order that such arrangements may be made Her Majesty's Government will undertake to recommend to Parliament that the like assistance shall be rendered to these Provinces as to Nova Scotia, in obtaining loans for the instruction of their respective portions of the work. If it should appear that by leaving it to each Province to make that part of the line passing through its own territory, the proportion of the whole cost of the work which would fall upon any one Province, would exceed its proportion of the advantage to be gained by it, then the question is to remain open for future consideration, whether some contribution should not be made by the other Provinces towards that part of the line; but it is to be clearly understood that the whole cost of the line is to be provided for by loans raised by the Provinces in such proportions as may be agreed upon, with the guarantee of the Imperial Parliament.

The manner in which the profits to be derived from the Railway when completed are to be divided between the Provinces, will also remain for future consideration.

You will observe, that I have stated that the line is to pass entirely through British territory; but Her Majesty's Government do not require that the line shall necessarily be that recommended by Major Robinson and Captain Henderson.

If the opinion which is entertained by many persons well qualified to form a judgment is correct, that a shorter and better line may be found through New Brunswick, it will of course be preferred, and there will be sufficient time for determining this question while the earlier part of the line is in progress. It is also to be understood that Her Majesty's Government will by no means object to its forming part of the plan which may be determined upon, that it should include a provision for establishing a communication between the projected Railway and the Railways of the United States. Any deviation from the line recommended by Major Robinson and Captain Henderson must, however, be subject to the approval of Her Majesty's Government.

It will further be required that the several Provincial Legislatures should pass laws making the loans which they are to raise a first charge upon the Provincial Revenue, after any existing debts and payments on account of the Civil Lists settled on Her Majesty by laws now in force; and also that permanent taxes shall be imposed (or taxes to continue in force till the debt shall be extinguished) sufficient to provide for the payment of the interests and sinking fund of the loans proposed to be raised after discharging the above prior claims. It will further be necessary that the expenditure of the

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money raised under the guarantee of the Imperial Parliament shall take place under the superintendence of Commissioners appointed by Her Majesty's Government, and armed with sufficient power to secure the due application of the funds so raised to their intended object. The Commissioners so appointed are not, however, to interfere with the arrangements of the Provincial Governments, except for the above purpose.

The right of sending troops, stores, and mails, along the line at reasonable rates, must likewise be secured.

If on the part of the Government of Nova Scotia you should express your concurrence in the above proposal, Lord Grey will immediately direct the Governor General of the British North American Provinces to communicate with the Lieutenant Governors of New Brunswick and Nova Scotia, who will also be directed to bring the subject under the consideration of their respective Executive Councils, in order that if they should be prepared to join in carrying the undertaking into effect on the terms proposed, the details of the arrangement between the Provinces may be settled, and the sanction of the Legislatures obtained for the plan, so that it may with as little delay as possible be submitted for the approval of Parliament.

Before, however, the proposed measure can be so submitted to Parliament, it is proper to observe that there are some other questions affecting the pecuniary relations between the Mother-country and the Colonies which will require to be considered, but as these questions have little, if any, reference to Nova Scotia, it is not necessary that they should be further adverted to in this letter.

I am directed to add that Lord Grey thinks it unnecessary that any measures should be taken by Her Majesty's Government to encourage the esta-

ishment of steam-vessels for the accommodation of emigrants of the humbler class, which is one of the subjects to which you have called his attention.

If there should be a demand for such vessels, Lord Grey has no doubt that they will speedily be supplied by private enterprise; indeed he has been informed that ships of large size intended for the conveyance of emigrants, and furnished with auxiliary steam-power, are already building both in this country and in America, and if by undertaking the projected Railway a demand for labour is created in the British Provinces, and a large extent of fertile land is opened for the occupation of settlers, these circumstances cannot fail to lead to an extension and improvement of the means now afforded for the conveyance of emigrants to these Provinces.

Lastly, with reference to the suggestion contained in your letter, that convicts might be employed in the construction of the Railway, I am to inform you that though Her Majesty's Government entertain no doubt that the expense of the work to the Provinces might thus be greatly reduced, while at the same time by judicious regulations, all risk of serious inconvenience might be guarded against, they would not be disposed to take any steps with a view to the adoption of this suggestion, unless on a distinct application from the Colonial Legislatures; but if such an application should be made, Her Majesty's Government would be prepared to make the necessary arrangements for the employment of a moderate number of convicts on the work, without any charge for their custody and subsistence to the Province which may have applied for them.

I am, &amp;c.

(Signed)

B. HAWES.

Joseph Howe, Esq.

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# R E T U R N

TO AN ADDRESS FROM THE LEGISLATIVE ASSEMBLY TO HIS EXCELLENCY THE GOVERNOR GENERAL, dated the 30th ultimo, praying that His Excellency would be pleased to cause to be laid before the House "a List of any Rectories that may have been established during " the last sixteen years, and Copies of the respective Authorities required by the 31st Geo. " III., cap. 31, sec. 38, under which they may have been established: Also, a List of the " Rectors who have heretofore been presented to Rectories, and a List of any Deaths, " Retirements, or Removals of any such Incumbents, and of the times and authorities for " the presentation of any Successors to these Incumbents, together with their names."

By Command.

J. LESLIE,

Secretary.

SECRETARY'S OFFICE,

Toronto, 10th June, 1851.

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A RETURN of RECTORIES established during the last Sixteen years; the authority under which they have been established; the Names of Rectors heretofore presented to such Rectories; a list of Deaths, Retirements, or Removals of such Incumbents; the Names and Dates of Presentation of their Successors, together with the authority under which they have been presented; the whole in compliance with an Address presented to His Excellency the Governor General, by the Honorable the Legislative Assembly, dated 30th day of May, 1851.

Number.	Rectories.	Under what Authority Established.	Names of Rectors Presented.	Date of Presentation.	Deaths, Retirements, or Removals.	Name of Successors.	Date of Presentation.	Authority under which Presented.	Remarks.
1	City of Toronto	Imperial Statute, 31 Geo. III., c. 31, and Order of Council, 15th Jan'y, 1836; administration of Sir J. Colborne.	The Honble. and Venerable John Strachan, D.D.	January 16, 1836	Resigned	Rev. Henry J. Grasett, M.A.	February 16, 1847	Letters Missive.	
2	York	do	Rev. Charles Matthews	do	do	Rev. Alexander Sanson	August 27, 1844	do	
3	Etobicoke	do	Rev. Thos. Phillips, D.D.	do 21	do	Rev. Henry C. Cooper	February 20, 1849	do	
4	Cobourg	do	Rev. A. N. Bethune	do 18	do				
5	Perth	do	Rev. Michael Harris	do	do				
6	Grimsb'y	do	Rev. Robert F. Groat	do 16	do	Rev. F. J. Lundy, D.C.L.	February 8, 1850	Letters Missive.	
7	Peterborough	do	Rev. Robert H. D'Olier	do	do	Rev. Charles T. Wade	September 3, 1838	do	Vide Note 1.
8	Woodhouse	do	Rev. Francis Evans	do	do				
9	Bertie	do	Rev. John Anderson	do	do	Rev. Elliott H. Grasett	February 8, 1850	Letters Missive.	
10	Blandford	do	Rev. William Betteridge	do	do	Rev. William McMurray	October 22, 1840	Letters Missive.	
11	Ancaster	do	Rev. John Miller	do	do				
12	Oxford, Johnstown District.	do	Rev. Henry Patton	do	do	Rev. Henry McAlpine	May 20, 1851	do	
13	Cavan	do	Rev. Samuel Armour	do	do	Rev. Dominick Ed. Blake	July 25, 1844	Letters Missive.	
14	Thornhill	do	Rev. George Mortimer	do	do				
15	Pictou	do	Rev. William Macaulay	do 18	do				
16	Prescott	do	Rev. Robert Blakey	do 16	do				
17	Elizabeth Town, Johnstown District	do	Rev. W. H. Gunning	do	do				
18	Wellington Square	do	Rev. Frederick Mack	do	do	Rev. Thomas Green	May 8, 1843	Letters Missive.	
19	Port Hope	do	Rev. James Cogan	do	do	Rev. Jonathan Short	March 1, 1845	do	
20	London, Township	do	Rev. Benjamin Cronyn	do 19	do	Rev. Charles C. Brough	December 2, 1841	do	
21	London, Town	do	do	do 18	do				
22	Markham	do	Rev. N. P. Meyerhoffer	do 21	do	Rev. Geo. S. J. Hill	February 8, 1850	Letters Missive	
23	Kingston	do	Rev. George O'Kill Stuart, Archdeacon	do	do				
24	Niagara	do	Rev. Thomas Green	do	do				
25	Belleville, Town	do	Rev. John Cochrane	do	do	Rev. John Grier	November 11, 1840	Letters Missive.	
				Note 1.—	Resigned	Rev. Robt. J. C. Taylor	December 2, 1841	Letters Missive.	

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A RETURN of RECTORIES established during the last Sixteen years, &c.—(Continued.)

Number.	Rectories.	Under what Authority Established.	Names of Rectors Presented.	Date of Presentation.	Deaths, Retirements, or Removals.	Name of Successors.	Date of Presentation.	Authority under which Presented.	Remarks.
26	Cornwall	[Imperial Statute, 31 Geo. III., c. 31, and Order of Council, 15th Jan'y, 1836; administration of Sir J. Colborne.]	Rev. George Archbold	January 21, 1836	Dead	Rev. Alexander Williams	November 11, 1840	Letters Missive.	Vide Note 2.
27	Warwick		Rev. John Radcliffe	do	Resigned	Rev. James Mockridge	December 26, 1845	do	do
28	Napanee		Rev. Saltern Givins	do	Removed to Oakville	Rev. William B. Lander	February 18, 1851	do	do
29	Adelaide		Rev. Dominick E. Blake	do	Removed to the Rectory of Thornhill	Rev. Arthur Mortimer	July 25, 1844	do	do
30	St. Catharines		do	do	Dead	Rev. A. F. Atkinson	October 22, 1840	do	do
31	Beckwith		do	do	do	do	do	do	do
32	Amherstburgh		do	do	do	do	do	do	do
33	Adolphustown		do	do	do	do	do	do	do
34	Chippawa		do	do	do	do	do	do	do
35	Guelph		do	do	do	do	do	do	do
36	Thorold	do	do	do	do	do	do	do	
37	Louth	do	do	do	do	do	do	do	
38	Fredericksburgh	do	Rev. George M. Armstrong	October 27, 1840	Removed to the Diocese of Montreal	Rev. Alexander Dixon, B.A.	February 18, 1851	Letters Missive.	
39	Bath	do	Rev. James A. Mullock	February 18, 1851	do	do	do	do	
40	Williamsburgh	do	Rev. A. F. Atkinson	August 6, 1838	Removed to St. Catharines	Rev. W. F. Stuart Harpur	November 11, 1840	do	do
41	Richmond, Town	do	Rev. Edward Jukes Boswell	July 5, 1844	do	do	do	do	
42	Clark	do	No Presentation	do	do	do	do	do	
43	Darlington	do	do	do	do	do	do	do	
44	Barrie, Town	do	Rev. Thomas S. Kennedy	March 1, 1842	do	do	do	do	
			Rev. Samuel B. Ardegh	December 26, 1845	do	do	do	do	
				Note 2.—	Resigned	Rev. Jas. G. Beck Lindsay	July 5, 1844	Letters Missive.	Superseding the former, there being an error in the name.
					Dead	Rev. John G. Beck Lindsay	May 28, 1845	do	do
						Rev. Henry Patton	May 20, 1851	do	do

THOS. AMIOT,  
Deputy Registrar.

PROVINCIAL REGISTRAR'S OFFICE,  
Toronto, 4th June, 1851.



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**R E T U R N**

TO AN ADDRESS OF THE LEGISLATIVE ASSEMBLY TO HIS EXCELLENCY THE GOVERNOR GENERAL, dated the 25th July, 1850; praying for Copies of all Correspondence between the Executive Government and the Trinity House, or the Harbour Master at Quebec, or the Corporation of that City, on the subject of the enlargement of the Quebec Lower Town Market Place.

By Command.

J. LESLIE,

Secretary.

SECRETARY'S OFFICE,

Toronto, 10th June, 1851.

Quebec, 8th June, 1850.

SIR,

I have the honor to acknowledge the receipt of your letter of the 4th instant, accompanying the Petition of sundry Navigators, submitted to the Trinity House of Quebec, against the proposed enlargement of the Lower Town Market Place, and have to state that on the 6th instant, I addressed a letter to the City Clerk, (of which I enclose a copy,) in reference to this subject, and which was laid before the Council last evening, to which I have just received a reply, stating that a copy of the plan and specification of the work would be made and forwarded to me without delay, as also such information as after search could be given of the right and title of the Corporation to the Market, and to extend the limits thereof. I shall collect and forward to you, at the same time, all the other information I can procure on the same subject.

I take this opportunity of stating, that Captain Boxer, as Harbour Master of Quebec, having thought it his duty to prosecute, before the Trinity House, Mr. Gaspard Garneau, the Contractor for the work in question, for having thrown a Bateau load of stones on the landing-place between high and low water-mark; the case came on to be heard on Tuesday last, the 4th instant, when the Counsel for the defendant having requested time to plead, it was consented to give him till the next meeting of the Board, (viz. yesterday,) on an understanding that nothing further was to be done by the Corporation till the decision of the Trinity House, notwithstanding which, yesterday morning before the Board met, the foundation of a Wharf, to occupy the outer space of the intended enlargement, which had been in the course of construction at some other place was floated round, fixed and loaded, and the whole work is now progressing under the instructions contained in your letter. I have considered, that in my particular situation, I had sufficiently notified the course the Government was desirous of being pursued, by the letter I had written, as under the circumstances I did not think I was warranted in making any more formal protest, and I therefore await any further directions in that respect.

I understand that a motion was made in the Council last evening, with a view of arresting the work

until the decision of Government was ascertained, but that it was negated.

I have, &amp;c.,

(Signed,) F. W. PRIMROSE,  
I.G.D.R.F. FORTIER, Esquire,  
Crown Land Department,  
Montreal.

Quebec, 14th June, 1850.

SIR,

I have the honor to acknowledge the receipt of your letter of the 12th instant, on the subject of the Corporation of Quebec and the Lower Town Market Place, and after consideration of the circumstances and the communications which have already taken place with the Corporation on this subject without any avail; I am not of opinion that the making a more formal protest on my part as Inspector General of the Queen's Domain, would have any effect towards inducing the City authorities to suspend their proceedings, and I have not therefore made any such, more particularly as in a case like the present where a public body has taken forcible possession of part of the Public Domain without authority or permission, and attempted permanently to destroy an immemorial public landing-place, and to appropriate it to other purposes, it would appear to me that the only course to be pursued, if the Government thinks such proceedings grave enough to require to be arrested, would be for the Attorney General of the Province to cause the Corporation to be prosecuted civilly or criminally, or both as he might deem advisable.

I have, &amp;c.,

(Signed,) F. W. PRIMROSE.

F. FORTIER, Esquire, -  
Crown Land Department,  
Montreal.

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TRINITY HOUSE,  
Quebec, 4th June, 1850.

SIR,

I have the honor, by direction of the Trinity Board, to transmit to you the enclosed copies of letters from the Harbour Master and the Honorable Mr. Solicitor Primrose, for the information of His Excellency the Governor General.

I have, &amp;c.,

(Signed,) E. B. LINDSAY,  
Clk. T.H.Q.

The Honorable JAMES LESLIE,  
Secretary, Toronto.

(Copy.)

Quebec, 1st June, 1850.

GENTLEMEN,

The Corporation of Quebec having decided on extending the Lower Town Market Wharf to beyond low water mark, I felt it my duty to address the Honorable Mr. Primrose, the Inspector of the Queen's Domain, for his opinion as to their right of doing so, without the sanction of the Crown.

I have, therefore, the honor to enclose his letter to me on the subject, being decidedly of opinion, that if their plan is carried out, it would be very injurious to the numerous Steam, Ferry, and Market Boats, which frequent that place with marketable supplies for the City, it being now far too small for their accommodation, and by throwing them further out would be attended with danger.

I have, &amp;c.,

(Signed,) EDWARD BOXER,  
Harbour Master and  
Captain of the Port.

The Master, Deputy Master, and  
Wardens of the Trinity House,  
Quebec.

A true Copy.

(Signed,) E. B. LINDSAY,  
Clk. T.H.Q.

(Translation.)

QUEBEC, 4th June, 1850.

SIR,

The Corporation of the City of Quebec have resolved upon, and ordered the enlargement of the Lower Town or "Finlay Market" of Quebec. Contracts, in consequence have been given to various parties who have engaged to construct these works according to certain plans, estimates, &c., &c. To render effective these plans, estimates and contracts which are founded on the order of the Corporation of Quebec, it has become necessary to place a staircase or quay, with steps or stairs, which will

extend four or five feet beyond the low water-mark, within, however, a lot of ground which has always been and is at present in the possession of the Corporation. In spite of this undeniable possession and this right of property with which the Corporation has always considered itself vested, the Harbour Master at Quebec, Captain Boxer, obstructs the works above mentioned, under the pretext that the Corporation have encroached upon the Public Domain, and that in consequence of certain letters issued from the Crown Lands Office, enjoining him to protect the rights of the Government on the shore of the River St. Lawrence, forming the Harbour of Quebec, he thinks it his duty to interpose himself in order to preserve the (pretended) rights of the Government. Under these circumstances, in order to prevent delay in these works, which would have the effect of exposing the Corporation of Quebec to heavy damages in favor of the contractors, and above all, in order to avoid a law suit, an injunction to Captain Boxer, its agent, *ab hoc*, is humbly prayed for from the Crown Land Office, by virtue of which the Corporation may terminate its works, leaving the question of property and indemnification open and subject to ulterior determination. By this means the rights of both parties would be preserved, and the authorities will have shewn that good harmony which is so necessary in interested contestations.

I have, &amp;c.,

(Signed,) N. F. BELLEAU,  
Mayor.

The Honorable J. H. PRICE,  
Commissioner of Crown Lands.

To His Excellency the Right Honorable JAMES, Earl of ELGIN and KINCARDINE, K.T., Governor General of British North America, and Captain General and Governor in Chief, in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice-Admiral of the same, &c., &c.

The Petition of the undersigned, proprietors of steam and other ferry boats, for *habitans*, having recourse to the Lower Town Market in the City of Quebec,

HUMBLY REPRESENTS :

That the dangerous position which Your Petitioners are now placed, in consequence of the Corporation of the City of Quebec, having unlawfully taken possession of the landing place, which has ever been notoriously used as such by the public, by blocking it up with an intention of extending a Wharf eight or nine feet into deep water, which, if allowed to be constructed, will be most ruinous to Your Petitioners.

That they humbly hope and trust Your Excellency will be pleased to take such steps as will hinder and prevent the attempted unreasonable alteration, without further inquiry, the property being that of the Crown and public.

That Your Petitioners petitioned the Corporation of the City to be permitted to be examined, which petition was rejected: Wherefore, we petition Your Excellency that such protection be allowed us as we

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feel we are entitled to; and, as in duty bound, will ever pray.

Signed by Samuel Baker, and 27 others.

Quebec, 8th June, 1850.

TRINITY HOUSE,  
Quebec, 18th June, 1850.

SIR,

The Trinity Board having had communication through the Honorable F. W. Primrose, of a letter addressed to him by Mr. Fortier, of the Crown Lands Department, dated the 17th June, instant, whereby they are called upon to report whether, in their opinion, the proposed extension by the Quebec City Corporation, of the Market over the landing place in the Lower Town of Quebec, is objectionable, and will prove injurious to the navigation; I am directed to acquaint you, for the information of His Excellency the Governor General, that the Board cannot give an opinion in the present case, without having before them a plan of the alterations which the City Corporation propose to make to the said Market Place, but which plan that Corporation have declined communicating to the Board.

I have the honor to be,  
Sir,  
Your obed't. Servant,

(Signed,) E. B. LINDSAY,  
Clk., T.H.Q.

The Honorable JAMES LESLIE,  
Provincial Secretary,  
Toronto.

QUEBEC, 19th June, 1850.

SIR,

In reference to your letter of the 4th instant, accompanying the Petition of certain Navigators, against the proposed extension of the Lower Town Market Place, and to your letter of the 17th instant, on the same subject, I have the honor to state to you, that in consequence of the Corporation of Quebec not having yet furnished me with the plan, and other information which they promised me, and from not having had time or opportunity to gather from other sources all I might obtain in reference to the right of the Corporation to take the proceedings they have done, it is impossible for me yet to make a satisfactory Report to the Government, on the several points involved in these proceedings; but as I have been requested to make an immediate Report, I shall comply with that wish, to the best of my power.

The place which the Corporation has taken possession of, for the extension of the Lower Town Market Place, occupies the whole site, with the exception of a few feet of the old landing-place, such as it has existed from time immemorial, and which formed a safe harbor for boats and craft coming to market, or to land passengers, or otherwise. It not only occupied the whole space between high and low water-mark of the River St. Lawrence, but has been extended a considerable distance into deep water, in which a wharf has been sunk across the entrance. In former times, this landing-place was connected with, and may be considered as having in-

cluded, "the beach up to the houses built on St. Peter Street, whose depth were bounded by such beach." At the period I allude to, there was no Market Place in the rear of these houses, the market being then held in the square opposite the Lower Town Church. In 1812, I find that Mr. James McCallum, who was then proprietor of one of the houses in St. Peter Street, namely, the corner one next the street which runs down to the landing-place, having attempted to take possession of part of the beach behind his house, by enclosing it, was prosecuted by the Crown, in an action petition, and he was condemned to restore it, as part of the public landing-place. The case was carried to the Court of Appeals, and Judgment rendered on the 29th July, 1815. I have reason to believe that other similar encroachments were likewise got rid of at the same period, and thus the whole beach and landing-place was recovered by the Crown. I have not yet obtained definite information as to how or when part of this beach was converted into a Market Place; but so much of it as extends from the rear of the houses in St. Peter Street to the high water-mark, or thereabouts, has been converted into a Market Place several years ago, and butchers' stalls occupy the Eastern end, built on a kind of wharf. I believe that the erection of this Market Place is connected with a sum of money left by the late Mr. Finlay for the improvement of some part of the City, and which, I have understood, was, with the consent of his Executor, placed in the hands of the Magistrates, and appropriated to this purpose, although not exactly according with the legacy in the will. This must have taken place somewhere about 1835 or 1837. I imagine that this having, in point of fact, become a public market place, the Corporation would, by the terms of the Ordinances and Acts incorporating them, have obtained the power of control over it, and perhaps might have diverted it to a different purpose, for the uses of the public; but I can find no title or authority whatever, by which they could either take possession of, obstruct, or annihilate this public landing-place. From the defence made on the prosecution before the Trinity House, of Mr. Garneau, the Contractor, they would seem to rely upon the puerile idea, that as certain boats, loaded with fish, and such like provisions, occupy part of this landing-place, and sell the same out of their own craft, without landing them, that it constitutes the place these boats occupy a part of the Market Place, although their boats are afloat at high water, and that the place is a public landing-place, open for the resort of every boat or craft that can approach it.

I am fully aware that the information I have thus been enabled to give is very imperfect, but it may be of use towards directing the action of the Government on the subject, and I shall, without loss of time, transmit to you any additional matter which may come to my knowledge.

In consequence of your letter of the 17th, I transmitted the Petition to the Trinity House, for their Report, if they chose to make one, and did not receive it back in time to send by yesterday's mail.

I have the honor to be,  
Sir,  
Your obedient and very humble Servant,

(Signed,) F. W. PRIMROSE,  
I.G.D.R.

To the Assistant Commissioner  
of Crown Lands,  
Montreal.

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SIR,

QUEBEC, 26th June, 1850.

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I have the honor to enclose you the plan and explanations of the Road Surveyor of the City of Quebec, having reference to the proposed enlargement of the Lower Town Market-Place, and which I received this morning. The plan does not point out the line of high or low water-mark, or the place where the stones were laid by Mr. Garneau, the contractor, to load the wharf. I have, therefore, marked the same in pencil on the plan, as well as other references, which may be useful.

I should remark, in reference to the prosecution of Mr. Garneau, by Captain Boxer, as Harbour Master, that the same was carried on under the By-law passed by the Trinity House in 1818, against stones, rubbish, &c., being thrown upon any of the landing places or beaches, so as to obstruct the navigation. The judgment of the Board was unanimous. The Defendant is taking proceedings before the Judges of the Superior Court to obtain a *certiorari* to annul this judgment, which, of course, are resisted both by the Corporation of the Trinity House, and by Captain Boxer, as public prosecutor. It is impossible to know, at present, whether the merits of the case will ever really come before the Court, as the City Corporation take every possible formal objection.

I have the honor to be,

Sir,

Your obedient and very humble Servant,

(Signed,) F. W. PRIMROSE,  
I.G.D.R.To the Honorable  
The Commissioner of Crown Lands,  
&c., &c., &c.,  
Toronto.

(Translation.)

OFFICE OF THE ROAD SURVEYOR,  
Quebec, 24th June, 1850.

To His Honor the Mayor, &amp;c., &amp;c., &amp;c.

SIR,

In conformity with your order of the 8th instant, directing me to examine the Archives of the Corporation, for the purpose of establishing the right of the Municipality to the Lower Town Market and landing-place, I have the honor to submit the following details:—

In the year 1815, a Petition having been presented to the Magistrates by the citizens of the Lower Town, complaining of encroachments made on the beach at the landing-place, by Messieurs McCallum, Lampson, and Blumhart; the King's Attorney received instructions from the then Government, (to whom the Magistrates had applied,) to prosecute the said Messieurs McCallum, Lampson, and Blumhart, and judgment was accordingly given against them in the month of March, 1816. From that period the Magistrates took possession of the said beach for the purpose of a Market and of a landing-place. They constructed thereon wharves and butchers' stalls, in 1817, which lasted till the year 1835, when they constructed a quay to widen the then Market by thirty feet, that is to say, that the new quay was

made thirty feet broader than the old one. They had two other quays constructed at the same time, one on each side of the said place, both extending to at least five feet into deep water, at the extremity of which the Markets were constructed; and also, a landing place, for the landing and disembarking of carriages, as the whole may be seen at the present day.

By the Ordinance, 4 Vic. cap. 31, sec. 17, power is given to the Corporation to make a Tariff for the ferrymen at the City of Quebec; to make Rules and Regulations for the management of the said ferrymen. It shall also have full power to make such Rules, Regulations, or Statutes touching such ferry-tolls, and for the government of the said ferrymen, and with respect to all such landing-places in the City of Quebec, as it shall deem necessary, reserving, nevertheless, to the Trinity House of Quebec, and to Justices of the Peace, or to the Government, the right to grant or refuse a license to any ferryman or to exempt any person subject to any penalty imposed by the Law, on persons acting as Ferrymen, without such License.

The last By-law of the Corporation, with reference to the beach and landing-places, was passed on the 26th June, 1846; it provides for the prevention of the nuisances which occur at the landing places from wood, bricks, or rubbish; as also from vessels loaded with wood, hay, straw, &c.; and for the establishment of a tariff, and for regulating the ferrymen resorting to the said landing-places. To the best of my knowledge, no other authority than that of the Corporation has ever been exercised over the ground occupied by the Lower Town Market and landing-place, since the existence of the present Corporation, and it is in virtue of this manifest and public possession, that the Corporation conceived it had the right to make the proposed improvements, inasmuch as no authority had objected, before the present occasion, to the titles of possession of the Magistrates in the name of the Town—titles which have been continued to this very day without interruption, at least I can perceive nothing to the contrary in the Registers of the Magistrates.

The whole respectfully submitted.

(Signed,) JOSEPH HAMEL,  
Road Inspector.

(Translation.)

QUEBEC, 2nd July, 1850.

SIR,

I received, on the 29th ultimo, your letter, dated the 24th of the same month, referring to the works ordered by the Corporation of Quebec at the Finlay Market. At the first and next session of the Council, I shall make it my duty to submit your letter, so that the Council may determine thereupon what course it would be best to pursue.

You no doubt, Sir, understand that the decision of the Council having been given, it is not in the power of the Mayor to suspend or delay its execution, and that this right belongs to the Council alone.

Allow me, Sir, to correct an erroneous statement contained in your letter. You say that the corporation has refused to communicate to the officers of

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the Government, the plans, estimates, &c., of the works in question. On the contrary, it has, both with pleasure and as a duty, communicated and furnished copies of them whenever it has been requested so to do by the Inspector of the Queen's Domain at Quebec. A statement, also, of the different deeds of possession and property made by the civic authorities since the year 1815, for the purpose of explaining to the Inspector of the Queen's Domain the pretensions which the Town has to this property.

I flatter myself that the plans, estimates, &c., will have been transmitted to the Crown Lands Office by that gentleman, and that the Executive are now enabled to judge whether the works are beneficial or otherwise, according to the wish expressed by you in your letter.

I have, &amp;c.,

(Signed,) N. F. BELLEAU,  
Mayor.

To the Honorable  
The Commissioner of Crown Lands.

TRINITY HOUSE,  
Quebec, 16th July, 1850.

SIR,

I am directed to acquaint you for the information of His Excellency the Governor General, that the Trinity Board having had before them the Petition of sundry proprietors of steam and other ferry-boats having recourse to the Lower Town Market, in this City, complaining of the extension of the said Market by the City Corporation, and having examined several of the Petitioners, are of opinion that the proposed improvements, as laid down upon the plan annexed to the said Petition, will prove extremely injurious to the Market Boats and Steamers frequenting that locality; and that they are also of opinion that the Public would have been sufficiently accommodated, if the Market had been extended to within the line marked with red ink, on the said plan, which would have been accomplished without any serious injury to the said Steamers and Market Boats.

The Petition is herewith returned.

I have, &amp;c.,

(Signed,) E. B. LINDSAY,  
Clk. T.H.Q.

The Honorable  
The Commissioner of Crown Lands,  
Toronto.

## PROVINCE OF CANADA.

To His Excellency the Right Honorable JAMES,  
Earl of ELGIN and KINCARDINE, K.T., Govern-  
nor General, &c., &c., &c.

The Memorial of George Alford, of the City of  
Quebec, Burgess,

MOST HUMBLY REPRESENTS :

That on the 5th of September, 1848, Your Ex-  
cellency was pleased to grant to Your Memorialist,  
Letters Patent for a deep water lot, for the purpose

of the prolongation of that certain Wharf and pre-  
mises belonging to Your Memorialist, situate and  
being in the Lower Town of the said City of Que-  
bec, known by the name of St. Andrew's Wharf,  
amply described and designated in the said Letters  
Patent thereof, and delineated in the plan herewith  
enclosed.

That in consequence of the issue of the said Let-  
ters Patent, Your Memorialist hath expended a large  
sum of money, to wit, about £8000, currency, in  
building the said prolongation and improving the  
said premises, agreeably to the Government plan, for  
the improvement of the Harbour, which was so much  
required for the increasing trade of Quebec, with the  
natural expectation of realizing therefrom a reason-  
able revenue in compensation for the said expenditure ;  
and also, with the expectation of having the right and  
privilege of the moorage of Vessels along side the  
south-west side of the said Wharf, inasmuch as other  
proprietors of Wharves adjoining Public or Govern-  
ment property, have such right and privilege afore-  
said, for instance, to wit, the Wharf belonging to the  
heirs of the late George Arnold, Esquire, adjoining  
the Cul-de-Sac, have the right and privilege of moor-  
age for vessels, on the whole side adjoining the Cul-  
de-Sac, two abreast, or alongside one another, all  
vessels outside the said two vessels, being for the  
profit of the Trinity House.

That, to the great disappointment and damage of  
your Memorialist, the Corporation for the City of  
Quebec have extended the Lower Town Market,  
by building a wharf of considerable dimensions,  
which will cause all the small craft and ferry steam-  
boats, and others in great numbers, to be a continual  
source of annoyance to the vessels moored at the  
said West side of your Memorialist's wharf, and which,  
consequently, will greatly lessen the revenues there-  
of, and depreciate the same very considerably.

That your Memorialist has been several times  
annoyed and disturbed by the said ferry steamers,  
and other small craft, and also by the said Corpora-  
tion of Quebec, in the enjoyment of the advantages,  
benefits, emoluments and privileges, which, in his  
opinion, he has a right to derive from the said South-  
West side of his said wharf, vessels having been  
obliged to leave the same; and lately he has been  
threatened by the said Corporation, by a letter from  
their Attorney, the tenor of which is as follows :—

QUEBEC, 23rd July, 1850.

GEORGE ALFORD, Esquire.

SIR,

We have been instructed by the Municipal au-  
thorities to require you immediately to remove a  
vessel lying west of your St. Andrew's wharf, and  
which completely blocks up the landing-place; and  
to inform you that if the above requirement be not  
at once complied with we are instructed to take legal  
proceedings to force you to do so.

We are, &amp;c.,

(Signed,) LELIEVRE & ANGERS.

But which allegation, that "the said vessel complete-  
ly debars the Market landing-place," your Memo-  
rialist absolutely avers to be unfounded in fact and in  
truth, because oftentimes three vessels have laid at  
that side of said wharf, that is to say, two in length  
and in breadth, without any obstruction to the passage  
of said ferry boats—the steps heretofore used by the

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ships' boats for landing being now used by the ferry boats—the said ferry boats being thrown out of their landing place, in consequence of the encroachment upon the Crown property, by the Corporation extending their wharf into deep water, which must be very dangerous to the ferry boats and other small craft during the Eastern gales; and had not your Memorialist extended his wharf 180 feet, it would have been impossible for the Corporation to have done so; because the ferry steamers, and other marketable boats and small craft, would have been quite unprotected and unsheltered, and too much exposed, as aforesaid, to the Eastern gales, so prevalent at certain periods of the year.

That the revenue of the said Wharf, as it now stands, does not return to your Memorialist one-half of the amount of legal interest—to wit, 3 per cent. on his expenditures thereupon, notwithstanding the great risk he has run in such an immense and important undertaking.

Therefore, your Memorialist concludes, in humbly begging Your Excellency to be pleased to take the premises into your consideration, and not allow the Corporation to take forcible possession of the Crown property, which would be so injurious to your Memorialist, and so dangerous to the navigation of the Market Boats which supply the wants of the public and the trade, and grant your Memorialist the privilege of mooring vessels, one in breadth, on the South-west side of said Wharf, for which your Memorialist is willing to pay to Government, if required, any additional rent to that which he now pays in virtue of the said Letters Patent; and further begs Your Excellency to be pleased to order that some title be granted to your Memorialist, ensuring him the peaceable possession of such privilege.

And as in duty bound, will ever pray.

(Signed,) GEORGE ALFORD.

Quebec, 3rd August, 1850.

QUEBEC, 18th September, 1850.

SIR,

In obedience to the order of His Excellency the Governor General, bearing date the 28th ultimo, and made upon the Petition of George Alford, Esquire, in reference to the annoyance he suffers in the enjoyment of the new Wharf he has built, under the Letters Patent, dated 5th September, 1848, by the extension of the Lower Town Market Place, by the Corporation of Quebec, and praying His Excellency to prevent the same, and to grant to him the privilege of mooring vessels, one in breadth, on the South-west side of his said Wharf, for the peaceable possession of which he would be willing to pay an additional rent. I have the honor to report to you, that having had communication of the said Letters Patent, and having visited the locality, I am humbly of opinion that under the terms of the Letters Patent, Mr. Alford has a right to have vessels moored to all sides of his Wharf, subject to the provisions contained in the By-laws of the Trinity House of Quebec, and to the power vested in the Harbour Master to direct where and how vessels shall lie; and that the Corporation of Quebec, having no jurisdiction or power to interfere with these rights, he need not be under any alarm of being able to defend himself against any action which may be taken by them on the subject against him.

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In reference to the extension of the Lower Town Market Place, of which he complains, it is apparent that it materially circumscribes the space, and interferes with the accommodation which Mr. Alford's Wharf is calculated to give to vessels desirous of discharging or taking in cargoes; and Mr. Alford may, perhaps, have some reason to complain of having been induced to lay out so large a sum as he has, in contemplation of advantages which he could never foresee would be interfered with in such a way, and he may have a right to look to the Government for the protection of his rights, as well as those of the public, thus interfered with. But it does not appear to me that he could obtain his object by means of any more comprehensive grant from the Crown than he has at present, but that he must rely upon any such interference or encroachments, to which he alludes, being put a stop to, by proper proceedings being taken, should they be found by the Authorities to be injurious or unwarranted.

I have, &c.,

(Signed,) F. W. PRIMROSE,  
I.G.D.R.

TRINITY HOUSE,  
Quebec, 14th May, 1850.

SIR,

I have the honor, by direction of the Trinity House, to transmit to you herewith, for the information of His Excellency the Governor General, copy of a Petition addressed to the Board by sundry navigators, who complain of the proposed extension by the City Corporation, of the Wharves at the Lower Town landing-place in this City, with copy of the correspondence which has taken place between this Board and the City Corporation on the subject, and also, copy of the advertisement published by the latter, calling in Tenders for the execution of the work; to which I am desired to call the attention of His Excellency, as the Board have reason to apprehend that the proposed alteration will obstruct the navigation of the river, and prove injurious to vessels and boats frequenting the said landing place.

I have the honor to be,  
Sir,  
Your obed't. Servant,

(Signed,) E. B. LINDSAY,  
Clk. T.H.Q.

The Honorable JAMES LESLIE,  
Provincial Secretary,  
Toronto.

To the Worshipful the Master, Deputy-Master  
and Wardens of the Trinity House of  
Quebec.

The Petition of the Undersigned Mariners,

Humbly Represents :

That your Petitioners have much to regret that the City Council of the City of Quebec have come to a conclusion to enlarge the present Lower Town Market.

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That inasmuch as the contemplated alteration will be injurious to your Petitioners, and an obstruction to the navigation to the said Market, they have thought it prudent to apply to your Worshipful Board to see that they, as well as the public generally, be protected, and be permitted the landing in the Market Place as it now is.

That your Petitioners are desirous of being personally examined, to justify their cause of complaint, feeling satisfied that, after such examination, your Worshipful Board will adopt such steps as may hinder the City Council putting their decision into execution.

Your Petitioners, therefore, humbly pray, that your Worshipful Board will adopt such steps in the premises as may protect them against the unreasonable decision of the City Council, and, as in duty bound, will ever pray.

(Signed,) BAZILE DEMERS,  
Major.

FRANCOIS COTE,  
Traversier St. Antoine.

his  
JOSEPH ✕ LEMAY,  
mark.  
De Lotbiniere.

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his  
J. BTE. ✕ ANGERS,  
mark.  
De Lotbiniere.

XAVIER DION,  
Proprietaire d'un Bateau.

his  
BTE. ✕ MARTELLE,  
mark.  
Proprietaire d'un Bateau.

AUGUSTIN BERGERON,  
Capitaine.

EDWARD BAKER,  
Capt. "Hart."

Certified,

(Signed,) E. B LINDSAY,  
Clk. T.H.Q.

Quebec, 10th May, 1850.

# RETURN

TO AN ADDRESS from the Legislative Assembly, to His Excellency the Governor General, dated the 2nd inst., praying that His Excellency would be pleased to cause to be laid before the House "Copies of all correspondence which has taken place between the Government and Alexander Morison, or any on his behalf, since the last Session, referring in any way to his claim for compensation for loss sustained by him, by means of the issuing of two Patent Deeds for the same lot in the Township of Niagara, and also of all other documents which have come into the possession of the Government since the same period, bearing upon or relating in any manner to the same case."

By Command,

JAMES LESLIE,  
Secretary.

SECRETARY'S OFFICE,  
Toronto, 6th June, 1851.

To His Excellency the Right Honourable the Earl of Elgin and Kincardine, Governor General of British North America, &c. &c., &c., in Council assembled.

In consequence of a discussion having taken place on the 1st of August instant, on a Petition given in to the Legislature, and it being suggested by the Honourable W. H. Merritt, a Member of the Ministry, that a re-investigation into the facts of the case relating to Lot No. 71, in the Township of Niagara, would be desirable; in compliance with said suggestion, your Petitioner hereby prays Your Excellency in Council to order a reinvestigation by such ways as Your Excellency may deem expedient, so that Your Petitioner may receive such compensation as the equity of his demand requires, and as in duty bound Your Petitioner will ever pray.

(Signed) ALEXANDER MORISON.

Toronto, 1st Aug., 1850.

To His Excellency the Right Honourable James Earl of Elgin and Kincardine, Baron Elgin, K. T., Governor General of British North America, and Captain General and Governor in Chief in and over the Provinces of Canada, Nova Scotia, New Brunswick, and the Island of Prince Edward, and Vice Admiral of the same, &c., &c., &c.

The Petition of Alexander Morrison, of the City of Toronto, in the County of York, Carpenter,

HUMBLY SHEWETH:—That Your Petitioner having emigrated from Scotland, arrived in this Country in 1831, where, by industry in the exercise of his trade as a carpenter, he accumulated a considerable sum of money, some movable property, and two village lots in the village of St. Catherines.

That in the fall of the year 1836, Your Petitioner being desirous of purchasing and settling upon a farm, instituted an enquiry with that view, and meeting with one Roger Bradt, was informed by him, that he, Bradt, owned and was desirous of selling lot No.

71, in the Township of Niagara; that said lot was then in possession of one Archibald Gardiner, as tenant to and under him, the said Bradt; that said Gardiner's term therein would expire in two and a half years, and offered to convey the same to Your Petitioner for the sum of £400, (which sum was then the fair value of the said lot,) possession to be given at the expiration of Gardiner's term.

That Your Petitioner having made enquiries of Bradt relative to his title to said lot, was shown a Patent from the Crown to the said Bradt, apparently regularly issued for the same, dated 27th December, 1805.

That Your Petitioner immediately proceeded to Toronto to ascertain the validity of the said title, and calling at the Public Offices was shown a plan of the Niagara District, upon which the name of Roger Bradt *and no other*, was set down as having a right to said lot, and was informed by the officer of the Government with whom he searched, that the said Roger Bradt had located the said lot in 1786, and that a patent for the same, as appeared by the Public Record, had been issued to the said Roger Bradt for said lot, dated 27th December, 1805, and that in case Bradt had never sold, his title to said lot was good.

That Your Petitioner placing the most implicit confidence in the information received from a Public Officer, (and never imagining for a moment the possibility of a second patent having been granted for the same lot, without having been noted opposite to the public record of the same lot,) returned to Niagara, and being assured and believing that Roger Bradt had a valid title to the said lot, and that no incumbrances were registered in the County Registry affecting the same, and being a stranger in the country, and not conversant with the purchase of real property, Your Petitioner relying upon such assurances, (as he has deposed in his affidavit transmitted herewith), unwittingly neglected, as he has ever since he ascertained the consequences regretted, to make a search in the said Registry Office.

That then Your Petitioner, firmly believing the title good, concluded the bargain for the purchase of



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said lot No. 71, for the price of £400, which consideration Your Petitioner actually and *bonâ fide* paid to the said Roger Bradt, by the conveyance of the above mentioned village lots, a promissory note, endorsed by one George Cain, which was discounted at the Bank of Upper Canada, which Your Petitioner retired at maturity, a yoke of oxen which Your Petitioner purchased from one Joseph Clement, and various articles of movable personal property.

That Your Petitioner after the expiration of the term of the said Gardiner, feeling confident of the validity of his title, and resting secure in the consciousness of having acted *bonâ fide* throughout, entered into possession of said lot No. 71.

That your Petitioner had not long enjoyed the fruits of his purchase before he was served with a declaration of ejectment at the instance of one Mary Crooks, and being assured of the validity of his title under the patent which Your Petitioner then had in his possession, he instructed his Attorney, E. C. Campbell, Esquire, to defend the said ejectment, who advised Your Petitioner that his defence was a good one.

That Your Petitioner was, at the trial of the said ejectment, *first made aware* of any defect in his title to said lot, by the production at the said trial by the said Mary Crooks, of a patent from the Crown dated 24th July, 1799, to Thomas Butler, for said lot No. 71, and a conveyance from the said Thomas Butler to the said Mary Crooks, upon the production of which a verdict was obtained against Your Petitioner.

That Your Petitioner after the recovery aforesaid had against him, upon the advice of his Counsel, E. C. Campbell, Esquire, applied to the Court of Chancery, and obtained an injunction restraining any action being had on the writ of possession issued in consequence of such ejectment, and immediately thereupon filed a Bill in the said Court of Chancery for relief against the patent issued to Thomas Butler, which relief Your Petitioner was unable to obtain; and the injunction being dissolved, he was turned out of possession of said lot No. 71 about March, 1840.

That Your Petitioner on the 2nd April, 1840, sent in a petition to His Excellency Sir George Arthur, then Lieutenant Governor of the Province of Upper Canada, for relief, conjointly with the said Roger Bradt, against whose claim Your Petitioner believed the patent to Thomas Butler to have been improvidently granted.

That upon this application Your Petitioner, having been examined together with the said Roger Bradt before the then Executive Council, and never apprehending that his claim would assume any other than a just appearance, was unprepared to rebut any presumptions which to the Council appeared against him, and notwithstanding the reiterated protestations on the part of Your Petitioner that he was wholly innocent of any intention to defraud the Government, and that he had purchased the lot and given full value for the same being guided solely by the evidence of Roger Bradt, the Council made an Order refusing relief to Your Petitioner, and thereby caused the transaction to bear an aspect involving a stigma on Your Petitioner's character, which he again most respectfully yet most firmly asserts to be groundless and unwarranted by the evidence before the Government.

That at the time of the application embodied in the above mentioned petition, and whilst Your Petitioner was at the Government House awaiting the decision of the Council upon his petition, an officer of the Court of Chancery was watching the event of Your Petitioner's application, and finding relief refused him, arrested him under an order for his imprisonment for contempt of the Court in not paying the costs of his application to be relieved against said patent issued to Butler, amounting to about £20;

that Your Petitioner was upon such order confined to the common Gaol at Toronto, where he was detained during the summer of 1840 for three months, nearly all of which time Your Petitioner was suffering under fever and ague, and then released by the assistance of a friend, who paid the same for Your Petitioner.

That on the 7th May, 1842, Your Petitioner again forwarded a petition to His Excellency Sir Charles Bagot, then Governor General, as by reference to his petition of that date will appear, but with a similar result.

That Your Petitioner on the 8th May, 1844, and the 20th March, 1845, petitioned His Excellency Sir Charles T. Metcalfe, then Governor General, with a similar result.

That Your Petitioner on the 24th December, 1847, again petitioned Your Excellency, accompanying his petition with affidavits and certificates, recommending his petition to the favourable consideration of Your Excellency, upon which petition a report was made to Your Excellency in Council, from the Honourable J. H. Price, then, during the interval, and now, the Commissioner of Crown Lands, in which after stating his view of the claim, he says: "It now remains to offer a recommendation upon the subject of the application. To grant compensation to the extent which the petitioner names as the amount of his loss, the character of the case will not justify, while to withhold relief altogether, would be a course inconsistent with the spirit of liberality which has usually influenced the Provincial Government, when the act of a public officer has led to consequences injurious to individuals."

"The Act of Mr. Attorney General White was decidedly irregular. There was at the time an Heir and Devisee Commission, to whom it pertained to take cognizance of claims such as Mr. Butler's, and neither the Land Board nor the Attorney General were justifiable in assuming to themselves the functions of the commission."

"The two patents having been issued, and conveyances under both of them having taken place, it is, after a careful examination of the whole case, respectfully suggested whether the Petitioner ought not to be allowed the value of lot No. 71, in the Township of Niagara, to be estimated at the present time as wild land, the value to be ascertained by the District Agent, subject to confirmation and approval. This would seem to be the full extent to which the Petitioner could under any circumstances be afforded relief, without affording encouragement for the making of imprudent purchases, and afterwards falling back upon the Government in order to be extricated from difficulties occasioned by want of circumspection."

Notwithstanding which favourable report, no relief was granted to Your Petitioner.

That Your Petitioner in the month of January, 1849, again petitioned Your Excellency, accompanying the same with a memorandum of the notes of Mr. Justice McLean, who tried the ejectment, to which Your Petitioner begs to refer Your Excellency, upon which a report was made to Your Excellency in Council by the Honourable Mr. Price, in which he says: "This paper put in to support Petitioner's claim, appears rather to militate against it, inasmuch as it tends to prove an uninterrupted occupancy by the contending party extending over a period of about 24 years." Upon this, Your Petitioner would beg to remark that this uninterrupted occupancy (if any such there was) commenced before your Petitioner was born, and terminated before he arrived in this country, the first time of Your Petitioner having any knowledge of the lot in question being when it was occupied by Gardiner as the tenant to Roger Bradt, Your Petitioner's bargainer.

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That further on in the said Report it is said: "The Petitioner may have suffered some portion of the loss which in his statements Nos. 1 and 2 he has particularised, and the issue of a second patent for the same lot, is a circumstance which affords abundant material upon which to found a case seemingly constituting a claim upon the Government; but when it is considered that the commonest prudence, if employed in searching the County Registers would have decided the fact that several instruments were upon record affecting the title to the lot, his case assumes a very different aspect; and when considered in conjunction with the circumstance that there were upon the land old and extensive improvements, and an individual in possession, holding possession from a person claiming under a different title, it becomes difficult to repress the conviction that the Petitioner was aware that he was, in taking a conveyance from Roger Bradt, purchasing a disputed claim."

Upon this Your Petitioner would remark, that being a stranger in the country at the time of purchasing from Bradt, and finding his tenant Gardiner in possession, and not an individual holding possession from a person claiming under a different title, as stated in that part of the report, and being assured and believing that Bradt had made no conveyance of the same, and having taken as he then imagined all the necessary precautions, in going to Toronto and searching in the public offices, it seems hardly a legitimate inference from the facts, and one which has already well nigh crushed Your Petitioner, that he should be considered aware that he was, in taking a conveyance from Roger Bradt, purchasing a disputed claim, as stated in the report.

That Your Petitioner, owing to the refusal of his first application in 1840, and the stigma affixed to his reputation by the Order in Council, based, as Your Petitioner humbly, but firmly submits to Your Excellency, on no tenable grounds, has, for a period of eleven years, in consequence of the said imputation coming from so high a quarter as the Government, lain under the unmerited reproaches of his early acquaintances, many of whom believed Your Petitioner guilty of attempting to practise a fraud upon the Government, and were strengthened in their belief from the fact of the successive refusals of the Government to grant aid to Your Petitioner, which they naturally thought would have been afforded without delay, had Your Petitioner's claim been a just one, as evidence of which Your Petitioner was under the painful necessity of bringing an action for slander, the judge's notes at the trial of which are furnished herewith; the hearsay evidence of the character of Your Petitioner then given, will show the effect of the Government's refusal to afford relief to Your Petitioner.

That Your Petitioner in 1847 and 1848 attended the Normal School at Toronto, for part of two sessions, and qualified himself for a common school teacher; that he has since been employed in that vocation, as the certificates of character &c., herewith transmitted, will show; and that at the time of purchasing said property from Bradt, Your Petitioner was sadly deficient in the first principles of a common education.

That Your Petitioner conceives that he has been the unfortunate victim of a suspicion, of the reasons for which he is wholly ignorant, and having throughout acted *bona fide*, as will appear by a careful and thorough examination of the evidences of his claim from time to time laid before the Government; and that although having already made so many applications without success, begs Your Excellency will not consider Your Petitioner importunate, in imploring Your Excellency to cause the determination of the Council to be reconsidered, and such relief granted

to Your Petitioner as he may appear entitled to, as Your Petitioner still deems it his duty, feeling every confidence in the justice and righteousness of his claim for remuneration, as a measure of justice to his family and creditors, apart from other considerations, to prosecute his claim by all lawful means in his power, though repulsed at every step.

And Your Petitioner as in duty bound will ever pray.

(Signed) ALEXANDER MORISON.

By his Attorney.

(Signed) ALEX. KEEFER.

Dated 19th March, 1851.

CANADA, County of York. }  
To wit: }

Alexander Morison, of the City of Toronto, in the County of York, Carpenter, maketh oath and saith, that prior to the purchase of lot number seventy-one, from Roger Bradt, and at the time of the purchase, the reason that deponent did not search personally to ascertain if any encumbrances were upon said lot in the Registry Office of the County of Lincoln, was that he was informed by David Bradt, that the title to the said lot was in Roger Bradt, and that Roger Bradt had never sold it, and that no conveyances or encumbrances were registered upon said lot in the Registry Office, for the County of Lincoln, which information deponent verily believed to be true, and acted upon, deponent having been informed by one of the Officers of the Government, at the Public Offices, while searching into the title of Bradt to said lot, that in case Bradt had never sold, his title to said lot was good, and seeing the patent for the lot, as deponent believed, regularly granted in the possession of the said Roger Bradt.

And this deponent further saith, that the village lots in St. Catharines, which deponent gave to Roger Bradt in part payment for said lot number seventy-one, in the Township of Niagara, were conveyed to deponent by the late William H. Sanderson, a blacksmith of St. Catharines, for a valuable consideration, that deponent conveyed the same to Bradt, as appears by the accompanying deeds, and that the value of said village lots, as deponent believes, was then about the amount of the consideration expressed in the deed for the same, from deponent to Bradt, and were then daily increasing in value, and are now worth a very great deal more. And deponent further saith, that at the time of the purchasing of the said lots, and getting the deeds for the same from Sanderson, he, this deponent, did not even know that there was such a person as Roger Bradt in existence.

And this deponent further saith, that in the year of our Lord, 1850, an action of slander was prosecuted by deponent, against one James Ferguson, in the Court of Queen's Bench, and tried at Niagara, about three miles from where lot seventy-one is situate, in consequence of some slanderous expressions used towards and concerning deponent, at St. Catharines, amongst other things relative to his application for said lot number seventy-one; that said Ferguson pleaded a justification, and adduced several witnesses in support of said plea, amongst others E. C. Campbell, Bernard Foley and James Boulton, Esquires, and that after hearing all the evidence, the Jury rendered a verdict in favour of deponent for fifty shillings, deponent being unable to prove special damage. And deponent further saith, that when he first came to Canada in 1831, he settled in the Niagara District, where he has been more or less ever since, and where he is generally

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known in consequence of being a journeyman carpenter, and having wrought at his trade in different parts of the Niagara District

(Signed) ALEXANDER MORISON.

Sworn before me at Toronto, in the County of York, this 15th day of March, 1851.

(Signed) ALEXANDER KEEFER,

A Commissioner in the Queen's Bench, for taking affidavits in the County of York.

ALEXANDER MORRISON, Plff.,  
vs.  
JAMES FERGUSON, Def. }

Case of Slander.—1st, "He is a rogue and a thief, and I can prove it." 2d, "You are a rogue, &c., and I can prove it."

John Staugh knows Plaintiff and Defendant; Plaintiff has been working in McIntyre's Cabinet Shop, in St. Catharines. Witness works there also—recollects defendant coming into the shop same time in May last, as he thinks; he said he had a note against plaintiff; plaintiff said the note was not honestly obtained, and he would not pay it. Defendant said plaintiff was a rogue, a thief and a liar, and he could prove it. Plaintiff said very little to defendant. Defendant came to the shop again some days after, and said to plaintiff, "Sandy, you are a rogue"; there were five hands in the shop at the time. Witness advised defendant to settle this suit with plaintiff; he said he would be willing to settle, but plaintiff would ask more than he would be willing to give.

Cross Examined.—They were quarrelling when defendant called plaintiff a rogue, a thief and a liar; they were quarrelling before witness came into the shop; witness did not see them clench each other. Defendant seemed very angry about the note; plaintiff was quite cool, said very little. Defendant repeated several times that plaintiff was a rogue, a thief, and a liar.

James Casey—About three months since, plaintiff and witness, and an S. Mann, were in the street, going to dinner, past a new building, at which defendant was at work; defendant stopped plaintiff, and asked him if he was going to pay his note. Plaintiff did not stop, but kept walking on, not answering defendant. Defendant said to him, "don't pass by like a thief;" plaintiff did not answer. Defendant then called plaintiff a d—d rascal; plaintiff made no reply; defendant then said, if he could not get it out of plaintiff in any other way, he would take it out in blackguarding.

William Mills—About the beginning of May last, witness was in McIntyre's shop, defendant came several times to the shop, and demanded payment of a small note of \$3 or \$3½. He said plaintiff was a rogue, a thief, and a liar, and that he could prove it, that he was the greatest rogue between that and the six nations. He came daily to the shop for some time; he would ask for "honest Sandy," and abuse the plaintiff.

## FOR DEFENDANT.

E. C. Campbell, Esq.—Has known plaintiff about fifteen years; plaintiff's character does not stand high in society; his general character not considered good. His name is a bye-word; thinks people who know him would laugh at hearing of his having an action of slander pending.

Bernard Foley, Esq.—Has known plaintiff ten or twelve years; has heard a good deal against his character; witness thinks Ferguson calling him a thief, could not injure him; witness would think higher of him from that charge.

Cross-examined.—Every body speaks of plaintiff as a *hard case*, the defendant is *still harder*, he is a *stone mason*.

Copeland Stinson—Has known plaintiff about ten years. Has heard a good deal said against plaintiff's character. He is considered to be tricky in his dealings. Has heard him accused of rape. Thinks any thing defendant could say would not injure any person. Witness knows nothing personal against plaintiff.

James Boulton, Esq.—Has known plaintiff many years; character not good; not likely to be injured by defendant's remarks. Witness has never heard any other than a doubtful character ascribed to plaintiff.

## FOR PLAINTIFF.

Thos. McIntyre—Has been at various times in witness's employ for the last five years, always found correct in his employ.

Cross-examined.—Has heard reports from time to time against his general character. Witness did not send plaintiff away from his employ in consequence of defendant's remarks.

Hamilton Goring—Had no acquaintance with plaintiff until the beginning of last winter. He applied for and obtained a school in witness's neighbourhood. Witness sent scholars to his school; saw nothing objectionable in his character.

Verdict for Plaintiff and £2 10s. 0d. damages.

CANADA, County of York, }  
To wit: }

Alexander Keefer, of the City of Toronto, Gentleman, maketh oath and saith, that the within are a true copy of the notes of the Hon. Mr. Justice McLean, of the case of Morison against Ferguson, tried at Niagara in the fall of 1850, copied by this deponent from the note book of the Hon. Mr. Justice McLean.

(Signed) ALEXANDER KEEFER.

Sworn before me at Toronto, this 18th day of March, 1851.

(Signed) ROBERT G. DALTON,  
A Com'r. B. R. C. Y.

I hereby certify that Alexander Morison having applied for a certificate of qualification to teach a Common School, and having produced satisfactory testimonials of correct moral character, was taken on trial by me, and upon careful examination was found qualified to teach Reading, Writing, Arithmetic, English Grammar, and Geography, and is hereby authorised to teach any Common School in this District, for one year from and after the date hereof.

Given under my hand this 24th day of July, 1849.

(Signed) HAMILTON HUNTER,  
Dist. Supt. of Schools.

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This is to certify that I have examined Mr. Alexander Morison in regard to his qualifications as a teacher, and believe him to be competent to take charge of a Common School, and that I believe him to be a person to whom, from the testimonials I have had, to his moral and religious character, the care of young persons may be safely committed.

Given at Dundas, this 3d day of July, one thousand eight hundred and forty-nine, by

(Signed) M. Y. STARK,  
Minister of the Presbyterian Church of Canada.

(Signed) JAS. CROOKS, J. P.

NIAGARA, C. W., April 8, 1850.

This is to certify, that from conversation, &c., with Mr. Alexander Morison, I am perfectly well satisfied, both of his ability and experience in the discharge of the duties which are connected with the establishment and management of a common school. His moral character seems unimpeachable, and so far as appears to me, youth may be safely committed to his care.

(Signed) JOSEPH HARRIS,  
Minister of the Presbyterian Church of Canada.

(Signed) JOHN C. BALL, J. P.

It is known to the undersigned, that the bearer, Mr. Alexander Morison, was a member of Mr. McIntosh's congregation, at Thorold, in connection with the Presbyterian Church of Canada, and it is believed that his character and conduct are in accordance with his christian profession.

Given at Saltfleet, this twenty-first day of April, one thousand eight hundred and fifty, by

(Signed) GEO. CHEYNE,  
Minister Presbyterian Church of Canada.

I hereby certify, that I have examined the certificates of qualification as a Teacher, and that they are very satisfactory, and also the attestation as to character of Mr. A. Morison.

(Signed) THOMAS CREEN,  
Rector of Niagara.

NIAGARA, Dec. 25th, 1849.

The deeds referred to in Mr. Morrison's affidavit, and laid before the Executive Government, with the Petition above referred to, marked No. 1, were,

1st. Deed of Bargain and Sale, dated 4th August, 1836, Wm. H. Sanderson to Alexander Morison, of village lot in St. Catharines—consideration £100.

Recorded in the Registry of the Counties of Lincoln and Haldimand, 12th Oct., 1836. Memorial No. 11,156.

2nd. Deed of Bargain and Sale, dated 8th November, 1836, Wm. H. Sanderson to Alexander Morison, of village lot in St. Catharines—consideration £100. Recorded in the Registry of the Counties of Lincoln and Haldimand, 30th November, 1836. Memorial No. 11,237.

3rd. Deed of Bargain and Sale, dated 23d Nov., 1836, Morison to Bradt, recorded in the Registry Office of the County of Lincoln and Haldimand 30th November, 1836. Memorial No. 11,234.

These deeds have been returned to Mr. Keefe, having been merely laid before the Government for perusal.

(Copy.)

To His Excellency the Right Honourable Earl of Elgin and Kincardine, Governor General, &c., &c., &c.

May it please Your Excellency to grant the following petition of Alexander Morison:

I have been informed by the Hon. Attorney General for Canada East, that William Ball, of the Township of Niagara, has given a statement in writing to Your Excellency's Council, to the effect that he had a conversation with me before I purchased lot 71, Niagara, of the late Roger Bradt, and that he, William Ball, informed me at that time, that the title of Roger Bradt was not good. I have evidence which will prove that I was not acquainted with William Ball, and had never spoken to him until some time after I had purchased said lot.

May it please Your Excellency to grant me the original, or a copy of William Ball's statement, so that I may have an opportunity of laying the real facts of the case before Your Honourable Council and as in duty bound Your Petitioner will ever pray

ALEXANDER MORISON.

Toronto, 24th February, 1851.

(Copy.)

SECRETARY'S OFFICE,

Toronto, 26th February, 1851.

SIR,—I am directed by the Governor General to acknowledge the receipt of your memorial of the 24th instant, and to inform you that the said memorial having been submitted to the Hon. Attorney General for Lower Canada, that officer states that he has no recollection of having given you the information to which you allude, and that you consequently must be under a misapprehension on the subject.

Mr. Ball has not submitted any statement to the Government of the nature referred to in your letter.

I am, &c.,

J. LESLIE.

MR. ALEX. MORISON,  
Toronto.

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**Toronto:**

PRINTED BY LOVELL AND GIBSON,

FRONT STREET.

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## STATEMENT

Of the Cost of Construction of the MONTREAL and LACHINE RAILROAD, and APPURTENANCES; also, the Receipts and Expenditure upon the same, together with the Number of Passengers and Amount of Tonnage conveyed over the said Road, between the 15th day of April and the 31st day of December, 1850.

Total Cost of Railroad and Appurtenances, to 31st December, 1850..... £110,127 Os. 8d.

## RECEIPTS AND EXPENDITURE.

PERIOD.	Number of Passengers.	Number of Tons.	Total Receipts.			Total Expenditure.		
			£	s.	d.	£	s.	d.
Between the 15th April and the 31st December, 1850	115768	5847	6385	0	3	2816	5	3

I, John Farrow, do hereby declare and make oath, that the present Statement is just and true in every particular, to the best of my knowledge and belief.

JOHN FARROW,  
*Treasurer and Clerk.*

Sworn before me, this 31st day of May, 1851.

J. BELLE, J. P.

## THE ANNUAL REPORT

Of the Directors of the ST. LAWRENCE and INDUSTRY VILLAGE RAILROAD COMPANY, was read at a meeting of that Company held on the 13th January last. It contains, in the first place, a Statement of the Accounts of the Company.

	£	s.	d.	£	s.	d.
The total expenses of the undertaking, up to 31st December last, amounted to.....				12643	7	2½
For the following objects:—Purchase of Ground.....	354	3	1½			
Damages .....	87	5	10½			
Construction of Road, including Buildings and Fences .....	9408	9	5			
Locomotives, Cars and Interests.....	2598	0	0			
Sundries .....	200	8	9½			
				12648	7	2½
Amount received by Instalments on Shares .....	9427	8	1			
Effects sold, &c. ....	18	14	6½			
Due to divers persons .....	3197	4	7			
				12648	7	2½
Due by divers persons on Shares .....	2376	19	11½			
Amount of Receipts for the year ending 31st December, 1850:—Passengers .....	385	16	0			
Freight on merchandize, grain, wood, cattle .....	920	13	0			
				1306	9	0
Repairs to Locomotive.....	138	15	6			
General Expenses.....	1036	4	0			
Nett Receipts .....	131	9	6			
				1306	9	0

CHAS. H. PANNETON,  
*Secretary-Treasurer.*

INDUSTRY VILLAGE, 11th May, 1851.

I, Chas. H. Panneton, do swear, that the above Statement is true and correct, to the best of my knowledge and belief.

CHAS. H. PANNETON,  
*Secretary-Treasurer.*

Sworn before me, at Industry Village,  
this 11th May, 1851.

EDOUARD SCALLON, J. P.

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## STATEMENT

Of the Transactions of the GUELPH and ARTHUR ROAD COMPANY, from 5th April, 1850, to 1st June, 1851, made from the Books of the Company, in accordance with Cap. 91, of 10 and 11 Vic.

	Receipts.			Expenditure.			Liabilities.		
	£	s.	d.	£	s.	d.	£	s.	d.
Total.....£	74	2	4	78	0	2	265	9	8
ASSETS.									
Balance of unpaid calls, still due .....	£	437	17	7					

No Assessments were made upon Stock during the past year, but in consequence of contracts being now made to complete the Road to Fergus, on or before the 1st October next, the Company have pledged the Tolls and sufficient Stock, to the Township Council of Nichol, to pay said Contracts.

The Road is to be completed, by gravelling, for the sum of £1409, and the Company having only called up Fifty per cent. of their Stock, amounting to £1602 10s., feel confident they will be able to answer all demands.

The County of Waterloo are to grant Debentures, on the security of the Township of Nichol, for £2000, redeemable in five, ten, and fifteen years.

I, Alexander Dingwall Fordyce, President of the Guelph and Arthur Road Company, do solemnly swear, that the foregoing Account is just and true in every particular, to the best of my knowledge and belief.

AL. DINGWALL FORDYCE,  
*President, G. & A. Road Company.*

Sworn before me, at Fergus,  
this 9th day of June, 1851.

JOHN WATT, *J. P.*

## STATEMENT

17th June.

Of the RECEIPTS and EXPENDITURE of the CHAMPLAIN and ST. LAWRENCE RAILROAD and APPURTENANCES, together with the Amount of Tonnage and of Passengers conveyed along the Road during the year 1850; as required by the 49th Section of the Act 2nd Will. IV. Cap. 58.

17th June.

Receipts.			Expenditure.			Tonnage.	Passengers.
£	s.	d.	£	s.	d.		
21836	8	3	16070	16	5	25114	55295½

MONTREAL, May, 1851.

W. A. MERRY,  
*Secretary.*

I, William A. Merry, do make oath, that the above Statement is correct and true in every particular, to the best of my knowledge and belief.

W. A. MERRY.

Sworn before me, at Montreal,  
this 13th day of June, 1851.

PETER MCGILL, *J. P.*

*To the Honorable the Members of the Assembly :*

12th June. REPORT of the condition of the CORPORATION of the INDUSTRIAL ACADEMY at ST. LAURENT.

1st. The present Members of the said Corporation are,—the Reverend Jean Baptiste St. Germain, *Curé* of St. Laurent, President; the *Abbé Rézé*, *Procureur*; the *Abbé Réfour*; M.M. Leonard, Aimé Desprez, Louis Joseph Vermond.

2nd. The above Corporation gives instruction and education to 160 children, thus divided :—104 at St. Laurent, whereof 22 are boarders and 12 half-boarders; 70 day scholars, hardly a quarter of whom pay the monthly fee; and 56 at Côte-des-Neiges.

3rd. The Corporation have been endowed by the Reverend Mr. St. Germain with 51 arpents of land, which they cultivate.

They possess, in addition, two workshops, one for tailors and the other for Shoemakers.

If the Corporation had sufficient resources, they would be enabled to give more development to their industry, which by increasing their means of existence, would place them in a position to do more good to the country.

(Signed,) ST. GERMAIN, *Ptre.*,  
President.

L. DESPREZ,  
Secretary.

## REPORT

Of the CORPORATION of the COMMUNITY of the SISTERS of the HOLY CROSS, (or of OUR LADY DES SEPT DOULEURS,) to the Honorable the Members of the Legislative Assembly.

The present Members of the said Corporation are:—

Sister M. *Des Sept Douleurs* (*née* Léocadie Gascoin, President.)

Sister M. *du Cœur de Jésus* (*née* Marie Savary, Secretary.)

Sister M. de Jesus Mourant (*née* Rénee David).

Sister M. du Carmel (*née* Emilie Fortier).

Sister M. Madelcine (*née* Marie Gayer).

Sister M. de St. Augustin (*née* Zoé Boyer).

Sister M. du St. Esprit (*née* Anna Chartier).

The Corporation possess three Educational establishments, containing 244 scholars, thus divided:—

At St. Laurent, 24 boarders and 75 day scholars; the greater number of whom are instructed gratuitously.

At St. Martin, 72 scholars; 17 of whom are boarders, and 56 day scholars.

At St. Scholastique, 73 scholars, of whom 17 are boarders, and 56 day scholars or half-boarders.

The Corporation has been endowed by the Reverend Messire St. Germain with a land of about 96 arpents, situated at St. Martin.

(Signed,) Sœur MARIE DES SEPT DOULEURS,  
Superior.

Sœur MARIE DU CŒUR DE JESUS SAVARY,  
Secretary.

St. Laurent, 29th May, 1851.

## STATEMENT of RECEIPTS and EXPENDITURE of the TORONTO HOSPITAL, from the 1st May, 1850, to the 1st June, 1851.

RECEIPTS.	Amount.			EXPENDITURE.	Amount.		
	£	s.	d.		£	s.	d.
Balance in hand per last Statement .....	374	0	0	Hospital Expenses .....	1328	12	10
Rent and Interest .....	936	2	8	Contingent do .....	178	11	6
Sales .....	775	1	8	Mortgage Account .....	600	0	0
Pay Patients .....	7	3	0	Interest on do .....	21	8	7
Dividends on Bank Stock .....	196	13	9	Debenture do .....	311	10	0
Admission Fees .....	76	0	0	Salaries .....	162	10	0
Provincial Grant .....	750	0	0	Medicines and Surgical Instruments.....	76	5	7
				Real Estate Account .....	66	8	5
				Hospital Furniture .....	89	9	9
				Balance in hand .....	280	4	5
	£	3115	1 1		£	3115	1 1

JAS. BRENT,  
Secretary and Treasurer.

TORONTO HOSPITAL OFFICE,  
June 2nd, 1851.



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## STATEMENT

Of FUNDS belonging to the MONTREAL FIREMEN'S BENEVOLENT ASSOCIATION,  
together with the Amount of Benefits Paid, during the year ending 31st January, 1851.

BENEFIT AND CONTINGENT FUND.				Amount.		
	£	s.	d.	£	s.	d.
Amount from previous year.....				56	19	4
Amount of Dues from Members.....				57	14	4
Amount of proceeds of sale of Provident and Savings Bank Deposit .....				13	12	8
Donation from William Muir, Esquire .....				12	10	0
Interest on Permanent Fund .....				9	0	0
			£	149	16	4
Benefits paid during the year .....	38	19	0			
Contingent expenses do .....	16	7	11			
				50	6	10
Balance on hand .....			£	99	9	5
Permanent Fund.—Corporation Bond, gift of the late J. E. Mills, Mayor .....				150	0	0
Cash in hands of Treasurer.....				15	17	3
Total amount of Funds.....			£	265	6	8

A true Copy.

JOHN FLETCHER,

Secretary, M.F.B.A.

MONTREAL, 11th June, 1851.

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# REPORT

OF

## THE COMMISSIONERS

OF

# PUBLIC WORKS,

FOR

1850.

PRINTED BY ORDER OF THE HONORABLE THE LEGISLATIVE COUNCIL.



TORONTO :

PRINTED BY ROLLO CAMPBELL,  
SIMCOE STREET.

1851.

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# REPORT.

THE COMMISSIONERS OF PUBLIC WORKS have the honor to submit, for the information of HIS EXCELLENCY THE GOVERNOR GENERAL, the following Report:—

DEPARTMENT OF PUBLIC WORKS,  
Toronto, 10th June, 1851.

To His Excellency the Right Honorable the Earl of Elgin and Kincardine, Governor General, &c. &c. &c.

May it please Your Excellency:

In accordance with the Provisions of the Act 9th Victoria, cap. 37, sec. 14, the undersigned have the honor to report on the several Public Works of the Province, under the control of this Department, shewing the state of each, and the amount of Receipts and Expenditure thereon; together with such other details as are considered requisite to afford the full information contemplated by the Act.

In the Appendix will be found the following Statements:—

- A. No. 1. A general Statement of Expenditure on Public Works under this Department, during the years 1849 and 1850, respectively, from appropriations, shewing the amounts paid for labour and materials, damages, engineering, management, law costs, military and arbitration expenses, &c.
- A. No. 2. A Statement shewing the amounts expended from Tolls, for the Repairs and Management of the several Public Works, for the years 1849 and 1850, respectively.
- A. No. 3. A Statement of Expenditure by the Department of Public Works, during the years 1849 and 1850, respectively, unappropriated for, or under orders of Council.
- A. No. 4. Statement in detail of Expenditure for the year 1850; on the Provincial Light Houses, connected with the Inland Navigation, and under the management of the Department of Public Works.
- A. No. 5. General Statement, embracing the preceding 1, 2, 3 and 4.
- A. No. 6. Statement shewing the appropriations which are required for Miscellaneous Works, for the year 1851, including an amount to cover No. 5.
- A. No. 7. Estimate, explanatory of the appropriations asked for on several Public Works.
- A. No. 8. Statement shewing the Public Works which have been, or are about to be, given up by the Government; whether by Sale or otherwise—date of sales—to whom sold—cost of construction—cost of maintenance—and the Revenue from them received in the year 1850; also, the amount of purchase and terms of payment.
- A. No. 9. Statement of Lands, Water-power, &c., connected with the Public Works, sold and leased.

No. 10. Statement of amount of claims investigated, and amounts of awards paid and unpaid. Appendix A.

## WELLAND CANAL.

The Annual Report, Returns and Estimates of the Superintendent, which give full information upon the State of this Canal—the progress made during the past year in the construction of the new Work—the Expenditure, Revenue, &c., are hereto appended (Appendix B, 1 to 8).

The Canal is now in a very effective condition; the new Aqueduct and other Works which, as stated in the Report of the Superintendent, would be opened, and available to the Trade on the commencement of the Navigation, are now in full operation, and great facilities afforded thereby. The trade is steadily and greatly increasing. From the opening of the Canal, in 1850, to the first of June of that year, there passed 508 Vessels. During the corresponding period of this year, there will have passed 817 Vessels—being an increase of over 60 per cent. In May, 1850, 291 Vessels passed; in May, 1851, 475 passed.

The gross Revenue, in 1849, was...	£34,741	18	8
Cost of management and maintenance .....	3,363	5	4
Nett Revenue.....	31,378	13	4

The gross Revenue in 1850 was...	£37,925	17	7
Cost of management and maintenance .....	2,981	12	0
Nett Revenue.....	34,944	5	7

Amount expended on new Works in 1849 .....	£67,555	2	4
Amount expended on new Works in 1850 .....	59,225	4	4
Estimated amount for repairs in 1851	3,631	13	9

From the opening of the Navigation in 1850, to 1st June of that year, the Tolls amounted to £6,783 17s. 5d. For the corresponding period of this year, they amount to £10,548 7s. 1d.—notwithstanding the great reduction in the rates of Toll made this Season.

A Sale by Auction of the several Lands belonging to the Canal, situated in the Township of Grant-ham and Thorold, not required for Canal purposes, took place in April last, under authority of an order in Council. The principal portion was that lying between the Town of St. Catharines and the Village of Thorold. These Lands have hitherto lain as unproductive commons; and independent of this, a great object in selling them was, to induce the introduction of Capital into the Country, and the establishment of manufactures on the line of the Canal,

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by offering these Lands on such conditions as would have that effect. But all suitable sites for Mills, together with the complete and full control of the Water-power, are reserved by the Department. These will be leased out from time to time, as required by the parties associated in the purchase of the Lands, or by others, on the usual conditions by which all such leases are governed. The Statement, Appendix B, No. 8, gives the several plots or portions of Land sold—the names of the purchasers—the amount of the purchase money—the terms of payment.

## PORT STANLEY.

A Contract has been entered into with Mr. James Cotton, for building an addition of 600 feet to the present Piers, and for dredging out the Channel, which had much silted up, in consequence of the Piers not having been carried sufficiently far out, into deep water. The balance of the appropriation available for this Work is £5,635 9s. 5d. By the Contract, Mr. Cotton was to be paid in Cash, or from the Tolls as they were collected, at the option of the Government; but if from the Tolls, an addition of ten per cent. was to be made to the rates of the Contract. The amount of £1,955 9s. 1d. paid for work under this Contract to the present time, has been taken from the Tolls; but the Commissioners have directed that in future the payments shall be charged against the appropriation, as such a course is more favourable for the public interest.

The Western Pier has been extended two hundred and forty feet, and the Contractor is now sinking Cribs on the East side. The whole length contracted for will be framed and sunk before the close of the season, so as to let it lie exposed to the storms of the winter, by which it will be settled down and rendered fit for finishing off in the following Spring.

The Channel has been kept free by frequent dredging, but upon the completion of the Piers to deep water, it is calculated that the natural force of the current will tend materially to keep it clear.

The present Contract does not provide for the excavation of an inner Basin, the cost of which is estimated at £5,956 16s. 0d., and which is much required to allow of Vessels turning round therein, as well as for the further accommodation called for by the increasing Trade.

## BURLINGTON BAY.

This Canal has generally been in good order for the past year. During the season it was found necessary to send a Dredge there, to remove a deposit which had taken place where the current out of the Canal is counteracted by the action of the water from the main Lake. There is also a small spot, about thirty feet long by twenty feet wide, where, in very low water, there were but eight feet ten inches in depth. It is very desirable that this obstacle should be removed.

Towards the breaking up of the Winter, a large field of ice, of several miles in extent, was driven by a high wind against the end of the main North-west Pier, into which it crashed heavily, and partly heaved over the Pier, making it necessary to take down some sixty or eighty feet of it to below low-water surface. This had to be re-built, causing an

expenditure of about £100. A new Ferry Scow has been provided, and is now in use. Some repairs, of not much importance, are also now required at the other termination of the Piers of this Canal, caused by the collision of the ice last winter.

## THE ST. LAWRENCE CANALS.

These Canals, generally, were fully opened on the twenty-seventh of April, and closed on the tenth of December—giving 228 days of Navigation, for the year 1850.

*Lachine Canal.*—An interruption to the Trade through this Canal, occurred on the seventeenth of June, caused by a leak breaking through the Côte St. Paul Culvert; this, however, was speedily stopped, and the Canal re-opened in thirty-six hours.

The starting of the lower mitre-sill of Lock No. 2, between the two Basins at Montreal, which took place on the twenty-third of September, interfered much more seriously with the Trade. From the difficulty and delay of putting in Dams, and in pumping out the Lock, under a considerable head of water, the repairs were not effected before the eighth of October. During this period of fifteen days, the Vessels were necessarily discharged and loaded at the upper Basin, and the cartage of the freight to and from it was unavoidable.

During the past Winter, the foundation of about five miles of Slope-walling, for the protection of the banks, has been laid, and the superstructure thereon is progressing satisfactorily, and will be completed about Midsummer. The old Locks at Côte St. Paul and St. Gabriel, have been converted into Waste-weirs, for the purpose of effectually regulating the water, with a view to the safety of the Canal, and the due supply for hydraulic purposes.

All the disposable water at the Montreal terminus, and at St. Gabriel, is now leased, and by the time the necessary erections and machinery are prepared, much more enlarged means must be afforded to ensure a steady and ample supply to them, without affecting the navigation—the details and cost of which are shewn in Appendix A, Statement No. 7, and amount to the sum of £9,113. The Rents already obtained from the Work will amply warrant this expenditure, the indirect results from which, however, (such as the increase of trade, stores, establishment of manufactories, &c.) are infinitely more important in affecting the Revenue beneficially.

The amount of the Annual Rent of Water Power &c., on this Canal is £2156 10s. (See Statement No. 9, Appendix A.) And the competition for Hydraulic Lots, is a strong indication of the growing enterprise and prosperity of the country.

The Montreal Basin has been improved by the construction of a Dock-wall, 260 feet in length on the South side, built by Messrs. Watson & Mavor; but a further extension of this wall of 400 feet in length is indispensable, as explained in the Engineer's estimate.

The upper entrance to the Canal at Lachine, has also undergone considerable improvement; and when a few more yards of rock are removed, (which will shortly be effected) all such expenditure thereon will cease.

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The Dry Dock, a work constructed by a private Company, in virtue of a lease of 25 years, and the construction of which is now much advanced, will be of important service to the Trade generally, from the facilities it will afford for the overhauling and repair of vessels coming from or going to sea.

The sum of £4,100, (item 8,) is for the payment for land purchased for its site.

As the passing of fire-wood into the Basin below Wellington Street Bridge, could no longer be permitted without considerable obstruction, and inconvenience arising to the Trade, it is proposed to build a Basin or Dock, with extensive Wharves, expressly for the accommodation of the Fire-wood trade, for which the sum of £2361, is inserted in the estimates, together with £3,000 for the purchase of the necessary land, payment of damages, &c. This improvement has been loudly demanded for some time, and will prove a great convenience to the Western quarter of the City. It is intended that the same rate of toll, per cord, shall be levied on the wood delivered there, as is paid on that discharged at the river wharves.—This will produce a handsome revenue, and amply repay the expenditure. The Offices at present rented for the Superintendent and Collector, and for which the sum of fifty pounds per annum is paid, are very insufficient and inconvenient to the public and the Trade.

The sum of £800 is included in the estimate, for the building of a suitable house on Canal land, in a convenient position for the Superintendent and Collector, in which the Wharfinger also will be accommodated. A Lock-master's house is indispensable, and the expense of one is likewise covered in the estimate. The remaining items, which are chiefly for the completion of the protecting walls, and other necessary work, are detailed in the estimate. The whole sum required to be appropriated for the Lachine Canal, according to the foregoing, is £28,789.

In having the estimates framed, and in recommending the above expenditure on the Lachine Canal, the Commissioners of Public Works have been governed by the strongest desire to economise, as far as the increasing requirements of the Trade, and the proper maintenance and security of the Works will allow.

The several Works, enumerated above, are looked upon as indispensable, and such as cannot be postponed, for the reason given in the Engineer's explanatory estimate—see Appendix A, No. 7—but there is no doubt that further and improved accommodations will very shortly be required on this Canal—probably next year—amongst which will be the deepening of the Upper Basin, and underpinning the Walls, so as to allow sea-going Vessels to load and discharge there; and the construction of a Waste-weir, so to regulate the Water as to prevent accidents to the banks, is immediately required.

#### BEAUHARNOIS CANAL.

No interruption occurred to the navigation of this Canal, during the past season.

In the course of the last Winter, the foundation was laid for six miles of Slope-wall, and the superstructure is now in progress. This will complete the protection of the banks.

The cost of this work—£2,722—is embraced in the estimate.

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Fender Posts have been placed on all the Locks at the upper gates; they are found to be a great improvement, and most serviceable in preventing accidents to the Locks as well as to the Vessels, particularly in windy weather.

A set of (4) spare gates were built for this Canal one pair of which has been required already, to relieve a pair in Lock 11, that appeared too weak, and which are now undergoing repair, and being made stronger.

An extensive Waste-weir, 150 feet in length, has been constructed, at the North end of the lower Dam, at the upper entrance of this Canal, and provided with stop-logs to regulate the discharge, serving to reduce the head of water above the Dam, when required, as well as by creating a current in the Bay to destroy the ice, and hasten the opening of the Canal in Spring.

The construction of Waste-wiers around all the Locks, has become a matter of great importance.—The difficulty of regulating the water in the different levels, increases with the increase of business; and for want of the means of directing a strong current of water through the Canal, much sediment is deposited upon the bottom, gradually reducing the depth of water. This process is more rapid in this, than any of the other Canals, on account of the banks being made of a very soft and soluble kind of clay.

Until these Waste-wiers are built, it will not be prudent to lease out water for machinery, except at the Dam. The cost of these Wiers is estimated at £9,790, and their construction strongly recommended, at as early a period as the finances will admit of.

For the protection of vessels passing the Swing-bridge at St. Timothy, as well as for the safety of the Bridge itself, it is essential that Piers similar to those on the Lachine Canal, should be built; the cost of which—£350—is included in the estimates.

The whole amount to be appropriated for Works on the Beauharnois Canal, which are considered indispensable this year, is £13,780.

#### CORNWALL CANAL.

The navigation of this Canal continued without interruption, nearly to the close of the season; when it was suspended for 12 days, in consequence of a serious breach in the bank at Moulinette, on the night of the 29th of October, which carried away 300 feet of the bank, containing twelve thousand cubic yards of earth. A large force was raised, and every exertion made, working night and day, to restore the navigation, which was happily effected by the 12th of November, in time to pass all the vessels, and accommodate all the business depending upon it, before the Canal was closed by ice.

This accident has swelled the amount of repairs on this Canal to an unusual extent.

Owing to the appearance of decay in some of the Lock-Gates, which have now been built about 14 years, it was considered advisable to make arrangements for building two new sets, to insure an uninterrupted navigation, in case of any accident to the old ones.

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The materials have mostly been provided, and the framing will be proceeded with immediately. This work is chargeable to repairs, and therefore it is not included in the estimate. During the past winter, the foundation has been laid for 3 miles of Slope-wall, the superstructure of which is now in progress; and which will complete the protection of the banks at this Canal. The estimate for this is, £1200.

Since the Mills at Cornwall have come into operation, there is a demand for more water than can be supplied through the Locks, and the endeavours made to keep them in operation have greatly embarrassed the duty of the Superintendent, in regulating the water for the Canal. This difficulty was foreseen, and alluded to in previous reports from this Department. It was felt so seriously by the Millers, that an arrangement was made for constructing temporary Weirs, the cost of which was to be taken from the Water-rents as they fell due, but, subsequently, it has been deemed more prudent and advantageous to proceed with their erection in a permanent manner; and the most important one of all, that around the Guard Lock, has been built during the past winter: three more are about to be placed under contract, and a fourth must likewise be provided for. The estimate for all is £6243. An expenditure which, for the reasons above stated, as well as those mentioned in reference to Waste-weirs on the Beauharnois Canal, appears to be indispensable.

It is also considered necessary, that some suitable accommodation should be provided for the Lock-tenders at the different Locks, this being the only Canal of all those on the St. Lawrence, where such accommodation has not been provided.

It is, therefore, recommended that four Lock-houses be built, estimated to cost in all, £800.

The total expenditure recommended on the Cornwall Canal, is £8,513.

#### WILLIAMSBURGH CANALS.

*Farran's Point.*—There has been no interruption of this navigation, and the expenditure for repairs, during the past season, has been but trifling. The Steam Dredge has entirely removed all the obstructions in the channel, at the upper entrance; but, for want of suitable piers, there is danger to vessels either entering below, or going out above; in consequence of which, all such as can avoid this Canal, do so, by ascending what is called the "Chenail," a passage between Crysler's Island and the Longue Sault Island, and pass over to the American channel, where the current is not so strong, as at the Canada side. The greater numbers, however, including all small Steamers and Propellers, of less power, still use this Lock; and therefore, it is desirable, that the entrance should be so far improved as to remove all danger.

The estimate of £2250 is intended for building Piers to effect this object.

*Rapide Plat.*—No interruption occurred during the past season, and the repairs required were very trifling.

One set of spare gates has been built, as provided for by the appropriation of last year.

The banks of this Canal have been less acted upon by the disturbance of the water, than those on the

lower Canals; but as the traffic increases, the effect is becoming apparent. It is, therefore, thought advisable to make provision for their protection. For this object the sum of £1800 is inserted in the estimates. It has already been found necessary to make a commencement in some of the worst places.

The Steam Dredge has removed the point of a shoal that obstructed the lower entrance, as well as the remains of the Coffer-dams at both ends of the Canal; but to make the entrance more convenient, as well as for the safety of the Lock, it is considered advisable to extend the Piers, and set Mooring-posts, so as to give more accommodation, as well as a better direction to Vessels on entering. The cost of these Piers will be £753 and £630.

*Pointe Iroquois Canal.*—No interruption occurred here, except that occasioned by deficiency of depth towards the latter part of the season. The Sill of this Lock being some nine inches higher than the rest, it is found a serious hindrance to Vessels ascending in the Fall, with heavy cargoes, and frequently renders lightening necessary, to enable the Vessel to proceed upon her voyage. By means of the Steam Dredge, and two pairs of Lifting Scows, all obstructions have been removed from the Channel at the two entrances of this Canal.

Some Vessels having received severe injury in passing through the rock cutting near Matilda, means have been adopted to protect them in future, by floating fenders; but upon making a further examination of the extent of the rock in the sides, it is discovered to be necessary that this kind of protection should be yet further extended, and for this purpose a sum of £1250 is entered in the estimates of this year, including the amount of £220, already expended.

*Galopes Canal.*—The navigation of this Canal was not interrupted during the past season, and the repairs were very trifling. A commencement has been made towards Slope-walling some of the worst places; the work is proposed to be continued as occasion demands, and for this purpose the sum of £900 has been placed in the estimates.

The Steam Dredge and Lifting Scows are now employed upon the shoal at the upper entrance of the Canal.

#### RIVER LIGHTS, BUOYS AND BEACONS.

Three Floating Lights have, during the past year, been placed on Lake St. Louis. Two Range Lights on the land at the entrance of the Beauharnois Canal, and a Pier Light, on the end of the Pier at Lachine. These serve to light up the Lake, and render its navigation as safe in the night as in the day time, and are found to answer so well, that it is unnecessary to incur any further expense in the construction of fixed and permanent Lights. The Floating Light on Lake St. Francis has undergone repair. Some more Buoys have been placed in that part of the River between Cornwall and Prescott, the better to define the Channel between the Canals. The "lost Channel" of the Longue Sault has also been marked out, and is descended daily by steamboats and propellers; but as yet no sailing vessel has been induced to venture down it.

A substantial Beacon has been erected on the Jacktraw Shoal, near Gananoque.

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A few more Buoys are required to mark out the channel between Cornwall and Prescott, the cost of which is included in the estimate for dredging operations.

All the Canals being now in full operation, the Commissioners are enabled to judge precisely of the most efficient arrangement that can be made for their future maintenance and management, and of the number of Lock-attendants, &c., their salaries, &c., &c.; in all of which, they are about to make such changes, and establishing such a system as will be attended with saving in expenditure, and more efficiency than heretofore. This could not well be done hitherto, nor until an opportunity had been afforded, by the Trade being established for some time, through all the Canals, of deciding on the most practical arrangements which the requirements of the Trade, and the proper preservation of the Locks, and other works would admit of.

Abstract shewing the total expenditure on indispensable work, as enumerated, connected with the St. Lawrence Canals:—

Lachine Canal .....	£28,789	0	0
Beauharnois Canal.....	13,780	0	0
Cornwall Canal.....	8,513	0	0
Williamsburg Canal, including the Buoys recommended .....	12,459	0	0
Total.....	£63,541	0	0

To complete finally the line of Canals throughout, from Lake Erie to tide-water, so as to afford a uniform available depth of nine feet, a good deal is necessary to be done at the Iroquois Canal, in consequence of the water on the Sill of the Matilda Lock, on that Canal, being less than that on all the others. It appears from the reports of the Engineer, that during the latter part of the last season, the water remained for 83 days at and below eight feet in depth, on the lower Mitre-sill of that Lock. For ten days it ranged at and below seven feet, and in consequence of Easterly winds, it fell for two days as low as six feet. On the Lachine, Beauharnois, Cornwall, and Welland Canals, it did not at any time fall below nine feet on the sills. The draft of Vessels leaving Montreal in October and November, is of necessity obliged to be limited to seven feet and under, (by which their cargoes are reduced nearly one-half) or else the cost and delay of lighterage must be incurred by them.

Various plans for overcoming this difficulty have been under consideration, in order to obtain the full depth of nine feet at low water; but the Commissioners are satisfied that the only feasible, safe, and effectual one by which this important object can be attained is, to unite this Canal with that at the Galopes, by means of an embankment, or junction-canal, two miles and a half in length, which would, in fact, convert the two Canals into one—get rid altogether of the up-navigation of swift water, at present to be encountered between the Canals, and give the required depth throughout—an effect which can be produced by this plan alone, without interruption to the navigation.

The cost of this improvement would be £35,000. To obtain the full advantages of the past expenditure and to perfect the great artificial water communication of the Province, no expenditure is more necessary; and this sum, is therefore, embraced in the estimates.

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Representations having been made that the construction of a Towing-path from the Cornwall Canal to Prescott, would be a great improvement, and would much facilitate the navigation of that part of the St. Lawrence; Mr. T. Rubidge, was instructed to make a survey, for the purpose of ascertaining the practicability and cost of such a work; but, that gentleman, before he had completed his examination was sent down to assist in the exploration of a communication between the St. Lawrence and Lake Temiscouata. Sufficient, however, had been effected by him, to satisfy the Commissioners that such an expenditure would not be advisable. To form a Towing-path along the portion of the River, surveyed by him, between Point Iroquois and Rapide Plat, —a distance of but four miles—would cost not less than £10,000; and from the increasing amount of steam power connected with the navigation, daily coming into operation, a Towing-path, even if made, would probably be very little used.

As the preceding concludes by describing what remains to be done to perfect the main artificial navigation of the Province, this appears to be the proper place to refer to the proposed expenditure for the perfecting of the natural navigation, or that of the River; which, when completed in connection with the former, will be unequalled by any inland water communication in any country.

It being obviously of great importance to determine beyond all doubt, the existence of an unobstructed through Channel, down the several Rapids, between Prescott and Montreal, through which large vessels, drawing 9 feet of water, could be safely navigated, Mr. T. C. Keefer, on the 24th July last, received instructions to make the necessary survey and examination for that object.

In Appendix C. No. 1, will be found the Report and Estimate made by that gentleman thereon.

The Channels through all these rapids have latterly been used with safety by all the Mail Steamers and Vessels drawing not over from 6½ to 7 feet of water, on their down trips: and altho' the Commissioners are not sanguine that they will ever be found safe or practicable for large Lake Craft, yet they feel that a full examination of them is very desirable, as the improvement of several places is much called for (even for the passage of the class of vessels which now descend) provided it can be effected permanently and at proportionate cost.

Considerable difference of opinion exists amongst the Forwarders, and owners of shipping, as to the practical utility, for large lake vessels, of a deep channel through the rapids: (admitting its existence to be fully ascertained.) Several experienced persons, such as Mr. Calvin, of the firm of Cook & Calvin, &c., argue that such vessels cannot be allowed to "drop down" the rapids with safety; that they cannot be towed down the rough rapids safely, if lashed along side, and that if towed with a stern line, great risk is also run: that the Tug-boat, having passed down the swift water of the pitch of the rapid, her velocity is checked in the cellar at the foot of it, whilst the Schooner behind, yet under the influence of, and impelled by the stronger current of the rapid, may overtake, and come in dangerous collision with the Tug-boat. Mr. Calvin states that, in such cases, when barges have been so towed down, this has repeatedly occurred, and that, frequently, the distance between the Vessels being thus lessened, the tow-rope sinks, gets foul amongst the rocks at the bottom of the Channel, and so swings the Vessels out of their safe and proper course. The Commissioners

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rather coincide in opinion with those who consider that the navigation of the rapids will not be found suitable for the large Lake Craft alluded to. It is, however, incumbent on them to state that Mr. T. C. Keefer appeared to entertain a decidedly opposite opinion.

Although, the instructions under which Mr. T. C. Keefer, entered upon this duty, were confined solely to the examination of the rapids; it will be seen that a large portion of his Report refers to the project of constructing a Canal between the St. Lawrence, and Lake Champlain. In reference to the more immediate subject on which Mr. T. C. Keefer, was instructed to Report, the Commissioners find, after carefully considering it, that they are not prepared, without further and much more specific information, to recommend any outlay.

The instructions referred to, called upon him "to make a survey of the rapids, with a view to their improvement to take down Vessels drawing *ten feet of water*."

The mode adopted to ascertain whether the Channels had a sufficiency of water, was by lashing poles to the side of a Vessel, setting the bottom of the poles to ten feet below the surface. It is evident that this experiment might be tried much more frequently than it has been, without detached rocks or boulders being thereby detected in the Channel, obstructions which a Vessel drawing ten feet of water would be sure to strike, if they lie in the Channel.

The Commissioners fear danger and risk, where it would seem that Mr. T. C. Keefer apprehends none. For example, all the improvement which he considers necessary to render the passage of the river safe for large Vessels, from Lachine to Montreal, is estimated at £500, a sum which he proposes to expend in the removal of a small shoal at the head of St. Paul's Island, and a similar one opposite Moffat's Island. "But no expenditure is proposed for the purpose of lessening risk in the descent of the Big Chute" at Lachine, as it has not," in his judgment, "been clearly established that such risk does exist." The Commissioners apprehend that few proprietors of large Vessels entertain this view of the subject, or would be willing to risk them down this Chute.

In sundry parts of the Report, the Commissioners find expressions which would further deter them from recommending any expenditure in the amelioration of these Rapids, without much more conclusive examination and experiment.

It is stated that—"in intricate places, as at the 'Split Rock,' the experiments with the lashed poles "were not conclusive;"—and the language referring to the soundings taken from small boats, appears to the Commissioners to be equally unsatisfactory. "It is possible omissions may have been made"—and, the result is, there is no portion of the river St. Lawrence, "where there has not been found a Channel, however narrow or crooked, having at least ten feet water, excepting the shoal opposite Moffat's Island. These Channels are in some parts too intricate to give this depth much practical value," &c. &c.

"To render the Main Channel of the St. Lawrence navigable throughout, for descending craft of the largest class "requires" but a comparatively trifling amount of work to be done." The estimate for this is but £15,000; but the Engineer to the Department considers that it would be more prudent to set it down at £20,000; or £25,000.

Without assuming to decide whether or not the Channels through the *whole of the Rapids* can, for this sum, be made safe and navigable for large Vessels drawing ten feet of water, the Commissioners are fully persuaded of the necessity for some improvements, even for the Mail Steamers and other Vessels drawing not over *seven feet* of water; especially near the Cascades: and, of the several propositions of Mr. T. C. Keefer, they look with most favor on that referring to the Raft Channel above the Cascades, with a view of raising the water over the "Split Rock," &c. They propose, during the course of the approaching summer, to have this re-examined and estimated for by the Engineer of the Department, and a report made by him on the probable beneficial effects of such improvement on the Split Rock Channel, as well as to how far it might not tend to throw the current over towards the Chute near the South shore, and so injure that portion of the Beauharnois Channel.

Until such further examinations and report are made, and the real amount of expenditure fully ascertained, which would be incurred in the construction of Works in such difficult positions, the Commissioners are not prepared to recommend any outlay; but in order to test the fact beyond all doubt, that there is a Channel through the Longue Sault on the Canada side, through which a Vessel drawing ten feet water can pass with safety and without any obstruction, they suggest, as being well deserving the consideration of Government, the granting a premium of £150 to any party who will run down a Schooner or other large craft, with but moderate dead rise, and sunk fully to 10 feet draft fore and aft; another of £100, to the second, and one of £50 for the third trial. This would more practically, with more certainty, and at less expense in the end, establish the facts, than can be done by any system of soundings which could be adopted.

## TUG-BOATS.

Although the arrangements of last year were defective, and the Tug-boats too few in number, and of insufficient power; still the experiments of affording such assistance to vessels, especially on their up-trips from Lachine to Prescott, with the view of inducing and encouraging large lake craft to proceed clear through from the Upper Lakes to Montreal and Quebec, were so satisfactory in their results, as to incline the Government to enter into fresh and improved arrangements for this season, and to extend the benefit of the Tug-boats as far as Kingston.

These arrangements have been made with Messrs. Calvin & Cook, the same parties who had the contract for the preceding year. By their engagements they are bound to place two powerful Steamers on the portions of the line between the head of the Cornwall Canal and Kingston, where the heaviest currents have to be overcome,—and two boats of lesser power between Cornwall and Lachine, and should the amount of trade require it, they are also obliged to add to this number of Tugs. The trips were to be so timed, that a boat should leave Kingston, and another the lower termination of the Cornwall Canal, on the downward trips, every Monday, Wednesday and Friday in each week, and that a boat should leave Lachine, and another the head of the Cornwall Canal, on the up trip, every Tuesday, Thursday and Saturday during the season.

This arrangement was made on the principle of keeping the Tugs of the greatest power at the upper

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part of the navigation, where they had to contend with the strongest currents. But as the contractors procured four Boats of sufficient and nearly equal power, each boat goes in its turn, clear through, up and down, between Kingston and Lachine. A Schooner can now be taken in tow at Kingston, reach Montreal, discharge and load there, and be back at Kingston within the week. The Commissioners look forward with confidence, that the time will shortly arrive, when, this trade being fully established, the tugging of it will become of sufficient importance, and sufficiently remunerative, to ensure private capital and enterprise being embarked in it, without any extra aid; and thus enable the Government to withdraw their interference from it. The contractors receive a bonus of £1,750 for these boats, for the season, they being at the expense of all the supplies, labor, wages, wear and tear of machinery, &c.; and in addition thereto, they receive dues or tolls from the vessels, according to the rates fixed by a tariff embodied in the contract.

#### CHAMBLY CANAL.

This Canal was opened for navigation on the nineteenth of April, and continued open, without any interruption, to the close of the season, on the fifth of December; affording 231 days for the business season of 1850.

A very important change has been effected in the condition of this Canal, during the last winter. Under the appropriation of last year, it was intended to increase the depth of water, (previously limited to five feet and a half,) to seven feet. Accordingly, while the weather permitted, a large force has been employed, and the bottom has been excavated to an increased depth. The present Chief Commissioner visited the works, while in progress, throughout the winter, to see that no exertions were omitted, to have the bottom excavated to the intended depth, by the opening of the season of navigation: and the bottom of the Canal, which had been in many places considerably higher than the Sills of the Locks, is now no where less than six inches, and in most cases twelve inches below the tops of the Mitre-sills; so that the Canal opens this year with six feet draft of water, and after the banks have been raised, another foot will be added, giving the full navigable depth of seven feet. It is expected that this result will be attained by the first of next July, when the fullest advantages, which this Canal is capable of affording, may be realised.

At the Guard-lock, the gates have been put in thorough repair, and a new spare set has been provided.

A Pier is required at the east side of upper entrance of St. Johns, to give greater facilities to vessels entering the Canal—the cost of which is estimated at £800—and will be covered by the appropriation.

#### RIVER RICHELIEU.

*Lock and Dam at St. Ours.*—This Lock was opened last year, on the fourteenth of April, and continued in use to the sixth of December, without any interruption, except a few days intermission, caused by the Spring flood overflowing the walls at the lower gate of the Lock.

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At the passing off of the Spring flood in June, much alarm was felt for the safety of the Dam, in consequence of the partial failure of both abutments and of a part of the apron below the Dam. On receiving the report of the Superintendent, the Engineer was instructed to proceed to the spot, and take the necessary steps for securing the Work. From badness of foundation, and some other causes, the expenses incurred have absorbed the appropriation made for raising the Lock-walls and embankment; for which purpose, as well as for meeting some of the contingent liabilities, there will be required, this year, a further appropriation of £4,500.

It is believed that this sum will be sufficient for the full completion of the Work.

#### ST. ANN'S LOCK.

This Lock has been in constant operation from the twenty-ninth of April to the fifth of December—221 days—without any interruption or expenditure for repairs. It is intended, when the water subsides next Autumn, to expend the small balance of appropriation remaining, in removing the rocky shoal at the lower entrance.

#### OTTAWA WORKS.

The Slides have been placed in a good state of repair, and are now in full and satisfactory operation. The repairs for 1850 amounted to £1108 8s. 8d., and the cost of management to £798 15s. 8d.

The Commissioners are about to propose for the sanction of the Government, a change in the mode of management and collection of Slidage, by which a considerable saving will be effected, and the duty, at the same time, efficiently performed.

In consequence of the failure of the Booms at the Madawaska, it is proposed to establish a new series at the Chain Rapids, in a better position for avoiding the current. The cost of this is estimated at £200.

It is also necessary that the old Slide at Portage du Fort, should be re-built this year; as from age and decay it can no longer be depended on. Estimated cost £1612; total required for Ottawa, £1812.

#### TRENT WORKS

The Slides have been placed in good repair, and are working well this Spring. Several improvements have been made in the Channel at Fidler's Islands, and the Dam at Heely's Falls has been gravelled and made tight, in order to keep the water to a regular pitch.

The expenditure, on repairs, in 1850, was £458 9s. 2d.

In consequence of the representations of parties engaged in lumbering on this river and its tributaries, the exaction of Tolls on timber passing Crook's and Chisholm's Dams, has been discontinued, by authority of an Order in Council. These Dams were not built for the establishment of Slides, but for the purpose of raising the water for navigation; and as they did not cheapen or facilitate the passing of

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timber, it was not reasonable that Tolls should be levied on them.

The Lock at Whitlas' Rapids, below Peterborough, is in good working order, but the up stream approach to it in high water is very dangerous, as the draft of flood-water, over the Dam, is so close to the Lock, that, before the vessel leaving it has sufficient way, she is drawn against or over the Dam. This accident has happened to the Steamboat, the property of W. Weller, Esq., which that gentleman runs to Peterborough, and which was much injured thereby.

It is desirable that the first Tolls derived from this work should be expended in establishing some protection against the recurrence of such an accident.

The Lock at Scugog is represented to be in a very dilapidated and dangerous state, and it will be necessary, as soon as the water sufficiently subsides, to have it thoroughly examined. The Government are bound to maintain the Dam there, and any accident which would cause the lowering of the water of the Lake, would be attended with very injurious consequences to the health of that section of the country.

## ROADS.

*Barrie and Penetanguishene—Barrie and Bond Head, Mono and Adjala.*—The expenditure of the balances remaining of the appropriations for these Roads, has been entrusted to the management of Mr. John Ryan, who has conducted the works in a satisfactory manner. They have been carried on partly under contract and partly by day's work, according as it appeared most economical and advantageous. The works undertaken, in all cases, were intended to render the benefits of the expenditure as general as possible; and the operations thus far, it is believed, have met with the general approbation of the parties locally interested; and the local authorities have in all cases guaranteed the right of way, so that the whole of the money will be spent in improving the Roads.

The improvements on the Barrie and Penetanguishene Road consist in finishing several cuts formerly commenced, ditching, grading, and forming several parts of the line, particularly that known as the Five-Mile Woods; and building culverts and bridges, by which the portions before left isolated and unfinished will be brought into use.

Approaching Penetanguishene, a deviation from the allowance for road was found necessary, to avoid the heavy expense of cutting down the hills. From this, some difficulty has arisen about the right of way, which has, however, been at length obtained. A very good line has been selected, and the whole will be completed next Autumn.

The improvements on the *Barrie and Bond Head Road* are of a similar nature, and are nearly completed.

On the *Mono and Adjala Road*, the hills are so numerous and so steep, as to render a departure from the minimum grade necessary. The principal part of the expense is in the cutting down of these hills; which, with the bridges, culverts and grading, is proceeding satisfactorily, and will soon be completed.

*Toronto Roads.*—The Spring floods of 1850 caused great damage to the Roads in the vicinity of this City—East, West, and North—carrying away bridges, culverts and embankments, and cutting up the Roads in many places; the cost of the repairs of which was estimated at £10,000.

As the negotiation for the disposal of these Roads was pending at the time the damages referred to occurred, the expenditure upon them amounting to upwards of £4,000, was confined merely to such temporary repairs as would re-open the communication. But the building of the bridges, and general restoration of the Roads, was left to be done by the purchasers.

*Windsor and Scugog Road.*—The improvement of this Road was continued under the Contractors, Messrs. Cotton and Rowe, during the year. Such parts of the Roads as were within a convenient distance of gravel-pits, were gravelled, and the planking of the remainder was carried on up to the period of its being sold.

*Port Hope and Rice Lake, and Kingston and Napance Roads.*—The repairs and maintenance of these Roads were continued during the year, under this department, up to the period of their being sold, when they were in a good travelling state.

*Cascades Roads.*—After the opening of the Beauharnois Canal, and especially on the North Channel of the Longue Sault, being discovered, the passengers and traffic, which had, up to that period, passed over this road, were in a great measure diverted from it altogether. The Tolls accordingly fell off materially, and were insufficient to pay the cost of repair. The control of the Department was then withdrawn from it, and it has been given up to the Municipality.

*Longueuil and Chambly, and Chambly and Granby Roads.*—Considerable expense was incurred during the year, in the maintenance of the former of these roads, which still, however, requires a large expenditure upon a thorough repair, as the plank generally, is decayed. But little has been required during the year on the others. The sale of the Chambly and Longueuil road, is now being negotiated, and it is hoped will shortly be effected; although, from the heavy outlay required on it, much difficulty was found in effecting its sale, and the same parties who are about to become the purchasers, propose to lease the Chambly and Granby road for a term of years, binding themselves to maintain it in an effective state of repair.

*St. Athanase and Spier's Corner, or Stanstead Road.*—Very little has been done on this road, in the way of repairs. A small balance of the appropriation is yet unexpended, which, together with the road, is about to be handed over to the Municipal authorities.

All the Western Roads have ceased to be under the control of this Department; those upon which tolls were levied have been sold, and those which did not produce any revenue, have been given up to the Municipalities by proclamation.

Appendix A, No. 8, is a statement giving the details of all the above Works, and shewing the manner in which the whole of the foregoing Roads and other works have been disposed of, whether by sale or otherwise; to whom; the amount of purchase money, &c., &c.

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Under the provisions of the Act 13 and 14 Vic., cap. 13, sec. 16, the balances remaining of the appropriations for certain Roads, at the time when the Works then under this Department ceased, have either been paid over to the Municipalities through which they pass, or the expenditure of them, on the Works for which the grants were made, has been entrusted to individuals named by the Municipal Authorities. This course has been taken with the following Roads:—

*Bytown and L'Orignal Road; Peterborough and Asphodel Road; Peterborough and Lindsay Road; Scugog and Narrow's Road; and the Road between the Trent Slides, &c.*

The balance of the appropriations for the *Chemin des Caps* will be expended, this season, under a local officer, upon the further improvement of the Road.

The appropriation for the *Matane Road* has been satisfactorily and economically managed, and the comparatively small sum expended has effected the thorough opening and improvement of the entire line.

#### PUBLIC BUILDINGS.

Considerable progress has been made in the procuring and preparation of materials for the new Court House at Montreal, the works of which are advancing rapidly, under the superintendance of Messrs. Ostell & Perrault.

The alterations and enlargement of the house purchased at Kamouraska, for the purpose of being converted into a Court House for the County, have been satisfactorily carried on and completed, and the building is now ready for the holding of the next sitting of Court.

The works of the new Court House at Aylmer, also, are now in so advanced a state, as to insure their speedy completion, according to contract, by the first of January next,—so that the Spring Session business can be transacted in it.

The expenses of building these several Court Houses, are not taken from the Consolidated Revenue Fund, but are provided for by loan, on debentures issued under authority of 12th Vic. cap. 112; the interest and principal of which is chargeable upon a duty or tax upon all proceedings in these several Court Houses respectively. A further Act, respecting a provision for the cost of the Montreal Court House, was passed, 13th and 14th Vic. cap. 94.

An appropriation of £15,000 was voted last Session, for the completion and repair of the Public Buildings at Quebec.

Under this appropriation, the erection of the West Wing of the Parliament House, is being proceeded with; and the whole of the external and internal work, amounting to the sum of £10,652, is contracted for. During the past winter, the contractors have collected a large quantity of materials, of wood and stone, and have made considerable progress in the workmanship of the window-sashes and frames, preparing cut stone, &c., and excavating, partly in rock, for the foundation and vaults. The basement walls are now being raised, and the general advance of the work is satisfactory.

The repairs and alteration to the old Chateau, necessary to render it suitable for the accommodation of some of the public departments, are also progressing satisfactorily: the cost of which is estimated at £650, including contingencies.

For the further accommodation of the Public Offices, the St. George's Hotel, has been leased for four years, at an annual rent of £400, and a paid bonus, &c. of £625. Some alterations, of but little consequence or extent, will be necessary to adopt it for the convenient despatch of the business of the departments, by which it is to be occupied.

It is expected that the appropriation already mentioned will be sufficient for these purposes.

For the residence of His Excellency the Governor General of the Province, during the periodical transaction of public business at Quebec, the house and premises of Spencer-Wood, the property of H. Atkinson, Esq., have been leased for a term of four years, at the rate of £450 per annum, which is looked upon as a moderate rent; especially, when those paid for the Governor General's accommodation at Kingston and Montreal, are taken into consideration. A condition of the lease is, that the Government shall have the power, at any time within one year from the first instant, to acquire the property, in full, on payment of the sum of £8,000. When the extent (about sixty acres) and the beauty of these lands, their vicinity to the City, and the value of property in the neighbourhood, are considered, this sum must be admitted to be by no means unreasonable; and the Commissioners would strongly recommend that the purchase should be closed, as they have no doubt, from the increasing value of property, that the above named sum, together with the full amount to be laid out in enlarging the house, can be had for it in a very short time, if desired. The cost of the necessary additions and suitable alterations to Spencer-Wood House, is estimated by Mr. Rubidge at £2,719 5s. Od., for which sum a Contract has been entered into with a respectable contractor, who is bound to deliver up the entire, fully completed according to plans and specification, on or before the first day of October next. But to cover contingencies, and the cost of a heating apparatus, &c., not included in the contract, the sum of £3,000 may be set down as the amount which has to be provided.

If the recommendation to purchase the premises is acted upon, the annual charge for the Government House and grounds will be the amount of the interest on the purchase money and outlay on the house, which, at six per cent, would be but £660 a-year, nor more than half the charge hitherto, on the same account, at Kingston and Montreal.

The Commissioners here take the opportunity of drawing attention to the necessity of providing a suitable residence, in this City, for the Governor General of the Province.

The site of the present old Government House appears to them a convenient and eligible one; but the House itself is wholly unavailable, from its ill arrangement and the insufficiency of its accommodations. Moreover, it is in a very bad state in all its essential parts. Its foundations are insecure, and the basement is uninhabitable with due regard to health.

The Commissioners would, therefore, recommend its being pulled down, and a suitable Government House erected on or near its site; for this purpose, as well as to cover the cost of repairs now necessary

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to the Parliament Building, an appropriation of £10,000 would be necessary, and by its being voted this Session, the plans could be matured, the House built, and be safely habitable by the time of the periodical returns of the Government to this City.

The foregoing shows the present state of the several works under the control of this Department; explains the nature and necessity for the expenditure thereon during the past year, and describes the further works which are considered indispensable, and for which, appropriations, based on the respective estimates, are required.

Since the resignation of the late Chief Commissioner, the Honorable William Hamilton Merritt, several reports explanatory of his views upon a variety of subjects connected with the main communication, and the encouragement of the Trade and Commerce of the Country, have been transmitted by him to His Excellency the Governor General. These reports, together with a number of very voluminous documents, partly of a semi-official character, upon which the reports are based, were referred to this Office.

The present Chief Commissioners, in concert with Mr. Merritt, during the time that gentleman was connected with the Department, agreed in selecting from a number of projects, to which public attention was then directed, those which seemed to them, in the first place, most deserving to form the subject of their enquiries generally, with the view of being able to report departmentally thereon, for the information of the Executive. With the details of this investigation, Mr. Merritt, charged himself, and the conclusions at which he has arrived, are embodied in the reports drawn up by him, as above mentioned, and which are herewith transmitted. (See Appendix D, numbers 1 to 16, inclusive.)

These papers have been in the possession of the Commissioners, but a very short time; none of them more than three or four weeks; and some of them were received only a few days back. They have been collected and prepared by Mr. Merritt, individually. The subjects of which they treat are various, and involve the highest interests of the country; and the adoption of the projects recommended in them would create a necessity of adding largely to the existing debt. Finally, the whole time of the office, since these documents have been transmitted to it, has been occupied in attending to the arbitrations on unsettled claims against the Department, and to the preparation of the several Statements and Returns required for the Legislature. Under such circumstances, it cannot be supposed that the present Commissioners have had that full opportunity of investigating and considering the several subjects, which they should have, before they would be justified in making any final official recommendation thereon; and their disinclination to do so, is further increased, by finding the opinions and information derived from the various sources, and embodied in the documents on which the conclusions arrived at in the reports are based, to be in many cases wholly irreconcilable with each other. A considerable portion of the matter introduced, having reference more immediately to financial affairs, and such as involve the general commercial and inter-provincial policy of the Country, is, in the opinion of the Commissioners, out of the scope of their duties.

The several reports referred to in the foregoing, are:

*First*, "Memoranda upon the present State of the "Navigation of the St. Lawrence, and the "diversion of its Trade to the Port of New "York," &c. &c., dated January, 1851. Referred to the Office of Public Works. (See Appendix D., No. 1.) 2d April, 1851.

*Secondly*, "Memoranda on the St. Lawrence and "Erie Canal Routes," dated 26th February, 1851. Referred to the Office of Public Works, 2d April, 1851. (See Appendix D, No. 2.)

*Thirdly*, "Memoranda on the connection of the "St. Lawrence with Lake Champlain," dated January, 1851. Transmitted by Mr. Merritt to the Provincial Secretary, 14th March, and referred to the Office of Public Works, 2d April. (See Appendix D, No. 3.)

*Fourthly*, "General Report on Provincial Works," dated January, 1851. Transmitted by Mr. Merritt to the Provincial Secretary, 25th March, 1851. (See Appendix D, No. 4.)

*Fifthly*, "Several Observations on the Proposed "Expenditure on the St. Lawrence," dated January, 1851. Transmitted by Mr. Merritt, to the Provincial Secretary, 17th March. Referred to the Office of Public Works, 2d April, 1851. (See Appendix D, No. 5.)

*Sixthly*, "Report on the Trent and Newcastle "District Works," dated January, 1851. Transmitted by Mr. Merritt to the Provincial Secretary, 17th March. Referred to the Office of Public Works, 2d April. (See Appendix D, No. 6.)

Public attention having been for some time past called to the advantages which, it was represented, would be derived equally by Canada and New Brunswick, from the opening of a facile communication either by Canal or Railroad, or by a combination of both, between the River St. Lawrence and Lake Temiscouata, and the improvement of the navigation thence of the Rivers Madawaska and St. John; and a Petition upon the subject having been presented to the Legislature, this Department was directed to have an exploration made of that section of the Country, with a view to ascertain the practicability thereof; the expenses of which have been authorised by an Order in Council of August, 1850.

The imperfect communication at present existing between the River St. Lawrence and the River St. John, known as the "Temiscouata Portage Road," leaves the former river at Rivière du Loup, and is about thirty-six miles in length, to the point where it strikes Lake Temiscouata; which point is nine miles below its head, and sixteen miles above its outlet. The levels of this Road were taken by Mr. Rubidge, as far as the St. Francis River, in order to ascertain the probable height of the summit to be surmounted. Having ascertained this, that gentleman commenced an exploration, and the levelling of a line from the head of Lake Temiscouata, ascending the Valley of the Asherish, and descending to the St. Lawrence by the route of the *Trois Pistoles* River. While Mr. Rubidge was thus engaged, Mr. Joseph F. McDonald explored and took the levels of a line from Green Island to Lake Temiscouata. By this arrangement, the respective merits of the three routes between the St. Lawrence and Lake Temiscouata, were examined and ascertained, which, from the lateness of the period when the

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Survey was begun, could not otherwise have been effected that season.

While Messrs. Rubidge and McDonald, were thus exploring, and taking the levels of this portion of the distance,—upon which, by far the most formidable difficulties were to be encountered,—Mr. T. C. Keefer, made a reconnoissance of the navigation from Lake Temiscouata down the River Madawaska, to its junction with the St. John; and thence down that River to Tide-water, returning by the same route.

The details and information upon these routes so examined,—the nature of the navigation of the St. John,—the extent to which it is capable of being improved, &c., &c., are to be found in the accompanying Report: (See Appendix E.) which Report was drawn up by Mr. T. C. Keefer, from the materials furnished to him by Messrs. Rubidge and McDonald, in connection with those collected by himself, on his inspection of the River St. John.

The general conclusions to be drawn from the Report referred to, would appear to be:—

*First*, That a water communication between the St. Lawrence and Lake Temiscouata, is out of the question; in that short distance, the lockage would be over 750 feet, or 200 feet more than the lockage required from the Sea to Lake Superior.

*Secondly*, That of the three routes explored, that by the Trois Pistoles River presents the greatest inducement for a land communication. The character of the soil along it is reputed as being far superior to that along the others. The nature of the land adjoining the line of the present Portage is, according to the report, “So sterile as to forbid all hope of such an occupation of it as would insure the maintenance of the Road,” and that the impassable character of the upper part of it, approaching the New Brunswick line, “baffles all description.” So far for the portion of this communication within the Province of Canada. But “from the *Dégelé*, (the termination of this bad part) to the Little Falls, on the St. John, a distance of 21 miles, there is a tolerably good road, gravelled by the Government of New Brunswick; and from Little Falls to the Bay of Fundy, there is an excellent gravelled road upon which any carriage may travel by day or night.” In short, “from the *Dégelé* to the City of St. Johns, there is an admirable Summer Road, connected at Woodstock and Fredericton with equally good roads to all parts of New Brunswick; and as there is a good road along the St. Lawrence, all that is required to afford a good highway throughout, from Quebec to the City of St. Johns, is an improved route between the St. Lawrence and the outlet of Lake Temiscouata, a distance of about 50 miles.” “Such a road,” the report states, “is first needed whether Canals or Railroads be constructed.”

*Thirdly*, The navigation of the St. Johns must be judged, from the report, to be very defective, and capable of improvement to but a very limited degree. At the junction of the Madawaska with it, there is a Rapid having a fall of eleven feet, known as the “Little Falls.” Between this fall and Lake Temiscouata, the Madawaska River offers a navigation with as much depth of water in it as is available in the St. John’s, between the “Little Falls” and the “Great Falls,” upon the several bars of which “there are but about two feet of water in Summer.” In high water the river overflows its banks, and the current is so increased as to form a serious impediment to

the up-trade. With the aid of a Lock at “Little Falls,” a navigation for a Steamer of *light draft* from Temiscouata to the head of the “Grand Falls,” a distance of 85 miles, might be obtained, “except for a month or six weeks” in summer. This interruption will, in Mr. Keefer’s opinion, be avoided by the damming up of several of the principal lakes up the St. Francis and Madawaska Rivers, retaining the surplus water until Midsummer. A Steamer had been running for a short period, above the High Falls, and a Horse-boat, at the same time, on Lake Temiscouata, but both were withdrawn “for lack of support.” The descending trade of the River is wholly composed of timber and sawed lumber, which is rafted; “there is, therefore, no down freight.” The little traffic carried on, on this river, is by means of small Tow-boats, carrying about 100 barrels, and drawing about two feet of water. “They are dragged up the rapids by means of setting poles,” and are hauled over many bars and shoals where a Steamer could get no hold with her wheels; they are hauled up the Madawaska where the water is not too high and where the current is too strong, they are hauled past the Falls on the Portage.

The Grand Falls are situated about 200 miles by the River from its mouth, and about 100 miles from the St. Lawrence. From the basin at the head, to that at the foot of the Falls, following the River, is about one mile. The first Fall is about 70 feet, and the remainder (about 45 feet) is distributed over what is called, “the Gorge.” The lowest route by which a cut could be made to avoid the Falls, would involve a cutting of about 70 feet.

The passing of timber over these Falls, depreciates its value 10 per cent. Small lots of timber are passed over the portage road, being hauled up 100 feet, and down 220 feet. The cutting is so formidable, that no attempt at sliding has been made, nor has any proposition to “lock” past it been entertained. Mr. Keefer suggests, as the most suitable improvement, a timber slide, with an inclined railway worked by water-power, upon which the Tow-boats could be transported from one basin to the other, without unloading.

From the “Grand Falls” to Fredericton, the River St. John is navigable throughout for steamers of light draft, except at low Summer water. At Two Points, the velocity of the current is stated at six and eight miles per hour. “At high water the current is too strong, and at low water the channel is too shoal” for steamers such as are now in use; and this is also the case during freshets and Midsummer, between Woodstock and Fredericton.

From the foregoing, amongst other reasons assigned, Mr. Keefer concludes (very justly, in the opinion of the Commissioners,) “that the navigation of the St. Johns by steam, limited as it will be, under any circumstances, to seven months in the year, would be, even for these months, too precarious and expensive to be considered sufficiently permanent or extended to warrant any extensive preparation on the Temiscouata Portage Road, with a view to a connection with that description of navigation; and further, that even if a Canal was constructed between the St. Johns and the St. Lawrence, that inland route could not compete with the sea route for the through business.”

The present Temiscouata Portage Road is described in the Report as “wholly unsuited to traffic of any kind,” and that one of the first steps taken towards the improvement of the road communication

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between the St. Lawrence and New Brunswick, will be "the abandonment of this Portage Road."

The Commissioners regret that the report is not conclusive, and that they are unable, from it, to come to a decision as to what route should be taken for the making or improvement of an ordinary road communication between the River St. Lawrence and Lake Temiscouata, which is admitted, under any circumstances, to be desirable. Of the three lines examined, the preference is given, in the early part of the report, to that by *Trois Pistoles*, as being through the best country and having the lowest summit; but towards the conclusion, the examining of another route by the St. Francis River, starting from Green Island (as yet unexplored), is recommended, and that line should be adopted, "if the navigation of the River St. Francis should be found capable of being improved for canoes, and the land along it such as would induce settlement, and the consequent maintenance of the Road." Subsequently, after advocating at length the construction of the main branch Railway between the Provinces, the Report concludes thus:—"That the Provincial aid which the lower St. Lawrence demands should be husbanded, and applied to this more perfect undertaking, in preference to the incomplete and inefficient communication heretofore proposed;" although in a former part it is stated, that "A Portage Road from the St. Lawrence to Lake Temiscouata is first needed, whether Canals or Railroads be constructed or not."

From the foregoing, and particularly from the Report itself, it will be found that expenditure on the present Portage Road is discountenanced altogether; that no other fixed route is recommended for present adoption; that there is no approximate estimate given of the probable cost of opening a communication between the St. Lawrence and Lake Temiscouata, such as the country would admit of; and the only course left to the Commissioners to recommend, is, that a further exploration be authorized, which they trust will be final, and can be acted on.

#### IMPROVEMENTS BELOW QUEBEC.

In the foregoing, the Commissioners have entered fully into the consideration of the several matters which appear to them to be yet required, or such as have been proposed, from time to time, for the general improvement of the navigation of the Upper St. Lawrence. It now becomes their duty (so far as falls within the scope of their Department) to discuss those which have been represented, either as indispensable or desirable, for the amelioration of the St. Lawrence navigation below Quebec; for the lessening of the risks encountered there; the affording the increased facilities, which daily experience would seem to point out as necessary, and which would thus tend to the encouragement of the general Trade and prosperity of the Country.

As the amount of public attention given to this subject increases annually, so also does the number of projects by which it is proposed to secure the great desideratum aimed at. Of these various propositions, the following would appear to rank among the principal of those, the carrying out of which is within the reach of the Province itself, and which do not require any extraneous aid:—

*1stly*, The facilitating and rendering safe the navigation, by the establishment of additional Lights, where most required, thereby lessening freight and insurance.

*2ndly*, The constructing of Piers in situations off which Vessels annually are loaded, where they can be built at a moderate expence, and where, from the nature of the coast, the landing of boats to and from them is unsafe and difficult, except in mild weather, and at particular times of tide and wind.

*3rdly*, The constructing of Harbours of Refuge at sundry places.

*4thly*, The establishment of a line of Tug-boats, to assist Vessels in distress, or to tow them in adverse or light winds.

Besides the foregoing, other measures have been propounded, but, in the opinion of the Commissioners, they are not legitimate subjects for the consideration of this Department. Such as, seeking the aid of England towards the establishment of a line of Steamers to ply direct to Quebec; a total alteration in the system of the Trinity House, Pilotage, and Quarantine establishments, &c. &c. &c. Leaving these latter untouched, the Commissioners beg to state, that they have had access to various communications and documents, from several quarters, in relation to the former, which were elicited by, and addressed to, the late Chief Commissioner.

In these documents considerable difference of opinion is to be found, especially as to detail; such as the number and positions of the additional Lights and Piers required; the necessity, or otherwise, for the construction of Asylum Harbours; for the Government constructing Tug-boats, &c. &c.—Notwithstanding, however, the different views expressed on these matters, the Commissioners, from their own observation and enquiries, and from a careful analysis of all the information otherwise obtained, are glad to find that the following general conclusions may be safely adopted, namely:—

*That*, the interests of the general trade, commerce, and revenue of the Country, require that an expenditure should be incurred on the establishing of some additional Lights, and the building of some Piers; and both these improvements may, in most instances, be usefully combined.

*That*, such improvements would directly and immediately lead to the procuring and application of Tug-power, by private enterprise, towards the assisting and towing of Vessels, without the necessity of Government embarking therein; and, in connection with the natural existing places of refuge, these Piers would render the expense of constructing artificial Harbours of Refuge unnecessary.

*That*, such works would tend materially to the encouragement of industry, and the profitable prosecution of the herring and other fisheries in the river.

*That*, they would lead to the rapid opening and settlement of the large tract of public lands as yet but partially divided into Townships, in the Counties of Rimouski, Kamouraska, L'Islet, and Bellechasse, comprising in all not less than four and a half millions of acres, independent of the lands on the North Shore.

Besides these beneficial results of a general Provincial character, and others that might be added, the expenditure from which they originated would also assist, most importantly, in the development of the

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resources of that large section of the Province, as to the extent of which—the amount of its population—its agricultural productions and its capabilities for improvement—very much misapprehension exists, not only in the minds of the inhabitants of Canada West, but even in those of a large portion of Canada East.

In reply to a series of questions respecting the Statistics, &c., of this section, transmitted by the Honorable Wm. H. Merritt, to Dr. Taché, of Rimouski, that gentleman made a full report thereon, which is appended hereto. (Appendix F.)

It is not easy to account for the fact, that comparatively so little expenditure has, up to the present time, been incurred in the efficient lighting of this part of the River; and none whatever, upon the construction of Piers, for the convenient and safe communication by boat, between the shores and the many hundreds of large Ships, which annually pass up and down this navigation, as well as with the large number of vessels, whose aggregate burden is not less than 55,000 tons, which, year after year, take in their cargoes off the coasts, along which are neat and populous villages, seldom more than from six to eight miles apart, and with an industrious population, in and around them, of about 100,000 souls.

The Commissioners believe they are correct in stating, that there is not an Officer connected with the Customs Department, along the whole line, and no obstruction, except what nature presents, to the landing of dutiable articles, which is known to be done to a large extent. Vessels having taken in their cargoes at Metis, Matane, Rimouski, Rivière du Loup, &c., are frequently delayed for several days, whilst the Captains are travelling, to get the necessary clearances, &c., passed; and they often thus lose a favorable wind for getting out of the River. This evil would be removed, the revenue increased, and the general navigation of that part of the River facilitated, by the stationing of a Customs Officer at each of two or three convenient points where Piers had been constructed: say two on the North shore, and five on the South shore. However valuable such works undoubtedly would also be to their localities, the rise of tide and other natural difficulties, render the erection of them too costly for their means; unless they were constructed on so small and limited a scale as would render them wholly unsuited for the great objects of their establishment.

After a good deal of consideration, the following are the places which the Commissioners would be disposed to select:—

#### SOUTH SHORE.

1st. *Father Point* or *Rimouski*, as a final examination of the locality of each, as to depth of water, foundation, &c., might decide. A large settlement of Pilots is here. Several vessels load in the anchorage of Barnaby Island, off Rimouski; and it is the nearest shelter for a steamer, in case of her services being required to assist vessels off Manicouagan Shoal, Metis or Matane, at all of which places much loss occurs. The estimate is £7500.

2d. *Rivière du Loup*.—The situation of the mouth of this river, together with its soft bottom; its being at the termination of the Temiscouata Road to New Brunswick; the quantity of Lumber annually shipped there; render this an important position for a Pier. Cost £6,500, including a light on the extremity of the Pier, which would be of considerable importance.

3d. At *La Pointe aux Orignaux*.—The facility for erecting a Pier here, at a moderate expense; its proximity to deep water; the length of coast on each side of it, having extensive shoals in front, and being of course unapproachable, except at or near high water, combine to recommend this position, as a desirable one for the convenience of vessels; at the same time that its centrality, with respect to three or four populous villages, would render it a most important point for steamers to touch at. Cost £4000 including Pier Light.

4th. *L'Islet*.—The arguments in favor of this position are nearly the same as the preceding. It is also near to a part of the River where much detention of vessels frequently takes place; and it would, therefore, be of material convenience, as a stopping place, where steamers waiting to tow vessels could lie in safety.

The cost of the necessary Pier, approach and Light, would be £5,500.

5th. *Berthier*.—This is a very desirable place for the establishment of a good Landing Pier. Its immediate vicinity to Grosse Isle; the facility of communication between it and that station, at any time of tide; the convenient and safe lying it would afford for a Vessel engaged in transport connected with the Quarantine Establishment; and the capability of erecting a Light on the extremity of a Pier here, which could be made to point out the Bellechasse Passage; all concur in recommending Berthier as an eligible site. Cost of Pier and Light, £4000.

It has been proposed by some, to transfer the Floating Light, at present moored in the South Traverse, to the Manicouagan Shoal, there to be stationed off the outer edge of the bank; and that a fixed Light be substituted for it, either on St. Roch's Point, or on a Pier sunk at the present position of the Light Ship. In the former case, the great distance of St. Roch's Point from the narrow and intricate channel to be marked out, renders it, in the opinion of the Commissioners, an unsuitable position; and before they could pass any judgment on the latter proposition, that of building a Pier on the edge of the Channel for a permanent Light, they would require to have the place carefully examined, and the depth of water, strength of current, nature of bottom, &c., &c., clearly ascertained.

At Manicouagan Shoal, the suggestion of Captain Bayfield seems to the Commissioners deserving of adoption: namely, to moor securely a large Bell-Buoy off the outer edge of the bank, and have a signal gun established on the point, to be fired every half hour in thick weather, or such other lately-invented alarm, as would better answer the purpose. The cost of both would be about £600.

The establishment of a first class Light at Cape Rosier is advocated by all. The cost of which is estimated at £6000.

The maintenance of a Light at the Bird Rocks, is allowed to be important; but the erection and maintenance of it would be very expensive. The position is remote from materials; is very difficult of approach; is destitute of fuel and fresh water; and in the absence of all detailed information as to the foundation, &c. &c., the Commissioners are unable to form an estimate of what its cost would be; and it is a question with them, whether the expense of its construction and maintenance should not be jointly shared in by the other Provinces.

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On the North shore of the St. Lawrence, two places appear to the Commissioners to be eligible for Landing Piers, for the general convenience and accommodation of vessels trading the North Channel; while they would, at the same time, tend much to promote the settlement and improvement of the public lands, on that side.

1stly, *La Pointe des Eboulemens.*—The great extent of shoal at Baie de St. Paul, and the much larger sum that would be required to construct a Pier there, as well as the much greater facility of approach to La Pointe des Eboulemens, induce the Commissioners to give it the preference, on general grounds; at the same time it would be central for the convenience of the inhabitants of Les Eboulemens, Isle aux Coudres, and Baie St. Paul.—The estimated cost is £5000.

2ndly, *La Malbaie.*—This position also presents a convenient and eligible site for the construction of a Landing Pier, at a moderate cost of £3500.

ABSTRACT.

Father Point or Rimouski, Pier and Light, .....	£7,500
Rivière du Loup, Pier and Light,.....	6,000
La Pointe aux Orignaux, Pier and Light,	4,000
L'Islet, Pier and Light,.....	5,500
Berthier, Pier and Light,.....	4,000
Buoy, Gun, and accommodation for Gunner at Manicouagan,.....	600
Light House at Cap Rosier,.....	6,000
Pier and Light at La Pointe des Eboulemens	5,000
Pier and Light at La Malbaie,.....	3,000
Total, .....	£42,100

As each of these Piers would become the place of shipment for the products of their respective localities, considerable revenue may be expected from them, by the imposition of a moderate rate of Harbour and Wharfage Dues; and from the facilities and safety they would offer to coasting Steamers, there can be no doubt but that several such Vessels would at once be provided and established in the coasting trade, plying daily up and down the River, and available at all times for the relief or towage of Vessels; whilst, from the competition which would thus be created, their services could be had at a cheap rate for the carrying of supplies and passengers to and from Grosse Isle, and in the conveyance and delivery of the Light-house supplies, laying down and taking up Buoys, and on other duty connected with the Quarantine and Trinity House establishments; for the performance of all which, the practice hitherto has been to charter Vessels specially, at a very heavy annual cost.

RIVER ST. MAURICE.

The limited extent to which Lumbering operations have been hitherto carried on in the section of country

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through which the River St. Maurice runs, compared with the vast tract of country traversed by that River and its numerous tributaries, had led the Commissioners to consider the expediency of having an examination made of it, with the view of their being enabled to judge of the utility or otherwise of constructing Slides at such places, the passing of which might be found particularly destructive to timber.

Within a short time, certain parties desirous of extending their lumbering operations in that section of country, have been in communication with this Department; and, having undertaken to subscribe and pay all expenses necessarily attendant upon the requisite examination and survey, the Commissioners directed one of their employées to proceed there, and make a survey, estimate and report thereon, and particularly to acquire such information as to the quality and quantity of timber to be obtained along that River, as would enable the Government to judge as to the expediency or otherwise of recommending an expenditure on the construction of Slides.

From the best information as yet obtained, the Commissioners are led to believe that pine, of very fine quality and in great abundance, is to be found on a large portion of the extensive tract of country, (not less than 10,000 square miles,) traversed by the St. Maurice River and its tributaries.

Should the exploration and report of Mr. McDonald corroborate these representations, the Commissioners are of opinion, that the same course should be adopted on this River, as has been taken on the Ottawa with such beneficial results: namely, to construct Slides in the *Main River*, at such places as may be found necessary, and to leave the improvement of the tributaries to the parties interested in them, respectively.

Such expenditure on the Ottawa, has turned out a fruitful source of revenue; has much promoted the interests and extension of the lumber trade, and tended materially to the settlement of the country; and the Commissioners can see no reason why a similar expenditure on the St. Maurice should not produce similar effects. Upon the receipt of the result of Mr. McDonald's survey, the Commissioners will have the honor to report further on this subject.

The Commissioners, on looking over the statements transmitted from this Office, last year, perceive some inaccuracies in that one professing to shew the expenditure on account of the Public Debt for the Works in Upper and Lower Canada, to the first of January, 1850; and they, therefore, append a Statement, (see Appendix A, No. 11,) in which these inaccuracies are corrected.

The whole of which is respectfully submitted.

JOSEPH BOURRET,  
Chief Commissioner of Public Works.

HAMILTON H. KILLALY,  
Assistant Commissioner of Public Works.



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TO THE

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Appendix A, STATEMENT of Expenditure made by the Department of Public Works during the years 1849 and Costs, Military and

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Table with columns for Contractors (1849, 1850), Damages (Land, Contractors), Engineering Establishment (1849, 1850), and various categories like Canals, Slides, Roads, Bridges, etc.

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Statement No. 1.

1850, from Appropriations, shewing amounts paid for Labour, Damages, Engineering, Management, Law Arbitration Expenses.

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Table with columns for Management Postages, Law Costs, Military and Police, Arbitration Expenses, and TOTAL for 1849 and 1850.

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Appendix A, Statement No. 2.

STATEMENT shewing the Amount Expended from Tolls for the Repairs and Management of Public Works, for the years 1849 and 1850.

	REPAIRS, &c.				MANAGEMENT.				TOTAL.		TOTAL.	
	1849.		1850.		1849.		1850.		1849.		1850.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
<b>CANALS.</b>												
Welland.....	2811	4 7	3106	6 1	2062	4 2	* 3377	10 11	4873	8 9	6483	17 0
St. Lawrence.....	1589	4 10	3490	8 6	5773	4 7	5807	4 4	7362	9 5	9297	12 10
Chambly.....	12	0 9			376	17 7	510	10 6	388	18 4	510	10 6
Burlington Bay.....	207	16 10	291	14 3					207	16 10	291	14 3
St. Anns.....	13	18 8			120	12 9	114	11 6	134	11 5	114	11 6
St. Ours.....	3	5 0			6	5 0	85	18 5	9	10 0	85	18 5
<b>SLIDES.</b>												
Ottawa.....	824	18 9	1108	8 8	340	12 0	798	15 8	1165	10 9	1807	4 4
Trent.....	89	8 10	458	9 2	562	10 0	392	3 0	651	18 10	850	12 2
<b>ROADS.</b>												
Chambly and Granby.....	311	2 6	463	17 2	10	8 4	224	17 6	321	10 10	688	14 8
Dundas and Waterloo.....	66	10 3	2952	15 4			35	10 0	66	10 3	2988	5 4
Hamilton and Dover.....	3741	19 7	2273	17 10	5	14 0	32	16 6	3747	13 7	2306	14 4
Hamilton and London.....	4057	17 6	145	2 9	91	7 1	19	16 7	4149	4 7	164	19 4
London and Port Stanley.....	2326	17 0	1456	13 10	14	14 4	34	4 9	2341	11 4	1490	18 7
Kingston and Napanee.....	681	18 3	1020	13 11	11	7 0	33	17 6	693	5 3	1054	11 5
Rice Lake.....	2	11 6	323	7 3			7	17 11			331	5 2
Toronto.....	8110	2 3	3996	6 5	244	17 7	85	14 8	8354	19 10	4082	1 1
Hamilton and Brantford.....			1237	17 4			20	12 4			1258	9 8
Brantford and London.....			1566	3 4			26	2 6			1592	5 10
Stanstead.....			13	14 1			50	0 0			63	14 1
Grimsby.....			32	0 0							32	0 0
Longueuil and Chambly.....			1443	11 10							1443	11 10
<b>BRIDGES.</b>												
London.....	17	10 0							17	10 0		
Godfroi.....	10	0 0							10	0 0		
Delaware.....			11	10 0							11	10 0
<b>HARBORS.</b>												
Queen's Wharf.....			118	6 6							118	6 6
Port Stanley.....			1955	9 1							1955	9 1
	£		24878	7 1	27466	13 4	9620	14 5	11658	4 7	34499	1 6
											39124	17 11
<b>ABSTRACT.</b>												
Canals.....	4637	10 8	6888	8 10	8339	4 1	9895	15 8	12976	14 9	16784	4 6
Slides.....	914	7 7	1566	17 10	903	2 0	1190	18 8	1817	9 7	2757	16 6
Roads.....	19298	18 10	16926	1 1	378	8 4	571	10 3	19677	7 2	17497	11 4
Bridges.....	27	10 0	11	10 0					27	10 0	11	10 0
Harbors.....			2073	15 7							2073	15 7
	£		24878	7 1	27466	13 4	9620	14 5	11658	4 7	34499	1 6
											39124	17 11

\* This apparent excess is owing to the death of the late Paymaster, his account not having been received in time for the year 1849.

Appendix A, Statement No. 3.

STATEMENT of Expenditure made by the Department of Public Works during the years 1849 and 1850, under the Authority of Orders in Council.

	1849.			1850.		
	£	s.	d.	£	s.	d.
Grosse Isle Works.....	596	17	4	1273	0	5
Toronto Roads, City Limits.....	966	18	8	388	19	9
Banel Mill, Laprairie.....	1427	5	6			
Monklands.....	1206	8	11			
Rent, Parliament Buildings and Offices.....	1824	9	1			
Removal, Wreck, Burlington Bay.....	37	10	0			
Bridge across Grand River.....	150	0	0			
Rent, Barracks, Provincial Cavalry.....	470	9	9	525	0	0
Emigration.....	6401	16	1	158	10	0
Bonsecours Market.....	232	10	6	11	11	4
Chambly Canal Survey.....	120	5	6	51	18	9
Removal to Toronto.....	5899	9	11			
Steam Tugs on St. Lawrence.....	1750	0	0			
Damages, Port Stanley Road.....	25	0	0			
Montreal Custom House.....	70	12	0			
Survey, St. Lawrence, Prescott to Montreal.....				119	19	6
Plans, Ottawa and Dalhousie.....				17	2	6
Water Street Barracks.....				355	5	8
Property, Heirs Desrivieres (commutation).....				240	4	3
Alteration, Old Government Buildings, Montreal.....				364	3	3
Expenses, Chancery Suit.....				108	11	5
Totals.....	£	21179	13 3	4101	1	4

Appendix A, Statement No. 4.

A DETAILED STATEMENT of Expenditure on the Provincial Light Houses connected with the Inland Navigation, for the years 1849 and 1850.

No.	NAME OF LIGHT.	NAME OF KEEPER.	SALARIES.		SUPPLIES.		TOTAL.		TOTAL.	
			1849.	1850.	1849.	1850.	1849.	1850.		
			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1	Goderich.....	Thomas Brady .....	65 0 0	48 15 0	98 16 2½	102 1 0	163 16 2½	150 16 0		
2	River Thames.....	Claude Cartier .....	65 0 0	65 0 0	21 14 2	39 19 3	86 14 2	104 19 3		
3	Bois Blanc .....	James Hackett .....	85 0 0	87 10 0	88 4 6	79 19 4	178 4 6	167 9 4		
4	Point Pelé .....	A. McCormack .....	109 12 6	45 0 0	179 10 7	.....	289 3 1			
do	do .....	J. McChopin .....	.....	10 0 0	.....	.....	.....	288 15 4		
do	do .....	James Cummings .....	.....	42 10 0	.....	191 5 4	.....			
5	Port Stanley .....	Richard Smith .....	30 1 3	.....	18 15 4	19 9 7	48 16 7	19 9 7		
6	Port Burwell .....	J. P. Bellair .....	50 0 0	50 0 0	41 18 5½	37 19 10	91 18 5½	87 19 10		
7	Light Ship .....	Peter Baikie .....	135 0 0	101 5 0	48 7 4	53 0 5	183 7 4	154 5 5		
8	Long Point, Lake Erie...	Moses Newkirk .....	108 15 0	87 10 0	157 12 11	158 2 5	266 7 11	245 12 5		
9	Mohawk .....	John Burgess.....	106 5 0	85 0 0	26 19 11½	59 8 3	133 4 11½	144 8 3		
10	Burlington Bay .....	John Davidson .....	100 0 0	100 0 0	120 5 10½	124 18 9	220 5 10½	224 18 9		
11	Oakville .....	R. K. Chisholm .....	.....	.....	62 15 2½	84 3 4	62 15 2½	84 3 4		
12	Toronto Pier .....	James Hickman.....	.....	.....	63 11 10½	61 4 0	63 11 10½	61 4 0		
13	Gibraltar Point .....	James Durnan .....	85 0 0	85 0 0	192 18 2½	191 4 10	277 18 2½	276 4 10		
14	Whitby .....	Robert Baily .....	46 16 0	23 8 0	23 16 3½	27 1 1	70 12 3½	50 9 1		
15	Gull Island.....	George Roddick.....	56 2 6	86 1 0	102 1 4	97 7 4	158 3 10	183 8 4		
16	Presqu' Isle .....	William Swetman .....	65 0 0	65 0 0	137 19 1½	137 13 7	202 19 1½	202 13 7		
17	Point Peter.....	William A. Palen .....	106 5 0	85 0 0	137 6 7½	134 8 10	243 11 7½	219 8 10		
18	False Ducks .....	Joseph Swetman .....	102 10 0	102 10 0	177 7 4½	179 15 3	279 17 4½	282 5 3		
19	Nine-Mile Point.....	Thomas Sparham .....	87 10 0	87 10 0	102 9 5½	96 7 2	189 19 5½	183 17 2		
20	Lancaster .....	Thomas Hill .....	52 10 0	52 10 0	44 15 11	54 11 2	97 5 11	107 1 2		
21	Cherry Island.....	E. S. Johnson .....	85 0 0	85 0 0	67 10 4½	58 10 6	132 10 4½	143 10 6		
22	Grosse Point, Beauharnois	Peter Shannon .....	85 0 0	85 0 0	97 10 10½	106 5 8	182 10 10½	191 5 8		
23	McGee's Point .....	Alexander McDonald .....	35 0 0	35 0 0	29 19 7½	21 9 1	64 19 7½	56 9 1		
24	Rond' Eau .....	Thomas Cronyn.....	24 12 4	65 0 0	59 19 2	63 18 1	84 11 6	128 18 1		
25	Port Dover .....	William Fifield .....	.....	.....	75 14 10	41 13 2	75 14 10	41 13 2		
26	Port Maitland.....	Charles D. Parnell... ..	.....	.....	105 7 5½	125 4 4	105 7 5½	125 4 4		
27	Port Dalhousie .....	Jonathan Woodall... ..	.....	.....	66 3 4½	146 7 0	66 3 4½	146 7 0		
28	Port Colborne .....	James Fortier.....	.....	.....	120 2 4½	169 13 4	120 2 4½	169 13 4		
29	Lower Entrance Beauharnois	William Reid.....	.....	.....	.....	37 18 6	.....	37 18 6		
30	Floating Light, Chateauguay Shoals	Joseph Cardinal.....	.....	.....	.....	133 14 4	.....	133 14 4		
31	Lachine Pier and Floating Light	John Norton .....	.....	.....	.....	95 8 10	.....	95 8 10		
		John McIntyre, Superintendent	125 0 0	.....	.....	.....	125 0 0	.....		
		Thomas Dissett .....	.....	250 0 0	.....	.....	.....	250 0 0		
	Supplies in Store at St. Catharines	.....	.....	.....	.....	.....	283 3 7	.....		
	Management, Postage, Freight, Advertising, Travelling, &c.	.....	.....	.....	.....	.....	476 11 10	555 8 10		
	Less—Amount of supplies taken from St. Catharines.....	.....	.....	.....	.....	.....	£	5315 1 5		
			£	1810 19 7	1829 9 0	2469 14 10	2930 3 7	5040 9 10	5241 14 1	

Appendix A, Statement No. 5.

STATEMENT, as detailed in Nos. 1, 2, 3 and 4, shewing the Amount Expended under the Management of the Department of Public Works, during the years 1849 and 1850.

Gross Expenditure from Sundry Sources.	1849.						1850.							
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		
From Appropriations made by Legislature	148477	4	9				138033	4	10					
From Tolls Collected from Public Works.	34499	1	0				39124	17	11					
By Orders in Council, &c., for which no Appropriation is yet made	21179	13	3				4101	1	4					
From Appropriations for Maintenance of Light Houses	5040	9	10				5241	14	1					
						209196	9	4				186500	18	2
Details of the above Expended under Appropriation, as per Statement No. 1														
Contractors, &c., for Construction	125160	9	6				122561	9	7					
Damages for Land and Contracts	12525	8	5				5338	14	11					
Engineering Establishment	5470	16	10				4394	17	9					
Management and Contingencies	3209	6	7				4459	1	8					
Cost attending Arbitration	926	9	9				667	10	9					
Cost of Law	440	17	9				391	16	4					
Military, Police, &c.	743	15	11				219	13	10					
				148477	4	9				138033	4	10		
Expended from Tolls, per Statement No 2.														
Repairs and Supplies	24878	7	1				27466	19	4					
Management	9620	14	5				11658	4	7					
				34499	1	0				39124	17	11		
Unprovided, as per Statement No. 3.														
Sundries				21179	13	3				4101	1	4		
Expended from Appropriation for Light Houses, No. 4.														
Salaries	1810	19	7				1829	9	0					
Supplies	3229	10	3				3412	5	1					
				5040	9	10				5241	14	1		
						209196	9	4				186500	18	2
Statement of Amounts received from the Honourable the Receiver General, during the years 1849 and 1850, by Warrants issued on the Certificate of the Commissioners of Public Works.														
Drawn against Appropriations	156863	7	6				125541	16	3					
do do Tolls	35201	16	10				38993	18	11					
do do Orders in Council	21383	1	0				4136	19	8					
do do Appropriations, Maintenance of Light Houses	4926	1	10				5308	18	5					
						218374	7	2				173981	13	3
Balance in hands of Paymaster, &c., 31st December, 1849														
						9177	17	10						
Amount Expended in 1850, over the Amount received from the Receiver General														
												12519	4	11
Balance of 1849														
									9177	17	10			
Received from Transfer of Tolls, against the Appropriation														
									3428	10	8			
												12606	8	6
On hand, Received more than Expended, in 1850														
										£		87	3	7

## Appendix A, Statement No. 6.

SHewing the Amounts which are required to be appropriated for the Miscellaneous Works, for the year 1851; shewing also, the amount required to cover the Expenditure on Works done or in progress, but not yet provided for.

WORKS.	Required to cover Expenditure not provided for.						Required for			Total Amount re-quired to be Appropriated.		
	For Works already done.		For Works in progress under Contract.		Total unprovided for.		New Works.			Total Amount re-quired to be Appropriated.		
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.		
Welland Canal.....	1273	3 7	3722	0 5	4995	4 0	14504	0 0	19499	4 0		
Lachine Canal .....	3180	0 0	5809	0 0	8989	0 0	19800	0 0	28789	0 0		
Beauharnois Canal .....	2045	0 0	1295	0 0	3340	0 0	10440	0 0	13780	0 0		
Cornwall Canal... ..	1319	0 0	4491	0 0	5810	0 0	2703	0 0	8513	0 0		
Williamsburg Canal... ..	372	0 0	4528	0 0	4900	0 0	7559	0 0	12459	0 0		
Junction Canal .....							35000	0 0	35000	0 0		
River Richelieu .....	522	0 0	3978	0 0	4500	0 0			4500	0 0		
Ottawa Works .....							1812	0 0	1812	0 0		
Survey, St. Lawrence Rapids, and Temiscouata Road...	1119	19 6	380	0 6	1500	0 0	300	0 0	1800	0 0		
Light Houses from Lake St. Louis to Lake St. Clair...	450	0 0	1200	0 0	1650	0 0	1600	0 0	3250	0 0		
Melbourne Bridge .....	78	11 2			78	11 2			78	11 2		
LIGHTS, PIRNS, &c., VIZ :												
Father Point.....							7500	0 0	7500	0 0		
Rivière du Loup .....							6000	0 0	6000	0 0		
Point aux Orignaux .....							4000	0 0	4000	0 0		
L'Islet .....							5500	0 0	5500	0 0		
Berthier.....							4000	0 0	4000	0 0		
Manicouagan Shoal.....							600	0 0	600	0 0		
Cap Rosier.....							6000	0 0	6000	0 0		
Petit Eboulemens.....							5000	0 0	5000	0 0		
MalBaie.....							3500	0 0	3500	0 0		
	£	10959	14 3	25403	0 11	35762	15 2	135818	0 0	171580	15 2	

Appendix  
(T.)  
13th June.

Appendix  
(T.)  
13th June.

Appendix A, Statement No. 7.

ESTIMATE FOR 1851.

FOR WHAT SERVICE.	Amount of Estimate.		Authority for.		EXPLANATIONS.
	£	s. d.	£	s. d.	
LACHINE CANAL.					
1.—Excavating and extending Basin to Dry Dock, with 10 feet water. [Dry Dock will be completed in September next.]	1150	0 0			1.—Necessary both to supply water to Mills and Hydraulic Lots 16, 17, 18 and 19, now leased for £450 a-year, as well as to give an entrance to the Dry Docks now building, and to be completed in September, paying an Annual Rent of £250, and of incalculable advantage to the Trade, affording the means of building and repairing Vessels of all classes, whether from the Inland Lakes, or from Sea.
2.—Dock Wall, South side of ditto, for 10 feet water.	2000	0 0			2.—The failure, this Spring, of a wooden Flume, built by one of the Lessees, is proof that such temporary structures are not to be depended upon. It, therefore, becomes necessary, for the safety of the Canal at this important point, that all such structures should be built in the most permanent and substantial manner. Moreover, if the present opportunity of building these walls before the water is admitted, be not embraced, it will, at some future day, when they can no longer be dispensed with, necessitate the stoppage of all the Mills, or else add considerably to the expense of building them, for erection of Cofferdams, and contending with the water.
3.—Completing Mill Road from Lock 2 to Lot No. 20	466	0 0	200	0 0	3, 4 and 5.—By former Leases, the Commissioners are bound to open Roads for the accommodation of the Mills; over these Roads a large portion of the Flour, Nails, &c., manufactured at the Mills, is carted across the Canal, for storage or shipment. They are, therefore, indispensable.
4.—Grading and forming Roads from Lot No.—	492	0 0			6.—When all the Water-power now Leased, comes into full operation, it will be found, that at the period of low water, the supply afforded through the old Guard Lock, even when its gates are thrown open, will be insufficient, on account of its shallowness. This estimate is for opening a Channel, 40 feet wide, as deep as the bottom of the Canal, chiefly through Rock, and for building Regulating Sluices.
5.—Improvements at Wellington Bridge	150	0 0			7.—Waste Weirs having become indispensable, this method of obtaining them was devised to save expense, they have been built and answer every purpose.
6.—Flume at Lachine, to increase supply when the River is low	3075	0 0			8.—This is the purchase of ten Arpents of Land, a little more than half of which has since been Leased as a Site for the Dry Dock. The rest will be occupied by a second Basin, whenever required for the accommodation of the Trade.
7.—Converting Old Locks into Waste Weirs	700	0 0	700	0 0	9.—This will be required to regulate the water in the Canal Basin, at all times, but more particularly when the Mills come into full operation. Being in the line of the Dock Wall, and adjoining the entrance of the Dry Dock, the foundations cannot be laid at any other time than the present; and if not done now, will involve future difficulty and expense.
8.—Land purchased for Dry Dock at Montreal.	4100	0 0			10, 11 and 12.—This Basin is designed to relieve the regular Trade from the encumbrance of Wood Barges, and to afford the latter more room, as well as to prevent the obstruction of the Towing Path, which at present receives the greater share of the Fire-wood, for the supply of the Western part of the City. The cost to be repaid by a charge per Cord, for landing, not exceeding that in the Port, and which it ought to sustain, in consequence of shortening the delivery, by the intended location of the Basin.
9.—Waste Weir on Lot No. 20	1100	0 0			13.—To protect the Banks, and prevent deposit upon the bottom. The remainder of the Slope Wall was authorised last year, and is now nearly completed.
10.—Excavating a Wood Basin at Montreal.	825	0 0			14.—The Fender Posts set up on the Beauharnois Canal, having been found so great an advantage, similar ones have repeatedly been called for on this Canal, where they are so much required.
11.—Docking the sides of ditto	1586	0 0			15.—The original Contractors having failed, this part of the Canal was left in an unfinished state, when the water was admitted. It is little more than half its proper width; and being so near to the Bridge at Côte St. Paul, is a hindrance to Vessels passing through the Bridge.
12.—Land required for the same, including Damages	3000	0 0			
13.—Completing Slope Wall	2871	0 0	2871	0 0	
14.—Fender Posts for four Locks, similar to Beauharnois Canal	176	0 0			
15.—Completing excavation of Canal at Cote St. Paul, [the Canal being only half its proper width]	830	0 0			

Connected with Hydraulic Privileges.

Completing Canal, Wood Basin.

ESTIMATE FOR 1851.—(Continued.)

	Amount of Estimate.		Authority for.		
	£	s. d.	£	s.	d.
<b>FOR WHAT SERVICE.</b>					
<b>LACHINE CANAL.—(Continued.)</b>					
16.—Office at Lock No. 2, for Superintendent, Collector and Wharfinger.....	800	0 0			
17.—Lockmaster's House, Montreal Terminus.....	300	0 0			
<b>BEAUHARNOIS CANAL.</b>					
18.—For completion of Slope Wall .....	2722	0 0	2722	0	0
19.—Flume and Waste Weirs around Locks, nine in all.....	9790	0 0			
20.—Piers for protection of Bridge at St. Timothy .....	350	0 0			
21.—Dike at Knight's Point, for protection of low Land at period of high water .....	300	0 0			
<b>CORNWALL CANAL.</b>					
22.—Completing Slope Wall .....	1200	0 0	740	0	0
23.—Waste Weirs around Locks, [see Report for 1849] .....	6243	0 0	4800	0	0
24.—Four Lock Houses .....	800	0 0			
<b>WILLIAMSBURG CANALS.</b>					
25.—Improvements at Farran's Point [see Report for 1849] .....	2250	0 0			
26.—Slope Wall, Rapid Plat .....	1800	0 0	1800	0	0
27.—Wharf at lower entrance, Rapid Plat.....	753	0 0			
28.—Do upper entrance do .....	680	0 0			
29.—Floating Fenders for protection of Vessels passing the Rock Cut Point Iroquois Canal .....	1250	0 0	120	0	0
30.—Slope Wall, Galops Canal .....	900	0 0	900	0	0
31.—Piers at upper entrance of ditto .....	1526	0 0			
32.—Dredging operations for 1851, and placing Buoys .....	2400	0 0	2400	0	0

EXPLANATIONS.

- 16.—The Office now occupied by the Collector, is inconvenient, badly situated, and altogether unsuited for the purpose. The Superintendent has none, and that occupied by the Wharfinger has soon to be removed. For the convenience of all parties, a Public Office is necessary.
- 17.—No suitable accommodation has yet been provided for the Lock Keepers, although long since required.
- 18.—For protection of Banks, commenced last year, and will be completed by Midsummer this year.
- 19.—Waste-weirs are more and more necessary every year. 1st. to remove difficulties of regulating water. 2d, to prevent the Canal from filling up with deposit from the banks. 3rd, to allow Mill privileges to be granted; and 4th, to hasten opening of Canal in Spring, by having a strong current at command.
- 20.—The protection of vessels passing the Bridge in windy weather, as well as for the preservation of the Bridge itself from accident.
- 21.—In addition to this, the Seigniors of Beauharnois must be called upon to put a Dam and Sluice across their Feeder, leading into the River St. Louis, otherwise it will have to be stopped entirely, to avoid alleged damages therefrom in the valley of the St. Louis.
- 22.—Commented last Fall, and now nearly completed—state of banks rendered this necessary.
- 23.—Besides the reasons assigned for No. 18, they were required to keep the mill in operation—one has been built at Guard Lock to afford supply of water,—three more about to be placed under Contract, and a fourth required.
- 24.—This is the only Canal where Lock-houses have not been provided.
- 25.—For extending the Piers at both ends of the Canal, in order to render the entrances thereto more safe. The estimate is the same as that given last year, but not approved.
- 26.—For protecting banks. It has been found necessary to make a commencement in some of the worst places.
- 27.—This Wharf is intended to afford a safe entrance to the Lock. It is to be extended straight down to the point of the Shoal, and to be provided with mooring posts to check the headway of vessels entering the Lock.
- 28.—To assist in clearing this place, with a Tow of vessels.
- 29.—Two vessels having received serious injury in passing the Rock Cut, near La Jolida, it was found necessary to extend this protection, to render it more effectual.
- 30.—A commencement has been made, and the protection is proposed to be continued as occasion requires.
- 31.—It is proposed to extend the River Pier up stream, in order to enable vessels to clear this entrance without contending against the strong current now sweeping past it.
- 32.—The Dredge and lifting Scows are now engaged in removing the Shoal at the upper entrance of the Galops Canal; all the coffer dams, and other obstructions of the kind, having been removed at the other Canals. Twelve buoys are to be placed to mark the channel between Cornwall and Prescott.—The estimate is for continuing the operation throughout the season, if found necessary; if not, the whole of the estimate will not be spent.

Improvement:



ESTIMATE FOR 1851.—(Continued.)

FOR WHAT SERVICE.	Amount of Estimate.		Authority for.		EXPLANATIONS.
	£	s d.	£	s d.	
PROPOSED JUNCTION CANAL.					
33.—To connect the Galops and Point Iroquois Canals, two and a half miles in length, to raise the water 3½ feet in the latter, the Amount being the same as in Report for 1849.....	35000	0 0			33.—This undertaking was strongly urged in my Report of last year, and various reasons therein given for its necessity. From the register kept last year at Matilda, the water was observed to stand for 83 days as low as 8 feet in depth and under, on the sill of the Lock, for 10 days of that time 7 feet and under, and for two days it fell to 6 feet; while, on the Cornwall, Beauharnois, and Lachine Canals, it was never less than 9 feet, shewing the absolute necessity, sooner or later, of adopting some means of removing this difficulty; and, it appears that the Junction Canal is the only safe and efficient means of doing so, without causing an interruption of the Navigation.
34.—LOCK AND DAM AT ST. OURS. For completing works and paying balance due.....	4500	0 0	3704	0 0	34.—The Spring floods in June, caused serious damage to the works at the Dam, causing serious apprehensions for its safety, great exertions were required to secure it; stone and timber had to be procured from a distance, and the measures taken for its future permanency, were necessarily of an extensive character, which have absorbed the appropriation of last year; leaving the raising of the Lock-walls and embankment, the payment of Contractors, and certain liabilities incurred, now to be provided for.
35.—Rebuilding old Slide at Portage du Fort .....	1612	0 0			35.—The existing Slide is old, and getting into decay; it was repaired last year for the last time, and cannot be depended upon any longer.
36.—Alteration in Chain Rapid Boom .....	200	0 0			36.—This is for the purpose of regulating the running of timber, and preventing accidents at the Madawaska Slide, by placing Booms in a position to throw the pressure of the timber on the Islands and Shore, and thus save them from unnecessary strain.
37.—Surveys of St. Lawrence Rapids, and proposed improvements from River St. Lawrence to Temiscouata Lake.....	1500	0 0	1000	0 0	37.—Some further examinations of the Rapids considered necessary, before deciding upon the plan.
LIGHT HOUSES, BUOYS AND BEACONS,—MONTREAL TO LAKE ST. CLAIR.					
38.—Pier at first floating Light, Lake St. Louis, and transferring Light thereto.....	750	0 0			38.—This is intended to answer a double purpose, but chiefly called for now, for enabling the Tug-boats leaving Lachine to start with a greater tow; after first taking the vessel's one by one, and mooring them alongside this proposed Pier, to which when built, the light now floating and temporary, may be transferred.
39.—New Pier on Lancaster Light, and improvement thereto.....	400	0 0			39.—The old Pier is very much damaged by the ice; another one placed in front of it, furnished with an ice-breaker, incorporated with the old one, with more suitable accommodation for the keeper, is now proposed.
40.—Lamps, Lanterns, and Reflectors for new Lights.....	695	0 0			40.—For new lights and for replacing old ones, worn out in the service.
41.—Buoys, Beacons, and improvements to Lights, generally.....	505	0 0			41.—Required at various points between Montreal and Lake St. Clair.
TO COVER COST OF WORKS AUTHORIZED.					
42.—Light Keeper's House at Point Pelée.....	200	0 0	200	0 0	42.—Built last year for accommodation of the keeper.
43.—do do Gull Island .....	450	0 0	300	0 0	43.—House for keeper indispensable to secure proper attendance at the light.
44.—do do Gorgs .....	100	0 0	100	0 0	44.—Have been procured, to be sounded in time of fog and snow storms.
45.—Beacon at Gananoque .....	150	0 0	150	0 0	45.—Built last winter, and placed on the Jackstraw Shoal—has long been wanted.

SAMUEL KEEFER,  
Chief Engineer, Public Works.

Toronto, 20th May, 1851.



STATEMENT No. 8.—(Continued.)

WORKS GIVEN UP BY THE GOVERNMENT TO MUNICIPALITIES, &c.	Amount Expended by Public Works.		
	£	s.	d.
London and Sarnia Road.....	20121	9	1
London, Chatham, Sandwich, and Amherstburgh Roads.....	47569	12	9
Queenston and Grimsby Road.....	11402	5	5
Cascades Road .....	20322	2	1
WORKS TO BE GIVEN UP.			
Dundas and Owen Sound Road .....	5536	4	7
Bradford and Bond Head Road .....	8571	12	9
Bradford and Barrie Road .....			
Barrie and Penetanguishene Road .....			
Cold Water Portage Road .....			
Peterborough and Norwood Road .....	816	17	2
Peterborough and Lindsay Road.....	235	0	0
Cornwall and L'Orignal Road .....	895	8	7
Military Road from Lancaster.....	2823	16	6
Bytown and L'Orignal ...	4804	17	9
Main Eastern Townships Road from Granby to Province Line, &c. ....	10776	2	4
Granby and Sherbrook Road .....	480	0	0
Spier's Corner and Stanstead Road, including Sutton and Potten Mountain Road .....	5782	0	6
Arthabaska Road .....	15644	9	6
Gosford Road.....	11111	2	3
Kennebec Road .....	20721	1	9

Appendix A, Statement No. 9.

SHewing the several Lots of Land and Water Power Sold, and at present Leased, on the Provincial Works, with the Dates, Names of Purchasers and Lessees, the Amount of Purchase Money, Annual Rents, &c.

WHERE SITUATE.	DATE WHEN RENT COMMENCED.	NAMES OF PURCHASERS OR LESSEES.	QUANTITY OF WATER GRANTED, LAND SOLD, &c.	AMOUNT OF PURCHASE.			AMOUNT OF ANNUAL RENT.			
				£	s.	d.	£	s.	d.	
LACHINE CANAL .....	November 23, 1846...	James McDougall.....	4 Runs of Stones				107	10	0	
do do .....		Thomas Peck.....	4 do do				107	10	0	
do do .....		James Hervey .....	4 do do				107	10	0	
do do .....		Thorn and Heward ...	4 do do				108	0	0	
do do .....		Ira Gould .....	4 do do				108	0	0	
*do do .....	October 23, 1849...	E. E. Gilbert .....	12 do do				322	10	0	
do do .....	February 14, 1851...	John Young and Ira Gould .....	All the water at St. Gabriel Lock ...				420	0	0	
do do .....	do 15, do ...	Holland and Dunn.....	4 Runs Stones ...				107	10	0	
do do .....	do 25, do ...	T. D. Bigelow .....	4 do do				107	10	0	
do do .....	March 1, do ...	William Lyman and Co.	4 do do				107	10	0	
do do .....	do 5, do ...	Augustin L'Abbé .....	Island, no water...				25	0	0	
do do .....	do 11, do ...	Grant, Hall and Co. ...	8 Runs Stones ...				215	0	0	
do do .....	do 12, do ...	François Doré.....	Lot of Land.....				8	0	0	
do do .....	do 13, do ...	George and William Tate.....	4 Runs Stones and Dry Dock .....				250	0	0	
do do .....	do 15, do ...	Thomas Peck .....	One Lot without water .....				27	10	0	
		James Hervey .....						27	10	0
do do .....	February 27, do ...	William Murray .....	Building Lot .....	240	0	0				
do do .....	March 6, do ...	Henry Jones .....	do do .....	260	0	0				
do do .....	do 14, do ...	Philippe Turcot.....	Farm of 86 Acres, 86 per .....	868	12	0				
do do .....	do 15, do ...	John Young .....	4 Building Lots...	1140	0	0				
do do .....	do do do ...	Hooker and Holton ...	4 do do .....	1140	0	0				
<i>Carried forward....</i>				£	3648	12	0	2156	10	0

\* The whole supply cannot be given until July, 1851, until which date full Rent cannot be charged.

## STATEMENT No. 9.—(Continued.)

WHERE SITUATE.	DATE WHEN RENT COMMENCED.	NAMES OF PURCHASERS OR LESSEES.	QUANTITY OF WATER GRANTED, LAND SOLD, &c.	AMOUNT OF PURCHASE.			AMOUNT OF ANNUAL RENT.		
				£	s.	d.	£	s.	d.
		<i>Brought forward.</i>		3648	12	0	2156	10	0
BEAUHARNOIS CANAL	May 1, 1847	William Pease	Wharf				5	0	0
do	do do	Owen Lynch	do				5	0	0
do	do do	Léon Leduc	do				5	0	0
do	do do	Langevin	do				2	10	0
Total Beauharnois							17	10	0
CORNWALL CANAL	August 23, 1845	John Bell	Water Pipe				2	10	0
do	April 18, 1848	Peter Tait	Wharf				5	0	0
do	June 28, do	Whitcomb Keezor	do				15	0	0
do	October 3, do	A. Elliott	8 Runs Stones				60	0	0
do	do do	John Harvey	4 do do				30	0	0
do	do do	A. Cadwell	4 do do				30	0	0
Total Cornwall							142	10	0
WILLIAMSBURG CANALS	April 1, 1847	K. McPherson	Wharf				3	0	0
do	June 12, do	Benjamin Cheffey	4 Runs Stones				61	10	0
do	do do	William Elliott	4 do do				35	0	0
do	March 15, do	J. Walsh	Wharf				11	0	0
do	April 1, do	J. Slorah	do				12	10	0
do	do do	N. Empey	do				3	0	0
do	do do	J. Holden	do				10	0	0
do	do do	J. S. Ross	do				12	10	0
Total Williamsburg							£ 148	10	0

NOTE.—For similar Statement relative to the Welland Canal, see Appendix B., No. 2.

## Appendix A, Statement No. 10.

SHewing the Amount of Claims upon which Awards have been made by the Provincial Arbitrators, since the passing of the Act, 13 and 14 Vic. Cap. 13, shewing also, the Amounts Paid and Unpaid.

	AMOUNTS.											
	Claimed.			Awarded.			Paid.			Unpaid.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
LOWER CANADA	1863	10	1	523	1	10	518	1	10	5	0	0
UPPER CANADA	56652	2	10	13975	5	1	9291	0	4	4684	4	9
Total	£ 58015	12	11	14498	6	11	9809	2	2	4689	4	9

## Appendix A, Statement No. II.

SHewing the Expenditure on Account of the Public Debt for the Works in Upper and Lower Canada,  
to 1st January, 1850.

CLASS OF WORKS.	AMOUNT EXPENDED.						Value of			Prices.		
	Before the Union.			Since the Union.			Works accord- ing to Mr. T. C. Keefer.			for which the Works were Sold.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
PROVINCIAL.												
Welland Canal .....	277144	8	10	*1022751	17	4	1299896	6	2			
St. Lawrence Canals .....	351861	2	2½	1012589	5	11	1364450	8	1½			
Burlington Bay Canal.....	21000	0	0	48402	10	7	69402	10	7			
Montreal Harbor .....	78975	0	0	41189	15	7	120164	15	7			
Ottawa Works .....				83490	7	3	83490	7	3			
St. Ann's Lock and Dam.....	4965	0	1	17462	6	10	22427	6	11			
River Richelieu.....	35000	0	0	45764	8	10	80764	8	10			
St. Lawrence and Champlain Canal Survey.....				392	11	9	392	11	9			
Lake St. Peter .....				73955	5	7	73995	5	7			
Grosse Isle.....				3445	1	5	3445	1	5			
Quebec and Halifax Railroad, Collecting Statistics .....				182	14	4	182	14	4			
Quebec and Halifax Railroad Survey.....				6322	1	4	6322	1	4			
	£											
	768945	11	1½	2355938	6	9	3124883	17	10½			
LOCAL PRODUCTIVE—UPPER CANADA.												
Roads.....	188366	13	3	168365	12	1	356732	5	4	} 308504	18	11
Bridges .....	3359	0	0	9443	16	4	12802	16	4			
Harbors .....	10500	0	0	66505	2	9	77005	2	9			
Slides and Dams .....	41295	0	0	74020	18	5	115315	18	5			
	£											
	243520	13	3	318335	9	7	561856	2	10			
Loans to Private Companies .....	28000	0	0				28000	0	0			
Total Local Works, Upper Canada .....	£											
	271520	13	3	318335	9	7	589856	2	10			
CLASS OF WORKS.												
LOCAL PRODUCTIVE—LOWER CANADA.												
Roads, Loans to Turnpike Trusts .....							106316	8	7½	106316	8	7½
Total, Lower Canada.....	£						106316	8	7½	106316	8	7½
Add Upper Canada .....				271520	13	3	316335	9	7	589856	2	10
Total, Local Works, Productive .....	£			271520	13	3	424651	18	2½	696172	11	5½
LOCAL UNPRODUCTIVE.												
Upper Canada .....				29694	8	10½	184188	14	0	214583	2	10½
Lower Canada .....							213437	7	8	213437	7	8
Total, Local Works, Unproductive .....	£			29694	8	10½	398326	1	8	428020	10	6½
Grand Total .....	£			1070160	13	3	3178916	6	7½	4249076	19	10½

\* This Sum includes £117,800 Os. Od., Expended by the Welland Canal Company before the Union, but not assumed by the Province until after.

† This was the Value set upon those Works only, which have been Sold.

## Appendix B.

ST. CATHARINES, 15th January, 1851.

Welland Canal Office.

To the Honorable Joseph Bourret, Chief Commissioner of Public Works.

SIR,

I have the honor to lay before you the following Report, shewing, generally, the state of this Canal—the progress made with the new Works during the past year—the amount expended up to the 1st January, instant, out of the appropriation voted last Session—the probable expenditure from that date to the 1st January, 1852—together with such other details as appear to me necessary to submit for your full information.

In the course of the past year, several of the most important portions of the Works have been completed, or nearly so—many of them rendered available, and thereon open to the Trade; others very much advanced; and the progress, generally, has been such, as fully to ensure the completion of all the Works in 1852; and the consequent cessation from that period of any further demand for appropriations on account of this Canal, with the exception of a moderate annual sum, say of five thousand pounds for three years, which may still be required to cover the cost of the dredging out the bottom to the Lake Erie level. But, in the mean time, from the opening of the Navigation this Spring, the Trade will have the full benefit of the enlarged Canal throughout, from Lake to Lake, on the present Grand River level.

Among the Works enumerated as having been completed, or nearly so, the past year, I would mention the following:—

The Main Light House at Port Colborne, which has been finished, and the Light exhibited for the last two months of the season. The Basin and Harbor there can be completed in five or six weeks. A small shoal, formed chiefly of the wreck of the old Works, exists at the end of the West Pier, on which there is but about eight feet in low water. It is of but trifling extent—reaching about 30 feet from the Pier, and not more than 60 feet in length. Although there is ample water outside of it, yet it is very desirable to remove it, as soon as possible, so as to let Vessels keep close along the Pier uninterruptedly.

The enlarged route from Port Colborne to the junction has been opened, and that Harbor has since been frequently crowded with Shipping. In the Basin, and the Canal adjoining it, I have counted, at several times, from fifty to sixty large Vessels. Very often it is necessary to lock Vessels, night and day, from the Basin into the Canal, so as to leave sufficient room in the former, for Vessels to run in from the Lake safely, and without coming into collision with those already in. In such cases, there is no small difficulty in enforcing the Harbor Rules, the due observance of which is absolutely necessary for the safety of the Shipping, and to prevent the destruction of the Lock. To enforce them properly would require the constant attention, and firm con-

duct on the spot, of the proper officer. Hitherto the duties of Harbor Master, Collector of Customs, and Collector of Tolls have been combined; but I am of opinion that the office duties of the Collector render it impossible for him, in the emergencies I allude to, to discharge efficiently the duties of Harbor Master.

The Floating Booms, constructed for the prevention of injury to Vessels in the excavation through rock, are found to answer very satisfactorily, but a still further length of them is called for.

The deepening of the Canal, to the Lake Erie bottom level, between Port Colborne and the Junction, has been proceeded with steadily, and much advanced during the past season. The Steam-Dredge and the Steam discharging Scows in operation for this purpose, work admirably together.

The large Culvert under the Canal near the Aqueduct, together with the covered water-way to and from it, have been completed; and the raising of the Aqueduct—the various Wing and Lock-walls connected with it—the Aqueduct Bridge, Lock, and Waste-weir, are also completed. Hitherto much time was lost and difficulty incurred in getting large and deep Vessels through the old portion of the Canal, between the Junction and old Aqueduct—frequently a delay of 24 hours was caused thereby. On the opening of the new Aqueduct this Spring, all this will be avoided, and Vessels can, with certainty, be passed through, from Lake to Lake, in from 15 to 18 hours.

From the Aqueduct to Port Dalhousie there is no new Work in progress, nor is there any required, except the construction of a pair of guard-gates, or other means to ensure the safety of the Canal, in case of any accident occurring to the Allanburg Lock; the probable consequences of which, without such means of security, would be most disastrous. In the Estimate for Work required, which I have the honor herewith to submit, I have set down a sum for the construction of those gates, leaving it open for future consideration, whether any cheaper means of ensuring an efficient mode of security could not be adopted. In the mean time, I have had strong Booms placed above and below this Lock, which are drawn across the entrance to it whenever the Lock-tenders perceive a Vessel approaching under too much way. The same precautions have been adopted at Port Robinson and the Aqueduct Locks, but the risk of injury to those Locks, compared with that of Allanburg Lock, is but very trifling.

In the Short Mountain levels below Thorold, in passing, those ascending are required by the Canal regulations to lie on the "off side," while the descending Vessels are passed into the Lock. In consequence of there being no means of mooring or holding the Vessels so lying on the off side, and the wind being generally across the Canal at this part, they are drawn, by the draft of the water to the Waste-weirs, into the wide ponds, where they get aground. I have seen Vessels so circumstanced repeatedly and detained in consequence, some times for half a day: much complaint arose from this. During the past winter, I have applied some of the

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timber on hand, and a portion of the Lock-tender's time to the construction of a Wharf, with mooring-posts, at the head of each of the Locks, on those levels where the greatest delay was usual.

Eventually, to obviate this evil, and to meet the requirements of the greatly increasing trade, a continued second Tow-path will be necessary; but in the meanwhile, I would strongly recommend that authority should be obtained for an expenditure of fifteen hundred pounds in further relieving the trade from this source of delay. This sum I have also embraced in the Estimates.

Since my last report, the sinking of the Cribs and most of the planking, then required at Port Dalhousie, have been effected. The Light House there has been completed, and furnished with Lamps and revolving machinery.

The light now exhibited there, is considered one of the best on Lake Ontario.

The dredging of the Channel, from the Basin up to the Waste-weir, has been suspended, in order to ascertain, from experience, how far the discharge of waste-water from the Weir, may tend to bring deposit into the Harbour, and to what extent.

During the past season considerably more than ordinary damage has been done by vessels striking and destroying the Lock-gates, owing to negligent management on the part of the crews; the detention and injurious consequence resulting from which, was very much lessened, by having the extra gates in readiness, which I had received authority to prepare.

Port Dalhousie Lock is now provided with an extra pair of Gates, and a pair is in course of construction for Port Maitland. An extra pair is also provided for Allanburg Lock, and four pairs are ready for the Mountain Locks of 14th lift—but as the replacing of the Gates for the Locks of 14th lift, has taken all the extra Gates suitable for such Locks, it was necessary at once to put four others in hands, so as to be prepared against any accident. Two pairs of Gates are required also for Lock No 2. The framing and finishing such of the spare Gates as were altogether new, has been done by contract, on lower terms than heretofore. Those spare Gates that were made up partly from available portions of the broken Gates, and partly from new materials, have been chiefly done by our own carpenters; and the utmost economy has been observed in repairing and rendering the iron work, taken off the broken Gates, serviceable in the construction of the new ones.

I append a Statement, No. 1, showing the number of Vessels on which I have found it necessary to impose fines, the amount paid and remaining unpaid.

Upon this subject, generally, I would take the liberty of stating, that unless all parties, making use of those works, are perfectly convinced (by the rigid exaction in future of the fines) that they are held strictly responsible for making good all damages, the keeping open of the Canal will be greatly jeopardized. Formerly, from the comparatively small size and weight of the Vessels, collisions between them and the Lock-gates were frequently unattended with any serious injury; but, now, many Vessels of from 300 to 500 tons are in use, and a very slight stroke, from

one of them, may cause the destruction of the entire set of Gates. The Gates latterly made are excellent—but the strength of a Lock-gate must be limited, for this reason: when a vessel striking unmitres the Gates, either the Gates on being forced back must give way, or the anchors be torn out and the hollow quoins injured. The former is the least injury of the two, and much the most quickly repaired.

The Dam at Dunville is in a pretty good state, not requiring more than ordinary annual repairs; but the flumes and Waste-weirs there are becoming very much decayed. They have been constructed many years since, and being all of wood, are getting quite unsound. Nearly £300 have been annually expended in repairing them, and the reconstructing them, of durable materials, cannot be put off longer than next year. I have been obliged to have one of them closed up, with an earthen Dam, this season, as the safety of the Canal was jeopardized by it.

Several new Mills have been established on the line of Canal during the past year. Statement No. 2, gives the Mills now erected or in course of erection; it shows also, the annual rent of each, and arrears due to the 1st January last. The total annual rent is £1,540 1s. 8d. There was due on the 1st instant of arrears, the sum of £1,887 15s. 3d.; of this there has since been paid £655 7s. 9d., leaving a balance of £1,232 7s. 6d. due to 1st January 1851. I found these accounts in a very unsatisfactory state. Many of the leases had expired—others had not been executed, and the amount of arrears of rent extended back several years; all of which is now put to rights, and steps are being taken to ensure the speedy payment of the arrears, and regularity in the future collection of the rents.

Statement No. 3, shows the amount voted on the several Estimates submitted last year for this Canal, giving also, the portions of such amounts expended, and those unexpended to 1st January 1851.

Statement No. 4, gives, in detail, the works for which the appropriation of £66,814 was made—the amount expended on each—the amount unexpended on each, and the amount required to complete each. From this Statement, it will be seen, that although there is a small excess on some of the items, it is more than balanced by a saving on others, and that the works embraced in the appropriation will be covered by it.

Statement No. 5, shows the expenditure on works for which no appropriation was made—the reasons that induced the granting of Orders in Council for their being undertaken—the amount required to complete them, and the total amount of the appropriation necessary to cover all. The items embraced in this Statement were included in an Estimate submitted last Session; but were postponed, as it was considered probable they might not be absolutely necessary that year. However, from the rapid completion of several parts of the work provided for, these postponed items were found indispensable, and could not be deferred without losing the benefit of the works completed.

Statement No. 6, enumerates the Works for which an appropriation is required this Session. These items were also included in the Estimate of last year, and should not be longer deferred. The principal of them is the Guard-gates at Allanburg; and from the very decayed state of the old wooden Locks, which it is proposed again to turn the trade through, while the

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Guard-gates are being built, it is not probable they can be relied on for more than one season; and in the event of their failing, the Guard-gates cannot be built without stopping the trade.

trust, all the requisite information upon the state of the Works and Expenditure entrusted to my charge. No. 8 is a statement of the lands lately sold, giving the terms of sale, names of purchasers, number of lots, where situated, quantity of land, and the amount sold for.

Statement No. 7, gives the estimated cost of the ordinary repairs of the Canal, for the year 1851, to be taken from the Tolls. The foregoing affords, I

HAMILTON H. KILLALY.

Appendix B, Statement No. 1.

SHewing the Number of Vessels Fined, for Committing Breaches of the Canal Regulations, and the Amounts Levied for Damages done to the Works.

DATE.	VESSELS.		Amount of Fine or Damage.			Amount Paid to Collector.		
	Description.	Names.	£	s.	d.	£	s.	d.
November, 1848.....	Schooner.....	Rachael .....	311	10	8	.....	.....	.....
July, 1849 .....	Propeller.....	Oswego .....	169	18	10	.....	.....	.....
October 20, 1849 .....	Schooner.....	New World.....	0	10	0	.....	.....	.....
do 22, do .....	do .....	Europe.....	1	15	0	.....	.....	.....
do 31, do .....	do .....	Josephine .....	2	10	0	2	10	0
do do do .....	do .....	Lord Seaton .....	0	5	0	0	5	0
April 15, 1850 .....	Propeller.....	Syracuse .....	1	0	0	1	0	0
do do do .....	Schooner.....	Rip Van Winkle .....	6	5	0	6	5	0
do do do .....	do .....	Woodman .....	2	10	0	2	10	0
do do do .....	do .....	Liverpool.....	1	5	0	.....	.....	.....
May 6, do .....	do .....	Nabraska.....	1	5	0	1	5	0
do do do .....	do .....	Belle .....	4	0	0	4	0	0
do do do .....	do .....	Traveller .....	1	0	0	1	0	0
do 15, do .....	do .....	Queen Victoria .....	5	0	0	5	0	0
do do do .....	Steamer.....	Commerce .....	10	15	0	10	15	0
do do do .....	Schooner.....	Vulcan.....	1	5	0	1	5	0
do 25, do .....	do .....	Nabraska.....	0	5	0	0	5	0
June 11, do .....	do .....	Kentucky .....	1	0	0	1	0	0
do 17, do .....	do .....	Paragon .....	13	15	0	13	15	0
do do do .....	do .....	Quebec .....	0	17	6	0	17	6
do 25, do .....	do .....	Mountaineer .....	1	5	0	1	5	0
July 9, do .....	do .....	Champion .....	1	5	0	1	5	0
do do do .....	do .....	Manhattan .....	1	5	0	1	5	0
do do do .....	do .....	Panama .....	0	10	0	0	10	0
do do do .....	do .....	Breeze .....	5	0	0	5	0	0
do 13, do .....	do .....	Mahanning .....	1	10	0	1	10	0
do 24, do .....	do .....	Woodman .....	100	0	0	50	0	0
do do do .....	do .....	Elizabeth.....	1	0	0	1	0	0
do do do .....	do .....	Ellington.....	0	15	0	0	15	0
do do do .....	do .....	America .....	1	15	0	1	15	0
do do do .....	do .....	Pilot.....	1	5	0	1	5	0
August 9, do .....	do .....	Premier .....	3	10	0	3	10	0
do 12, do .....	do .....	Arkansas.....	0	5	0	0	5	0
do do do .....	Brig.....	Portland .....	0	5	0	0	5	0
do 28, do .....	Schooner.....	Mackinaw .....	1	10	0	1	10	0
do 29, do .....	Steamer.....	Scotland .....	0	5	0	0	5	0
do do do .....	Schooner.....	Amherstburg .....	1	5	0	1	5	0
do do do .....	do .....	Pomona .....	1	0	0	1	0	0
do do do .....	do .....	Home .....	0	5	0	0	5	0
do do do .....	do .....	Matroning .....	0	15	0	0	15	0
do 4, do .....	do .....	Henry Hagar.....	1	0	0	.....	.....	.....
do 5, do .....	do .....	Lavinia .....	0	7	6	0	7	6
do 9, do .....	do .....	Oneida Chief .....	1	5	0	1	5	0
do do do .....	Scow .....	James Little .....	2	10	0	2	10	0
do do do .....	Propeller.....	St. Lawrence .....	1	15	0	1	15	0
do do do .....	Schooner.....	Pomona .....	1	0	0	1	0	0
do 11, do .....	do .....	Chief Justice Marshall .....	2	15	0	2	15	0
do do do .....	do .....	Leander .....	0	5	0	0	5	0
do 12, do .....	do .....	British Queen.....	22	0	0	.....	.....	.....
do 15, do .....	do .....	Eagle of Sandusky.....	2	10	0	2	10	0
do do do .....	Steamer.....	Earl Cathcart.....	0	5	0	0	5	0
do 16, do .....	Schooner.....	Woodman of Dover .....	1	15	0	1	15	0
do 18, do .....	Scow .....	Two Brothers.....	0	10	0	.....	.....	.....



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STATEMENT No. 1.—(Continued.)

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DATE.	VESSELS.		Amount of Fine or Damage.			Amount Paid to Collector.			
	Description.	Names.	£	s.	d.	£	s.	d.	
September 24, 1850	Scow	Odd Fellow	1	5	0	1	5	0	
do do do	Schooner	Susanna	1	5	0	1	5	0	
do do do	do	John Malcolm	3	0	0	3	0	0	
do do do	do	Sophia	1	1	3	1	1	3	
do 25, do	do	Annexationist	1	0	0				
do 27, do	do	Premier	0	10	0	0	10	0	
do do do	do	Rescue of Cleveland	0	10	0	0	10	0	
October 1, do	Propeller	Racine	7	10	0	7	10	0	
do 2, do	Schooner	Governor	0	5	0	0	5	0	
do 3, do	do	Queen of the West	0	15	0	0	15	0	
do 4, do	do	Breeze	6	16	3	6	16	3	
do 9, do	Floating Timber		1	5	0	1	5	0	
do 10, do	Schooner	Breeze	0	15	0	0	15	0	
do 11, do	do	Susanna	1	15	0	1	15	0	
do do do	do	Sorel	0	10	0	0	10	0	
do do do	Brig	Roscious	1	5	0	1	5	0	
do 15, do	Schooner	American	0	7	6	0	7	6	
do 17, do	do	W. D. Eberts	0	15	0	0	15	0	
do 21, do	do	Traveller	1	5	0	1	5	0	
do 23, do	do	Ireland	2	0	0	2	0	0	
do do do	do	John Oades	1	5	0	1	5	0	
November 6, do	Brig	British Queen	2	10	0				
do 11, do	Propeller	Earl Cathcart	2	10	0	2	10	0	
do 21, do	Scow	Welland	0	5	0				
do 29, do	do	Western	2	10	0	2	10	0	
do do do	do	Mary Anne	2	10	0				
December 2, do	Schooner	T. P. Handy	2	0	0	2	0	0	
do do do	do	Joseph Ward	1	5	0				
do do do	do	Racine	1	0	0				
do 3, do	Brig	Liverpool	150	0	0				
do 7, do	Schooner	Cleveland	0	15	0	0	15	0	
			£	899	4	6	181	0	0
Total amount of fines and damages imposed							899	4	6
do do collected to 1st January, 1851							181	0	0
Amount due 1st January, 1851						£	718	4	6

Appendix B, Statement No. 2.

SHewing the Mills erected or being erected on the line of the Welland Canal, the Machinery in the same, the Yearly Rents, and the Arrears due.

Where Situate.	Owners.	Machinery, &c.	Yearly Rents.			Rents due 1st January, 1851.		
			£	s.	d.	£	s.	d.
Port Dalhousie	Robert Laurie & Co.	1 Run Stones	15	0	0			
		2 do do	12	10	0			
		Ground Rent	5	0	0			
		Corn Crusher	2	10	0			
			35	0	0			
		Interest on construction of Flumes £37 7s. 6d., at 6 per cent.	1	16	6			
		This Rent, from 1st January 1851... To commence from 1st July, 1851, 3rd Run of Stones	36	16	6			
	12	10	0					
	£	49	6	6				
St. Catherines Lock, 2...	John L. Ranney	1 Run of Stones	15	0	0			
		4 do do	50	0	0			
		£	65	0	0	150	0	0
St. Catherines	Hydraulic Company	Surplus Water from Lock 2 to 11	125	0	0	187	10	0

STATEMENT No. 2.—(Continued.)

Where Situate.	Owners.	Machinery, &c.	Yearly Rents.			Rents Due, 1st January, 1851.		
			£	s.	d.	£	s.	d.
St. Catharines .....	Calvin Phelps.....	6 Runs Stones. By an arrangement for the surrender of privilege for Water of two Locks at Centre-ville, to which Mr. Phelps was entitled, the annual Rent agreed to £37 10s. per annum, for this Mill .....	37	10	0	37	10	0
Lock No. 5.....	Richard Collier .....	1 Saw .....	20	0	0			
	Assumed as equal to a } 2nd Saw .....	3 Circulars .....	15	0	0			
		1 Last Factory.....						
		1 Turning Lathe.....	5	0	0			
		Ground Rent .....	1	18	4			
		Interest on cost, Flume .....						
			£41	18	4	20	19	2
Lock No. 10 .....	Thomas Travers.....	1 Run Stones .....	15	0	0			
		2 do do .....	12	10	0			
		Corn Crusher .....	2	10	0			
		Ground Rent .....	5	0	0			
			£35	0	0	54	3	4
Lock No. 22.....	William Beatty .....	Water Wheel for Grinding Bark, Pumping, Rolling Leather, &c. Interest on Cost of Flume .....	15	0	0			
			0	18	0			
			£15	18	0	22	10	0
Lock No. 23, Thorald...	Keefer and Ward .....	Factory, 2 Lathes, 2 Planing Machines, 3 Circular Saws.....	12	10	0			
		1 Carding Machine.....	12	10	0			
			£25	0	0	25	0	0
do do ... do do .....	do do .....	1 Saw .....	20	0	0			
		2 do .....	15	0	0			
		Interest on Cost, Flume.....	1	10	0			
			£36	10	0	10	15	0
Lock No. 24, Thorald...	Jac. Keefer.....	1 Run Stones .....	15	0	0			
		3 do do .....	37	10	0			
		Interest on Cost of Flume.....	3	0	0			
			£55	10	0	90	0	0
do do ... do do .....	Brown and Ross.....	1 Run Stones .....	15	0	0			
		2 and 3 do .....	25	0	0			
		Ground Rent .....	5	0	0			
			£45	0	0	35	0	0
Thorald .....	Park & Co .....	1 Run Stones .....	15	0	0			
		2 and 3 do .....	25	0	0			
			£40	0	0	151	1	8
Lock 25, Thorald .....	Alexander Christie .....	1 Run Stones .....	15	0	0			
		2 do do .....	12	10	0			
			£27	10	0	48	12	6
do do .....	Thorald Cotton Factory Joint Stock Company .....		15	0	0	37	10	0
do do .....	George Keefer, Senr.....	Free Grant, 4 Runs Stones .....						
Allanburg, West Side ...	Wright and Duncan.....	1st Run of Stones .....	15	0	0			
		2nd do do .....	12	10	0			
		Carding Machine.....	12	10	0			
		Interest on cost of Flume .....	15	3	4			
			£55	3	4	2	10	0

Appendix  
(T.)  
13th June.

STATEMENT No. 2.—(Continued.)

Appendix  
(T.)  
13th June.

Where Situate.	Owners.	Machinery, &c.	Yearly Rents.			Rents due 1st January, 1851.		
			£	s.	d.	£	s.	d.
Allanburg, (West Side)..	Andrew Vandeberg .....	1 Saw .....	20	0	0			
		Machinery assumed as 2nd Saw.....	15	0	0			
		Interest on cost of Flume .....	1	15	6			
This Rent to commence 1st January, 1851 .....			£36	15	6			
Port Robinson .. .....	D. McFarland & Co .....	1 Saw .....	20	0	0			
		1 Circular and 1 Machine Shop.....	10	0	0			
		Interest on cost of Flume .....	6	0	0			
This Rent to commence 1st January, 1851 .....			£36	0	0			
do .....	Robert Band & Co.....	1 Run Stones .....	15	0	0			
		2nd and 3rd do.....	25	0	0			
		Ground Rent .....	5	0	0			
Interest on cost of Flume .....			1	10	0			
			£46	10	0	17	0	0
do .....	D. McFarland, and John and James Abbey .....	Site and use of Water.....	15	0	0			
		Interest on cost of Flume .....	4	0	0			
					£19			
Allanburg, East Side.....	Tucker and Rannie, (Leesees) .....	Grist and Saw Mill.....	250	0	0	255	18	0
Port Robinson .. .....	J. Donaldson, & Co .....	1 Run of Stones .....	15	0	0			
		Ground and House Rent .....	5	0	0			
		Interest on Cost of Flume .....	1	10	0			
			£21	10	0	15	0	0
Merrittville.....	Dunlop and Seeley.....	1 Run of Stones ..	15	0	0			
		2 do do .....	25	0	0			
		Other Machinery.....	12	10	0			
Interest on Cost of Flume.....			1	10	0			
			£54	0	0	46	5	0
do .....	do .....	1 Saw .....	20	0	0			
		1 do .....	15	0	0			
		4 Circular do .....	16	0	0			
Interest on Cost of Flume .....			3	0	0			
			£54	0	0	65	12	6
do .....	do .....	1 Saw .....	20	0	0			
		3 Circular do .....	12	0	0			
		Ground Rent .....	5	0	0			
Interest on Cost of Flume .....			2	0	0			
			£39	0	0	18	0	0
do .....	Moses Cook .....	1 Run Stones .....	15	0	0			
		2 do do .....	25	0	0			
		Ground Rent .....	5	0	0			
Interest on Cost of Flume .....			3	0	0			
			£48	0	0	24	0	0
Marshville .. .....	John Greybeil .....	2 Run Stones .....	40	0	0	45	0	0
		1 Saw .....						
		Ground Rent .....						
Dunnville .. .....	H. and N. Davis .....	1 Run Stones .....	15	0	0			
		1st Saw .....	20	0	0			
		2nd do .....	15	0	0			
Ground Rent .....			5	0	0			
			£55	0	0			
Deduct one-third, until Lake Erie level is adopted .....			18	6	8			
			£36	13	4	125	0	0

Appendix  
(T.)  
13th June.

STATEMENT No. 2.—(Continued.)

Appendix  
(T.)  
13th June.

Where Situate.	Owners.	Machinery, &c.	Yearly Rent.			Rents Due, 1st January, 1851.		
			£	s.	d.	£	s.	d.
Dunnville .....	J. and J. Darling .....	1st Run Stones.....	15	0	0			
		2nd do do .....	12	10	0			
		Ground Rent .....	5	0	0			
			£32	10	0			
		Deduct one-third, until Lake Erie level is adopted .....	10	16	8			
			£21	13	4	15	0	0
do .....	L. J. Weatherly.....	3 Carding Machines .....	20	0	0			
		1 Fulling Mill .....						
		1 Loom, 1 Spinner.....						
		2 Turning Lathes .....						
		Deduct one-third, as above.....	6	13	4			
			£13	6	8	23	0	3
do .....	Henry Mittleberger .....	1 Saw .....	20	0	0			
		Ground Rent .....	5	0	0			
			£25	0	0			
			8	6	8			
		Deduct one-third, as above .....						
			£16	13	4	50	0	0
do .....	Chisholm and Minor.....	1 Saw .....	20	0	0			
		2nd do .....	15	0	0			
		3 Circular do .....	20	0	0			
		Ground Rent .....	5	0	0			
		Deduct one-third, as above .....	£60	0	0			
			20	0	0			
			£40	0	0	70	0	0
do .....	Hugh Boomer .....	1 Run of Stones .....	15	0	0			
		2 do do .....	25	0	0			
		Ground Rent .....	5	0	0			
		Rent of Storehouse.....	12	10	0			
		Deduct one-third, as above .....	£57	10	0			
			19	3	4			
			£38	6	8	129	17	10
do .....	John Oldfield .....	1 Saw .....	20	0	0			
		2 do .....	15	0	0			
		Ground Rent .....	5	0	0			
		1 Circular Saw.....	4	0	0			
		Deduct one-third, as above .....	£44	0	0			
			14	13	4			
			£29	6	8	66	13	4
do .....	C. Johnson.....	1 Saw .....	20	0	0			
		Ground Rent .....	5	0	0			
			£25	0	0			
			8	6	8			
		Deduct one-third, as above .....						
			£16	13	4	16	13	4
do .....	Joseph Clark .....	1 Run of Stones .....	15	0	0			
		Ground Rent .....	5	0	0			
			£20	0	0			
			6	13	4			
		Deduct one-third, as above .....						
			£13	6	8	16	13	4
		Total amount of Yearly Rent..... £	1540	1	8			
		Total amount of Arrears due 1st January, 1851..... £				1887	15	3



STATEMENT No. 4.—(Continued.)

No.		Amount of Estimate, voted April, 1850.			Expended from 1st April, 1850, to 1st January, 1851.			Required to complete, from 1st January, 1851.			Excess over Estimate.			Saving on Estimate.			
		£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
21	Walls connecting Lock and Aqueduct, protecting Embankment, Surveying Channel, &c.....	1819	10	9	2040	0	0	699	18	0	926	7	3	.....	.....	.....	
22	Removing Dams at Aqueduct .....	412	0	0	.....	.....	.....	412	0	0	.....	.....	.....	.....	.....	.....	
23	Culvert at Aqueduct .....	1310	0	0	1285	0	0	301	4	9	276	4	9	.....	.....	.....	
24	Covered Drain at ditto, and approach to Bridge...	337	0	0	350	0	0	75	0	0	88	0	0	.....	.....	.....	
25	Removing Dam at Junction and ditto, ditto old Culvert.....	600	0	0	154	18	6	360	0	0	.....	.....	.....	85	1	6	
26	Admission, and regulating Weirs for Mills.....	1600	0	0	497	8	2½	1102	11	9½	.....	.....	.....	.....	.....	.....	
27	Guard Boom, Allanburg Lock.....	200	0	0	190	0	0	.....	.....	.....	.....	.....	.....	10	0	0	
28	Road from Aqueduct to Junction.....	140	0	0	75	0	0	65	0	0	.....	.....	.....	.....	.....	.....	
29	Road from Marlet's Bridge.....	65	0	0	65	6	1	.....	.....	.....	0	6	1	.....	.....	.....	
30	Embankment and dredging away old Tow-path...	600	0	0	160	0	0	440	0	0	.....	.....	.....	.....	.....	.....	
		£	66814	9	2	31919	8	10½	34769	11	2½	2625	0	7	2750	15	9

Appendix B, Statement No. 5.

SHewing the Expenditure on Works, for which no Appropriation was made; Shewing also, the Amount required to Complete them, and the total Amount of the Appropriation necessary to cover the same.

Description of Work.	Expended to 1st January, 1851.			Required to Complete.			Total Amount.				
	£	s.	d.	£	s.	d.	£	s.	d.		
Additional Booms and protection for Vessels .....	186	1	6	313	18	6	500	0	0	Indispensable from the injuries suffered by Vessels in the Rock-Cutting.	
Lock Houses.....	178	0	0	.....	.....	.....	178	0	0	No Lodging for Lock Tenders in the vicinity.	
Buoys at Port Colborne .....	.....	.....	.....	150	0	0	150	0	0	Indispensable on the opening of Port Colborne Route.	
Raising and Widening Banks between Thorald and Dunnville.....	308	16	6	.....	.....	.....	398	16	6	Ordered by Council for Safety of Canal.	
Recess at Colborne, Approaches to Pier, Dry Walling, &c .....	31	7	6	300	0	0	331	7	6	Required by Memorial of the Municipalities.	
Strong Iron protecting Railing and Wooden Platform to Aqueduct .....	.....	.....	.....	750	0	0	750	0	0	Indispensable on opening new Aqueduct, to prevent Horses falling over into the River.	
Back Ditches on Canal .....	28	18	1	571	1	11	600	0	0	Ordered by Council, in consequence of representation of the unhealthiness caused by Back water.	
Mountain Hydraulic Road.....	450	0	0	1637	0	0	2087	0	0	Ordered by Council, being necessary for Leasing the Water power.	
	£	1273	3	7	3722	0	5	4995	4	0	

## Appendix B, Statement No. 6.

SHEWING the Works necessary to be Provided for this Year.

DESCRIPTION OF WORKS.	AMOUNT.			REMARKS.
	£	s.	d.	
Lock Houses, say, 10 at £175 .....	1750	0	0	The men living in shanties far from the work.
House for Light Keeper, Port Colborne. ....	250	0	0	
Guard Gates, at Allanburg Lock.....	5500	0	0	An accident at this Lock would endanger the whole Canal; this work indispensable.
Embankment, at do .....	500	0	0	
Altering and strengthening Hydraulic race.....	500	0	0	Indispensable, as the banks are insufficient.
Scowing Stones, for face of Banks and Tow-path...	1000	0	0	Owing to the great increase of trade, the gradual facing the Banks with Stone is unavoidable.
Regulating Flume above Lock 11 .....	774	0	0	By an arrangement made with the St. Catharines' Water Power Company, half the water they are entitled to under their former leases is over the property of the public, and this expenditure is necessary to carry out the arrangement.
Mooving Port Dalhousie Bridge .....	280	0	0	Petitioned for by Municipal Council.
Altering Thorald do .....	300	0	0	do do do
Back Ditches on Feeder .....	500	0	0	
Providing Scows.....	650	0	0	Necessary for the maintenance of Canal, the old ones being worn out.
Providing lying-by places for Vessels in the short reaches.....	1500	0	0	Required by the greatly increased trade of the Canal.
Contingencies .....	1000	0	0	
Total... .. £	14504	0	0	

## Appendix B, Statement No. 7.

ESTIMATED Cost of necessary Repairs, Labor, and Materials, on the Welland Canal, for the year 1851.

	£	s.	d.	£	s.	d.
Four Carpenters, Repairing Locks, Bridges, &c., for Nine Months, at £8 0s. 0d., per Month .....				288	0	0
Ten Laborers, Nine Months, at £5 per Month, viz: One from Dunnville to Broad Creek, One from Broad Creek to Junction, Two from Port Colborne to Aqueduct, Two from Aqueduct to Port Robinson and Allanburg, Two on the Thorald Level, and Two from Thorald to Port Dalhousie .....				450	0	0
Teaming, and Transport of Materials.....				100	0	0
Mason Work, Pointing, &c.....				100	0	0
Blacksmiths, Repairing Machinery, &c., Nine Months, at £25 .....				225	0	0
Putting Stone and Gravel on Banks, &c .....				690	0	0
Total Labor .....			£	1853	0	0
15,000 Cubic feet, Pine Timber, at £15 per M .....	225	0	0			
4,000 do do Oak do, at 30 do.....	120	0	0			
30,000 Board Measure, Oak Plank, £3 2s. 6d.....	93	15	0			
75,000 do do Pine do, £1 17s. 6d.....	140	12	6			
Oil for Machinery, 32 Locks, and Waste Weirs, at 2s 6d., per Month, 8½ Months; and 20 Bridges, at 7½d. per Month, 8½ Months .....	39	6	3			
Spikes, Nails, Iron, &c. ....	100	0	0			
Castings, Brasses, Valves, Matrixes, &c.....	250	0	0			
Total Materials.....			£	968	13	9
Dredging .....				300	0	0
Contingencies.....				500	0	0
			£	3621	13	9

Appendix B, Statement No. 8.

AUCTION SALE of Lands at the Canal Office, in St. Catharines, 22nd April, 1851. Made by order of the Governor in Council.

TERMS OF SALE.—Where the amount is under £100, half in cash down, and the remainder upon receipt of the Title. When the amount exceeds £100, one-fourth is to be paid down in Cash, upon the completion of the Sale, and the remainder in three annual instalments, bearing interest at six per cent. In the case of the Thorold Block, £100 are to be paid down immediately after the Sale, which sum will be forfeited, if the Department of Public Works is not satisfied, on or before the 1st January, 1852, that the Association hereinafter referred to is fully formed, and the Stock *bonâ fide* subscribed. On that day, 20 per cent. of the whole amount of the purchase must be paid, and the remainder in ten annual instalments, bearing interest at 6 per cent. per annum.

With reference to the Block below Thorold, about 180 acres, and lying on both sides of the Canal, the intention is to dispose of it to a Corporation or Association of not less than six persons, who must concentrate a Capital of not less than £50,000, to be loaned for the erection of Machinery, &c., for which its situation, and the great extent of available water-power, so admirably adapt it. Prior to the Sale taking place, the names of the parties forming the Association or Associations must be given, in writing, to the Superintendent.

Names of Purchasers.	No. of the Lots.	Where Situated.	Quantity.	Amount.		
				£	s.	d.
John Betty.....	4, 5, 7.....	Village, Port Robinson.....	¼ Acre each.....	56	5	0
do .....	K. L. ....	Deep Cut, East Side .....	19 A. 2 R. 21 P.....	98	3	1
Edward Feeny .....	3 .....	Village, Port Robinson.....	¼ Acre.....	18	15	0
Robert Band .....	1 .....	do do .....	¼ do .....	25	0	0
Isaac Pew .....	8 .....	do do .....	¼ do .....	12	10	0
Frederick Sharp.....	10.....	do do .....	¼ do .....	25	0	0
John Coulter .....	H. I.....	Near do .....	8 A. 1 R.....	47	3	9
do .....	M.....	Deep Cut, West Side.....	15 A. 2 R .....	58	2	6
George Jordan .....	B. I.....	Park Lot near Port Robinson ..	17 A. 1 R. 25 P.....	127	10	9
Jno. S. Powell .....	12.....	Village, Port Robinson .....	¼ Acre.....	12	10	0
Wm. B. Hendershot.....	11.....	do do .....	¼ Acre.....	12	10	0
do .....	A. F. G. ....	Park Lots, do .....	11½ Acres .....	89	17	0
do .....	11, 28, 29, 32, 34, 35, 36.....	Village Lots, Port Robinson, East Side .....	3¼ Acres .....	87	17	6
do .....	2, 4, 5.....	Village of Allanburg .....	1 A. 1 R. 28 P .....	38	0	0
Charles Stuart .....	Island .....	Village, Port Robinson .....	1 Acre.....	25	0	0
do .....	18, 19, 20, 30, 31, 33, 38, 17.....	do do .....	3 Acres .....	86	10	0
Ditty Coleman .....	21, 16, 24 .....	do do .....	1½ do .....	50	0	0
do .....	213 .....	Near do Part Marsh... ..	20 do .....	50	0	0
James Griffiths .....	C. D. E. ....	do do .....	13 A. 1 R. 27 P.....	102	5	0
Wm. H. Bell .....	7, 8, 10 .....	Village Lots, Port Robinson.....	¼ Acre.....	37	10	0
Robert Elliott .....	21.....	do do .....	¼ do .....	62	10	0
Robert Coulter .....	22.....	do do .....	¼ do .....	37	10	0
John Brown .....	23.....	do do .....	¼ do .....	50	0	0
do .....	3, 4 .....	Near Thorold .....	18 A. 0 R. 21 P.....	153	10	9
Charles Richards .....	37, .....	Village, Port Robinson .....	¼ Acre.....	18	15	0
John Grier .....	39.....	do do .....	¼ do .....	12	10	0
J. D. Woodruff .....	26, 27 .....	do do .....	¼ do .....	12	15	0
Richard Campbell .....	.....	Near Allanburg .....	3 A. 2 R. 2 P.....	45	7	10
Patrick Finlay .....	22, 23, 24 .....	Allanburg Hotel and Barn.....	¾ Acre .....	204	0	0
do .....	19.....	Village Lot, Allanburg.....	do .....	8	15	0
William Bouck .....	2, 4 .....	Near Thorold .....	21 A. 1 R. 20 P. . . .	125	16	8
Charles Gesso .....	1 .....	do .....	7 A. 2 R. 2 P. ....	40	3	9
William Wright.....	10.....	Village, Allanburg.....	1 Acre.....	12	15	0
Lewis J. Leslie.....	10.....	do .....	do .....	7	10	0
Hydraulic Company, con- sisting of the following, viz:				£	1846	8 7
James R. Benson .....	}	{ Hydraulic Lots below Thorold, Price £10 Os. Od., per acre. Deposit paid .....	}	Not yet ascertained.		
Nehemiah Merritt.....						
Andrew Heron .....						
John Kerr .....						
John Latham.....						
William H. Merritt, jr .....						
John H. Conolly .....						
William A. Chisholm .....						



## Appendix C.

REPORT ON THE SURVEY OF THE  
RAPIDS OF THE RIVER SAINT LAWRENCE.

MONTREAL, January 14, 1851.

SIR,

I have the honor to report, that in compliance with my instructions of the 24th July last, I have examined the Channels of the River St. Lawrence from the head of the North Channel of the Longue Sault to Montreal, with a view to their improvement, for the purpose of bringing down vessels drawing nine and ten feet of water.

Corrected Charts of the different Rapids have been made, upon which the principal obstructions and the proposed improvements are marked. As no Charts of that portion of the St. Lawrence between Prescott and Montreal have yet been published, it was proposed that the present survey should supply the deficiency; but, in order that the existing actual depth of water, and the extent and cost of required ameliorations might be known as speedily as possible,—the exploration, thus far, has been chiefly confined to those parts of the River where less than ten feet draught of water was found; that is, where a vessel drawing ten feet could not pass, for it is found that in the broken water of a rapid, the measured depth should exceed (for steamers) by nearly two feet, the actual draught of the descending vessel when floating in dead water. All craft descending a rapid, (like other heavy bodies moving down inclined planes) acquire a velocity greater than that of the water, and a pitching motion from which they plunge below their bearing lines on smooth water: this effect is heightened in steamers, by the action of their paddle wheels momentarily displacing the water from the sides and producing a “settling” of the vessel.

For the foregoing reason, the Channels have been measured, not merely by sounding the actual depth, but by attaching to the largest class of descending craft, stout poles entering the water at different depths not exceeding ten feet, and thereby ascertaining the precise draught which might descend without striking.

It is a satisfactory result of the above experiment that those rapids, apparently the wildest in character, and having the greatest descent in the shortest distance. Such as the “Lost Channel” of the Longue Sault, the Cedars, and the Lachine Rapids, all possess a sufficient depth of water. The shoalest portions of the River were found in comparatively still water: and in almost every instance consist of deposits of moveable material apparently arranged by the ice.

In places where the Channel is intricate, as at and below “Split Rock,” the experiments with the lashed poles were not conclusive as to the existing depth of water, from the inability of the boats always to keep the deeper Channel, whereby the poles were broken off by the outlying shoals. For the same reason a difference was shewn in the soundings at the several trials from the small boats, which could

not be run each time in the same track. The soundings were taken with light rods, which were handled as rapidly as possible, generally two at a time. In shooting swiftly down a rapid in a batteau or jolly-boat, it is possible that omissions may have been made; yet the result of this examination has been that there is no portion of the River St. Lawrence where there has not been found a Channel (however narrow or crooked) having at least ten feet water, with the single exception of the bar abreast of Moffat’s Island, (opposite the City of Montreal,) on which there is only nine feet. These Channels are in some parts too intricate to give this depth much practicable value; but the fact is not the less important as indicative of the capacity of this extraordinary river. There are but two points (between Lakes St. Francis and St. Louis) where any important expenditure is required, to enable vessels drawing ten feet to descend to Montreal. The estimated cost of obtaining this draught throughout is £15,000 (fifteen thousand pounds).

The propriety of endeavouring to render the Main Channel of the St. Lawrence navigable throughout, for descending craft of the largest class which may reascend by the Canals, may not only be inferred from the comparatively trifling amount of work to be done, but from the reflection that the largest and most valuable passenger-boats now descend all the Rapids, from Prescott to Montreal, whenever the length of the day permits; Freight-steamers descend all the Rapids above the Beauharnois Canal, and, but for the want of an additional foot of water at three or four points, would follow the example of the lighter-draught passenger-steamers, and keep the River route throughout. If the rapids be daily navigable to this extent, with profit and impunity, the question may well be raised, can they not be brought into general use? Giving at once the benefit of a “double track” to the St. Lawrence. Doubling its capacity, trebling the speed of descending cargoes, and affording two or three additional trips between the Lakes and Tide-water, to the whole Inland Trade.

The safety of this navigation is attested by the hundreds of valuable lives daily entrusted (as well as the mails) to the Rapids route, and if any thing more substantial be needed, the schedule of the Insurance Companies would be decisive, in which the same premium only is demanded “by Canals or Rapids” for the policies on descending cargoes.

At the time the construction of the St. Lawrence Canals was undertaken, no large craft were in the habit of descending the Rapids, because there existed no Canal by which they might return. The commercial value of the Rapids was not then fully known, and is of so recent discovery as yet to be but slightly appreciated. The world does not afford a similar instance of a River upon which vessels of 500 tons may descend with safety. A natural Channel having a “grade” of 40 feet in a mile, so uninterrupted that although there are ten different points where rapids are found requiring Locks for ascending craft, the whole distance from Lake Ontario to Montreal may be tumbled down, 220 feet, without the aid or interruption of a Lock, between the rising and the setting of the Sun upon a single summer’s day.

Appendix  
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It is somewhat singular, that although it has cost £1,300,000 to enable a Vessel of nine feet draught of water to ascend from Montreal to Lake Ontario, less than 2 per cent. of this amount will bring her down, equally heavily laden, in less than one-half of the time, by a natural Channel, every way superior for the down trade, to the artificial one.

The great bulk of the tonnage is downwards, and one leading article may be taken to represent this trade—a barrel of flour. This commodity, valuable in proportion to its bulk, easily transhipped, and of almost universal demand, forms the staple of the Western trade, and has, therefore, excited the keenest competition between the different routes, and modes of transport seaward. For the carriage of this article (almost exclusively) Railroads have boldly challenged the best of water communications; and the Ogdensburgh Railway threatens to divert the trade from the St. Lawrence and Richelieu rivers, by a route of less than one-half the distance by water, and a rate remunerative only from the almost unlimited quantity of the article seeking a market.

In the transport of grain in bulk, lumber and cheap or bulky articles, generally, the Railway will scarcely attempt competition with any water communication of good capacity, during the continuation of Navigation. But for convenient and valuable articles like flour, which may be had in quantities sufficient to give constant employment to the Road, Railways have some advantages as compared with some water communications.

In the first place, the saving of Insurance by Railway between Ogdensburgh and Lake Champlain, over the water route, amounts to one and a half per cent. on the value of the cargo in November, which is more than the tolls now levied on both the St. Lawrence and Richelieu Rivers. Looking at the Hudson River as the destination, the difference in the dimensions of the Whitehall, Chambly, and St. Lawrence navigations (practically producing two transhipments) makes the Railroad equally favorable to the water route on this point. But the most important consideration, probably, of all which influence the direction of flour upon the Inland waters, is that arising from the period of the year when it is most extensively in motion. The strength of the produce-tide Eastward occurs at a season when the continuance of the Navigation becomes precarious, and when carriers avail themselves of this fear by raising freights, at the same time preferring the short voyage at lower proportionate rates. The fear, that the shallow section of the Chambly and Northern Canals might become impeded by a frost (which could produce no effect upon the larger volume of the St. Lawrence) would not only discourage shippers from exposing their property to the chance of detention, a result which would be ruinous, but will keep the Craft plying above Prescott, in preference, where a longer season awaits them. The absolute necessity that the flour should reach its market before the following Spring, will at this time induce Shippers to prefer the Railway (even when the slower and more expensive) as the apparently surer means of getting forward.

Ogdensburgh has, therefore, shipped since October, per Railway, about double the quantity of flour which has been exported through St. Johns during the whole season.

There is also a general belief that the Railway is the more expeditious mode of transport (which is

true only in certain cases), and this belief may divert shipment by water. When the Shipper believes he will gain a fortnight in time by sending per Railway, he counts on a saving thereby of one-half per cent. in interest on the value of his cargo, besides the increased chance of profiting by a rising, or evading a falling market.

Now, if in addition to this position of affairs, it be required that freight Vessels shall use the Canals in descending the St. Lawrence, with the contingency of a gate knocked out, or a breach in the embankments to detain them, it seems highly probable that at the season of the year when the "cream" of the business is afloat, the Ogdensburgh Railway will be considered the favorite route for that great and certain trade which must pass Lake Champlain.

But if the Rapids become a highway for the trade downwards, the advantages possessed by Montreal (over Ogdensburgh) of affording up-freights to the returning Vessels, will place the former if not superior to, at least on a par with the latter as the point of debarkation; assuming that the risk and delay of the Sorel route should stop the Lake Champlain trade at Montreal.

If the main Channel of the River be made navigable for all descending Vessels, the distance being about the same from Ogdensburgh to Montreal and to Rouse's Point, a freight Steamer would descend the river in about the same time that an Engine would pass over the Road. In point of time, therefore, there would be but the four or five hours required to pass by Railway from Montreal to Rouse's Point, in favor of Ogdensburgh, which would probably be equalized by the superior capacity of the Steamer (over the Locomotive) working in connection with the shorter portage from Montreal. The return freight would also be in favour of the shorter road. This is for that season when fear of stoppage by frost—the additional insurance and demand for Vessels—and the delay of the Sorel route would give the preference to the Railway; under which circumstances the advantage of a return cargo, offered by Montreal, would tend to transfer the depôt for the Lake Champlain trade from Ogdensburgh to Montreal, reducing the Railway carriage above 70 miles, whether for Lake Champlain, New York, the interior of New England, Boston, or Portland. If a Portage must be made between the St. Lawrence and Lake Champlain, it will naturally take, like other portages, the shortest land route.

The stoppage of a large portion of produce at Ogdensburgh in November, is to be ascribed partly to the accident to the Cornwall Canal, and partly to the feeling of confidence that produce left there would reach a market without fail by Railroad—an advantage not yet shared by Montreal, in consequence of the break in the Railway connection between St. Johns and Rouse's Point. But if, as there is good reason to hope, an uninterrupted Railway communication between the South shore of the St. Lawrence opposite Montreal, and the Atlantic Cities, be in operation before the close of the Navigation in 1851, flour should be stowed, subject to order for the New York and New England markets, opposite Montreal instead of opposite Prescott.

An attentive examination of the map, and the peculiar direction of the Ogdensburgh Railroad—running for more than 100 miles nearly parallel with the St. Lawrence—will suggest how much has been

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presumed upon the impracticability of the Rapids of this River; and if it be shewn that the portion of the River below Ogdensburg, so far from being inferior, be in reality a more speedy and efficient navigation, this Railway should have no more power to compete with the River than it would have if extended to Oswego or Buffalo.

The general resort to the Rapids would retain some portion of the Lake Champlain trade in the St. Lawrence, at least as far down as Longueuil; but a reduction of insurance will be called for during the months of October and November. At that time the Sorel route can scarcely be depended upon to support the trade of the St. Lawrence Canals, and the latter will be, in a great degree, dependent upon the Railway auxiliaries terminating opposite Montreal. The tedious and extended navigation by Sorel and Whitehall, with its double transshipment, can hardly be expected to contend against the Ogdensburg Railway, even for the Summer months, aided, as the latter then will be, by the passenger travel. There is but one effectual means of securing the all-important, certain, and rapidly-increasing trade of Lake Champlain to the St. Lawrence Canals, of preserving to the Provincial Treasury a fair toll upon that trade, and of giving an impulse to the seaward trade of the St. Lawrence, by attracting a constant and increasing trade so near the sea ports of Canada, as cannot fail to exercise an important and beneficial influence over them. The construction of a larger and shorter Canal, with a minimum of Lockage and excavated trunk, between the St. Lawrence and Lake Champlain, is a work which will inevitably follow the navigation of the Rapids, and must attract the bulk of the Western trade from Buffalo, Oswego, and Ogdensburg, to Lakes St. Louis and Champlain. Just in proportion as additional routes are opened to facilitate the communication between Lake Champlain and the St. Lawrence, does the Western trade abandon its old paths, and seeks to leave the St. Lawrence at points lower down than before. The receipts of flour at Buffalo have fallen off constantly since 1846, and the arrival of about 160,000 barrels of flour at Ogdensburg, after 1st October, accounts for a reduction in the shipment of this article from Oswego, for the first time since 1847.

Above two millions of barrels of flour have been received at Buffalo, Oswego, Ogdensburg and Montreal, of which only 550,000 have descended the St. Lawrence, and of this amount not one-sixth has been taken to Lake Champlain. Also, about eight millions bushels of wheat at the same ports, only 400,000 of which descended the St. Lawrence, including all which went to Lake Champlain. It is clear, therefore, that whether this American trade be considered by us superior, or secondary to the trade by sea, its importance is sufficient to warrant every exertion to obtain it for the St. Lawrence Canals. If the receipt of 160,000 barrels of flour at Ogdensburg be held to prove that that Railway can compete with Oswego and Buffalo, the question is narrowed down to how far a navigation like the St. Lawrence, if extended by the most direct route to Lake Champlain, can compete with that Railway. 1st. On the question of *time*. If the supplies of flour were regular, and not exceeding about 8000 barrels per diem, a single Truck Railway in addition to its passenger business, could forward this amount without delay. But, in November last, there arrived from the Erie Canal alone at the Hudson River 921,410 barrels flour and 1,315,907 bushels wheat. In the last week of November 301,500 barrels flour

and 490,215 bushels wheat were received from that Canal. It is evident that a Railway with a single track is wholly inadequate to forward arrivals like these. The receipts of a *week* would give the Railway more than a *month's* constant work, and there would be delay of weeks to endure. Assuming that the arrivals by the Erie Canal were equal to the capacity of that Canal, a little reflection would show that there is nothing to prevent an arrival at Ogdensburg, *in one day*, of freight sufficient to employ the Railroad a month.

Secondly. On the question of cost. The flour transported over the Ogdensburg road is re-shipped at Rouse's Point, and carried by water to New York through the diminutive, though direct route of the Whitehall Canal, at rates only about one-half of those charged by the Railway to Boston. As a general rule, the price of freight from Lake Champlain to New York, by water, is 15s. per ton, and to Boston, by Railway, 30s. per ton. Although flour is carried by special contract at low rates, the power of the water route, for competition, is sufficient to maintain this relative difference.

Flour is carried on the Upper Lakes at the rate of 1½d. per 100 miles per barrel, and from Lake Ontario to Quebec at the rate of 3¼d. per 100 miles per barrel. The Ogdensburg road charges 1s. for 118 miles.

With an enlarged Canal, flour could be taken to any Port on Lake Champlain from any part of Lake Ontario, for one shilling; and from any part of Lake Erie for one shilling and sixpence per barrel, paying the present tolls.

Thirdly. One transshipment would be avoided, and as the construction of this work would be followed by an enlargement of the Champlain Canal, the other may ultimately be got rid of. The shipper would willingly pay an amount equal to Canal tolls in order to avoid transshipment, as it has been found that the transshipments between Montreal and New York are equivalent to a depreciation of sixpence per barrel.

Lastly, from what has been said with regard to time, expense, and the superior order in which flour may be delivered, there can scarcely be a doubt that this would become the favorite route for millions of barrels and bushels, the annual product of the wheat crop of the west; one-half or one-fourth of the whole would, in addition to other business, afford ample support to such a work.

That the importance of the Lake Champlain trade may not be considered over-rated, I give the following Statement of its extraordinary progress since 1848, in which year it may be said to have sprung into existence. It has been prepared by the Messrs. Peirce, of St. Johns, where the values are more correctly estimated than in the American ports, on account of the low rate at which Canadian lumber is entered there.

Here is a rate of progress, due almost wholly to local and Canadian trade, which eclipses all the extraordinary marches of the hitherto unequalled West; and while it calls loudly for immediate support, by superior facilities, it affords a guarantee of security for further exertion, and promises still greater results when once the line shall be fairly opened to that great trade of the West, of which it now receives but a miserable instalment.

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Number of Vessels reported Inwards.....	1496
do do Outwards.....	1499
	<u>2995</u>

Amount of Tonnage, Inwards .....	254,496
do do Outwards.....	255,431
Total.....	<u>509,927</u>

Value of Imports .....	\$2,159,988.97
do Exports .....	2,028,042.05
Total.....	<u>\$4,088,031.02</u>

1850.	Feet board meas.
Sawed Lumber, exported .....	39,712,636
Square Timber, 1,924,896, or .....	23,099,752
Total.....	<u>62,812,388</u>

Exports of Ashes, amount to.....	brls.	14,163
do Flour, do .....	do	83,07
do Grain and Seeds .....	bush.	679,802

Amount of duties paid and secured to be paid upon Imports from the United States at this Port, for the season .....	<u>\$367,936.00</u>
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Comparative Statement for the years 1849 and 1850.  
Number of Vessels in and out.

Years.	Vessels.	Tonnage.
1848 .....	884 .....	157,059
1849 .....	2073 .....	208,383
1850 .....	2992 .....	509,927

VALUE OF IMPORTS AND EXPORTS.

1848 .....	\$1,757,606.34
1849 .....	2,655,461.60
1850 .....	4,988,031.02

SAWED LUMBER EXPORTED.

Years.	Feet board meas.
1848 .....	9,000,000
1849 .....	13,000,000
1850 .....	39,712,636

SQUARE TIMBER.

	Cub. feet.
1847 .....	310,000
1848 .....	750,000
1849 .....	1,250,000
1850 .....	1,924,896

The same arguments which have been used with reference to the influence of the improvements of the Rapids upon the Lake Champlain Trade, will apply to the trade by sea from Quebec and Montreal.

Notwithstanding the decrease in the exports of flour down the St. Lawrence, since the repeal of the Corn Laws, there is a marked increase in the up-trade, which can only be ascribed to the superior cheapness of the communication. The following statement shows up-trade for the last three years:—

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	Up-trade in Tons.	Total Revenue.
1848 .....	24,828 .....	£11,643
1849 .....	41,812 .....	15,736
1850 .....	62,329 .....	19,730

Although the amount be small, the progression surpasses any rival route.

Lastly, the unrestricted navigation of the Rapids downward would increase by about 20 or 25 per cent. at least, the power of the St. Lawrence in competing for the Inland transportation, and would therefore enable the sea-ports of Montreal and Quebec, by so much, to meet the extra price charged for Ocean freight out of the St. Lawrence over that from the City of New York—a consideration of the more importance, when it is evident that this disadvantage is not susceptible of complete annihilation, and that it will fall chiefly upon the superior power of the route above Montreal to equalize the whole cost of transport upon the American and Canadian routes, between the Atlantic and the West.

A description of the different Rapids and the Estimate of quantities and cost are attached hereto.

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

THOS. C. KEEFER.

THE LONGUE SAULT.

My instructions in relation to this Rapid were to satisfy myself of the necessity and efficiency of some proposed Piers in the North or Lost Channel, which had been previously suggested by others.

Upon examination, I found the Channel broad, direct, and undivided, and so well defined by the water itself and the adjacent shores and shoals, that I could suggest no useful expenditure there. As the most important consideration, in descending a rapid, is to enter it at the proper point, beacons, to shew this point to approaching Vessels, may be desirable in Rapids where nothing else be required; but at the Longue Sault the entrance adjoins the Canal bank on the North shore, which therefore forms an unerring point of departure. When once a Vessel has fairly entered the main Channel of this rapid, there is no difficulty in keeping it (on the contrary there may be some difficulty in getting out of it). The heavy swells, met with in the main Channel, have excited alarm, and to avoid them most of the boats have exercised considerable ingenuity in endeavoring to run on the outer or Southern edge of the Channel—the most difficult route to keep, affording less water and liable to the draught into the eddies, or on the shoals. Light-built river Steamers, with low guards, have had their guards strained by the heavy swells of the Longue Sault; but boats of the "polly-wog" and propeller build, are unaffected by them; and such stiff-built craft as the Passport, Highlander, and New Era, (having high guards) invariably descend by the Lost Channel as the shorter and deeper of the two. In short there is nothing in this Channel to contend with but water, and as there is plenty of that, it may be regarded as one of the roughest, safest, and most efficient among the Rapids of the River St. Lawrence.

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Between the foot of these Rapids and Cornwall two or three good buoys or beacons are desirable.

### THE COTEAU RAPIDS.

The exploration here resulted in the discovery of a South Channel, leaving Lake St. Francis from the buoy at Grosse Point, by the North of Clark's Island, and dropping into the old Channel again at the foot of Prisoner's Island. This Channel is, in my judgement, superior to the old one to this point, inasmuch as it is broader, deeper, and more easily followed. The Steamboat Channel, now used as we approach Prisoner's Island, is divided into three Channels of about equal strength. The first one entering the Raft Channel to the North of Prisoner's Island (which is not navigable for boats); the second, or "Old Channel," passing between Prisoner's and Hog Island; and the third, or "New Channel" passing between Hog and Thorn Island. The "Old Channel" has scarcely eight feet water, over a rough bed of rocks; the new Channel has a narrow crooked passage, measuring twelve feet water, but practically may be counted at nine feet. The "South Channel" passing this same bar, has ten feet water, straight course over smooth rock; it may therefore be regarded, compared with the "Old" Channel (the one now used) as giving two feet more water, and, compared with the "New," as being much straighter and one foot deeper; while, as compared with both it can be more easily and certainly entered, particularly with a tow. Lastly, the depth of this Channel can, if necessary, be increased more certainly than either of the others, by damming, either wholly or partially, between Juniper and Grand Islands.

From the foot of Prisoner's Island, the principal fall in the Coteau Rapids commences; here the river widens suddenly in the form of a fan, and the *débris* (apparently swept out from the Channel between the Islands above) is deposited to the extent of hundreds of acres below Prisoner's Island, whereby the Main Channel has been forced over toward the north shore.

In a portion of this Channel which is narrow but fortunately straight, there is about ten feet water, but on account of the swell, vessels drawing more than eight feet (or at most eight and a half feet) would hardly venture down; the right bank of this Channel is formed by a series of gravel and boulder shoals with about five feet water, in which are occasional gaps, through which, and over the shoals there is a strong draught of water which comes in from the Raft and crosses the Steamboat Channel. This cross draught, coupled with the narrowness of the Channel, would increase the difficulty of maintaining it to vessels of a greater draught than those now in the habit of descending (which draught is from six and a half to seven feet at most.) Crib-work along the shoal on the right bank of this Channel is therefore needed, first to *define the Channel*, and secondly, as the most probable means of increasing the depth of the water and possibly of effecting this object in a certain degree by reducing the violence of the swells. Should more water be required, it can be most economically and effectually obtained by projecting a pier from Large Island (across a Channel known as the "Chute Verte" fifteen feet deep) directly towards the "Chute."

This Chute is formed by the water breaking (to the depth of about five feet) over a rocky bar in mid

channel, which bar is higher than the bed of the river on either side of it, as well as above and below it, it is thus a sort of waste-weir to the deeper Channel upon each side of it. If therefore, either of these deeper discharges be impeded, the great bulk of the water so checked, will have a tendency to cross the River to the other Channels, an inferior portion only being lost over the Chute.

The construction of the Dam at the head of the Beauharnois Canal, whereby the Channel formerly passing between Grande Isle and Beauharnois, has been turned over the Channels at Prisoner's Island; has deepened the water at least fifteen inches in the Steamboat Channel, according to the lowest estimate of the oldest Pilot.

### THE CEDARS.

A Chart of this Rapid has been made, but as sufficient water was found no expenditure is required other than for Buoys and Beacons on the Shoals above the Rapids.

Below the Cedars, at the foot of the "Mill-pitch" a new Channel has been traced down as far as the "Balize" at the "Split Rock." The present Steamboat Channel is impeded by two Bars between the Cedars and Split Rock; the upper one of solid rock and the lower of boulders giving upon each only seven feet of water. In the new Channel there is about twenty feet. Three good Buoys or Beacons are required to enable vessels descending the "Mill-pitch" to enter the new Channel and get from it again, into the present one at the Balize.

### CASCADES.

There are two distinct Rapids; the upper one, known more generally as "Split Rock," and is considered the more intricate navigation upon the River St. Lawrence. The present Steamboat Channel at Split Rock is divided by a Rock known as the "Balize," directly over which the water draws about five feet deep; at the distance of a couple of hundred yards above the Balize, the "Dog Reef," with about the same depth of water, lies directly in the line between a descending Vessel and the Balize, and covers, to a certain extent, the Channel on the South side of the latter. The vessel must therefore partially "double" the Dog Reef, against the current in order to gain an offing before approaching the Balize, the Channel at which can only be descended *diagonally* by a steamer of the ordinary length. After passing the Balize, a succession of reefs and shoals are found on either side of an intricate Channel until the foot of the Rapids is reached. Directly opposite the foot of the Steamboat Channel (after leaving the Rapids of Split Rock) the Raft Channel leaves the Steamboat one, and passes between Isle Ronde and the North shore to the Lower Cascades. Although the draught into this is much inferior to that in the Steamboat Channel, its *direction* is such that the head-way acquired by a descending vessel, not controlled by steam, would probably cause her to shear into this Channel, through which she could not pass. For this reason (among others) it is proposed to close up the Raft Channel by a Dam which would raise the water at the head of Round Island from five to ten feet.

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Secondly, this Dam would also set back the water over the ragged chutes and shoals of the Split Rock, and make a smooth and deep navigation where is now a rough and shallow one.

Thirdly, the Dam would, in all probability, bring into operation a shorter, straighter, broader, and more natural Channel, avoiding the "Balize," its surrounding reefs, and transverse currents. This new Channel (leading directly from mid channel above all the reefs of the Balize route) has been traced down to the last reef which is found at Split Rock. In it, from eleven to fifteen feet of water, over all the upper reefs, was found; but only seven over the last one, immediately below which thirty feet was found. The proposed Dam, by raising the water to eight feet over this last reef, would complete this Channel.

The last argument in favor of the Dam is, that it would deepen and enlarge the Channel in the Lower Cascades at the "Hay Stack," where such an improvement is needed for the passage of deeply-laden Vessels, and cannot be so cheaply accomplished otherwise.

It has been proposed to run a Pier from the Balize to the North Shore (pointing upwards) to facilitate the passage of this point. But as the depth of water here is sufficient, the chief difficulty lies below the Balize, and is caused by the narrowness, crookedness, and shallowness of the Steamboat Channel, and by the draught into and direction of the Raft Channel.

If the construction of the Dam across the Raft Channel brings the Southern one into operation, this expenditure at the Balize will be unnecessary; but should the old Channel still be used, a guard Pier running from the Balize to the outer end of the nearest North reef (stopping up the Channel, only, on the North side of the Balize) will be sufficient.

The draught over the reef will be too weak, in comparison with that in the Channel, to call for the extension of this Pier to the shore. The effect of a Dam at the Raft Channel, will be to check the current at the Balize, reduce the difficulty of building a Pier there, and perhaps do away with the necessity for one. (See Estimate.)

#### THE LACHINE RAPIDS.

There are only two points between Lachine and Montreal, both below the Rapids, where there is not a Channel sufficient for a Vessel drawing ten feet water. The first of these is a short distance above the head of St. Paul's Island, where a narrow line of Boulders stretch across the main Channel; but

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through this there is a slight gap, possessing sufficient depth but not wide enough in practice. An expenditure of about £200 would open a sufficient Channel here.

A new Channel, with fifteen feet water, was discovered at the head of Nun's Island, which avoids the most crooked, shallow, and objectionable portion of the old Steamboat Channel.

The second obstruction is opposite "Moffat's Island," where the present Channel is sufficiently broad, but has only nine feet water. The bottom appears to be easy of removal, but in consequence of the frequent passage of the Laprairie Steamer, the prosecution of the work may be subject to some disadvantage. I have therefore allowed £300 for this service. The construction of the necessary Piers required by the Company who have purchased this Island, and propose to make a Railroad terminus there, will improve this part of the Channel.

I have proposed no expenditure for the purpose of lessening risk in the descent of the "Big Chute" at Lachine, as it has not, in my judgment, been clearly established that such risk does exist. The circumstance that Insurance Companies now charge the same premium only as by Canal, seems to indicate little real danger. Should it, hereafter, be desirable to undertake the improvement of the Chute, it would neither be difficult or expensive to collect the waters of the South Channel and turn them into the "Big Eddy," for the purpose of partially driving out or ameliorating this objectionable feature. The rocks on which there is the strongest draught (only to a Vessel which has missed the Channel) could be covered by the same Pier which turns the water into the Eddy. The entrance to the Chute below "the gate" could also be rendered perfectly easy by low dams on the reef between the small Islands at the head of the Chute; since none of the Pier-work or Dams would be in deep water, and all would rest on rock to which they can be bolted, the work can be done with facility, security, and economy. Before a competent opinion can be given on this point, these Rapids should be examined in winter, when, from the raising of the water in the Laprairie Basin some ten or fifteen feet, the character of this rapid is wholly changed.

Before commencing work at the other points mentioned, it is also highly desirable that they should be examined once or twice during the winter season, in order that the action of the ice may be ascertained.

I have made no estimate for Beacons required, because the Department (having all the necessary materials) should employ temporary Buoys until experience marked the most suitable position for the permanent ones; or proved whether a Buoy or a Pier as a Beacon be preferable.

THOS. C. KEEFER.

ESTIMATE of the Cost of proposed Improvements in the Rapids of the River St. Lawrence.

THE CÔTEAU RAPIDS.			£	s.	d.	£	s.	d.
100,000 Lineal feet, Pine Timber, at 6d .....	2500	0	0					
20,728 Cubic yards, Stone Filling, at 2s .....	2073	0	0					
Iron, Superintendence, and Contingencies .....	427	0	0			5000	0	0
CASCADES AND SPLIT-ROCK.								
155,000 — Timber at 6d .....	9875	0	0					
30,000 Lineal yards, Stone Filling, at 2s .....	3000	0	0					
60,000 lbs. Iron, at 3d. ....	750	0	0					
50,000 yards Gravel, at 2s. ....	500	0	0					
108 MBM 4 inch Plank, at 50s .....	270	0	0					
Machinery and Contingencies, &c .....	605	0	0			9000	0	0
LACHINE TO MONTREAL.								
Dredging below Lachine Rapids .....						500	0	0
Buoying Channel, and other Contingencies .....						500	0	0
Total .....				£		15000	0	0
(Fifteen Thousand Pounds)								

THOS. C. KEEFER.

MONTREAL, 14th January, 1851.

ESTIMATE of Timber, Stone, Iron and Plank, in the proposed Dam across the Raft Channel at the Cascades.

First Tumbling Dam, 900 feet long, composed of 25 Cribs, 36 feet square and 12 feet high; open Cribs, 8 spaces 8 courses.		
In one Crib, 8 courses x 4 sides = 32 x 36 feet each.....	1652	
4 corner pieces, 12 feet each .....	48	
28 ties, 36 feet long each.....	1008	
Multiplied by number of Cribs .....		2708 25
		13540 5416
Total in 25 Cribs.....		67700
SUPERSTRUCTURE.		
12 ranges, 900 feet each. ....		10800
12 bearers, average 10 feet each .....		1200
Say 80,000 lineal feet in Tumbling Dam.		79700
ABUTMENTS.		
North Abutments under water, 6 Cribs, 40 feet long by 36 feet wide; 5 courses high, 40 x 2 x 36 x 2 = 152 x 5.....	760	
Ties 8 x 36 x 12 x 40 = $\frac{792}{10}$ .....	768	
4 corner pieces, 8.....		1528 32
		1560 6
300 lineal feet pier work, 36 feet wide, 3 courses .....		9800 1800
Ties, 90 in number, 36 feet each .....		3240
Say 15,000 lineal feet under water.		14400

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ESTIMATE of Timber, Stone, &c.—Raft Channel at the Cascades, &c.—(Continued.)

North Abutment continued over water, 540 feet long, 10 feet high = 1080 .....	1080	
Ties 54, average 30 feet each, 1620 x 10 .....	16200	27200
Under .....		14400
<b>Total, North Abutment .....</b>		<b>41600</b>
South Abutment under water, 8 Cribs, 40 x 36, and 5 courses high. In one Crib.....	1560	
No. of Cribs.....	8	
<b>Total, under water ..</b> .....	<b>12480</b>	<b>12480</b>
Over water 400 feet, 10 feet high, average width 30 feet, 820 x 10 .....	8200	
400 Ties, 30 feet long .....	12000	
<b>Total, over water.....</b> .....		<b>20200</b>
<b>Say, 75,000 feet in the Abutment. 80,000 feet in the Dam.</b>		<b>74280</b>
<b>Total, 155,000 lineal feet of Timber.</b>		
<b>PLANKING.</b>		
900 x 30 x 4 in = 27,000 x 4 .....		108000
<b>Say 108,000 feet, Board measure.</b>		
<b>STONE.</b>		
In Tumbling Dam, in one Crib, 34 x 34 x 34 feet high = 1156 x 13.....	15028	
Deduct Ties, 23 in number, 34 feet each, 28 x 34 .....	952	
And Courses, 4 do 12 .....	48	
	1000	
	14028	520 l. yds
		25
		2600
		1040
<b>Total, in Tumbling Dam .....</b>		<b>13000</b>
In Abutment, Cribs under water, 38 x 34 x 8 feet, 1292 x 8 .....	10336	
Deduct Ties, 8 x 34, and 12 x 36.....	760	
Corner Pieces 32 ..		
	9576	
In North Abutment, 6 Cribs of above size... .. lineal yards.	355	
In South do 8 do do .....	14	
Also, South Abutment..... do do	4970	
300 feet, x 34 x 4..... 40800 do do	1398	6368 l. yds
Deduct, 90 x 34 .....	3060	
	3)87740	
	9)12580	
	1398	
Above water, 940 x 28 x 10 .....	263200	
	87733	
	9748 yards above.	
	6368 yards.	
	16116 yards in abutment.	
	13000 Tumbling Dam.	
<b>Say .....</b>	<b>30000 yards stone.</b>	
<b>IRON.</b>		
Tumbling Dam—In one Crib of Tumbling Dam, 116 bolts x 25 Cribs ..	2900	
In Superstructure, 12 every 8 feet = 112 x 12.....	1344	
<b>Bolts .....</b>	<b>4244</b>	
Abutments under water—14 Cribs with 60 Bolts each .....	840	
In 300 feet Pier, 3 courses, 60 x 3 .....	180	
<b>Above water.....</b> .....	<b>1020</b>	
	1880	
	7144	
<b>Add for ends.....</b> .....	<b>60</b>	
<b>Total, Iron Treenails... ..</b>		<b>7204</b>



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ESTIMATE of Timber, Stone, &c.—Raft Channel at the Cascades, &c.—(Continued.)

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SPIRES FOR PLANKING.			
11 Spikes to every foot for 900 feet—9,990 Spikes for 4 inch Plank .....			9990
GRAVELLING OF DAM.			
Length.	Area.		
1000 feet x 100 .....	100000 cubic feet.		
800 do x 30 .....	128800 do do		
	<u>42983 do do</u>	4770	5000 c. yds
Say 5000 cubic yards.			
THE CÔTEAU RAPIDS: LOWER BAR.			
Pier on South side Channel, 800 feet long, 20 feet wide, by 10 feet high, in Cribs of 40 feet long— 20 Cribs in all, open work.			
In one Crib, 120 feet, by 8 Courses.....		960 feet.	
3 Ties, per Course, 24 x 20.....		480 do	
		<u>1440</u>	
4 Corner Pieces.....		60	
		<u>1500</u>	
		20	
Total, Timber .....		30000	
Pier on South side, 800 feet by 25 feet wide, 12 feet high, open, 10 courses, 1650 x 10, 16,500, 800 Ties, 25 = 20,000, and for double ends, Crib, 3,500.....			
		40000	
Total, Timber for Côteau .....			70000 feet.
STONE FILLING.			
800 x 20 x 10 = 160,000.....		5920	
800 x 25 x 12 = 240,000.....		8888	
		<u>14808</u>	14808 yds. 5920
CÔTEAU RAPIDS, UPPER BAR.			
800 feet, 20 x 10, in Cribs of 40 feet, (20 Cribs.) In one Crib, 120 x 8 Courses.....		960	
24 Ties, 24 x 20 .....		480	
		<u>1440</u>	
Corner Pieces .....		60	
		<u>1500</u>	
		20	
Stone Filling, 800 x 20 x 10 = 5920 Cubic yards.			
Total, lineal feet .....		30000	

Appendix D, No. I.

To His Excellency the Earl of ELGIN and KINCARDINE, Governor General of Canada, &c. &c.

The Chief Commissioner of Public Works has the honor to report, that from having entered upon the duties of his office, late in April, the meeting of the Legislature following soon after, and the prorogation having been deferred until August, a very short time was allowed for the inspection of the different communications under the charge of the Department. After making the necessary arrangements for the arbitration and investigating various claims in the Newcastle District, his first attention was directed to the

SAINT LAWRENCE NAVIGATION.

At no period since the commencement of our Public Works had greater urgency existed for their immediate completion. The diversion of Trade, the trifling amount of Revenue realized, with high charges and unnecessary restrictions on this communication, has produced a general feeling of disappointment and dissatisfaction; consequently public

attention has been directed to Railroads and other new undertakings, on which the public credit is freely extended, while this great and important communication, on which the future prospects of Canada in a great measure depend, has been virtually abandoned. No money was appropriated last year even to complete those unfinished Works; and in addition to the cost of repairs and maintenance, one entire season has been lost to the public, a loss of no trifling consideration where £2,700,000 has been expended in their construction, on which we are taxed for the payment of interest, and will continue to be until the entire line is finished, and a portion of the trade of the West diverted through its channel.

The first object, therefore, after pointing out the loss sustained from delay, is to call attention to the advantage to be derived by finishing the Works commenced in the shortest possible time.

The superiority the River St. Lawrence possesses over every line of communication with the ocean, was fully tested from the earliest settlement on its banks; until the completion of the Erie Canal the

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produce of the borders of every stream leading into it were conveyed to their natural market, Montreal.

As far back as 1811, the following extract appeared in a memorial to the Legislature of the State of New York, from our intelligent competitors, the Eric Canal Commissioners:—"Articles for exportation when once afloat on Lake Ontario, will go to Montreal, unless our British neighbours are blind to their own interest, a charge which ought not lightly to be made against a commercial nation."

After proceeding to point out that the ascent from Lake Ontario to Rome, 184 feet, was greater than the descent to Montreal, it continues:—"If the means of easy export be supplied to the inhabitants who may settle near the Lakes, that country will, in no distant period, furnish a more abundant stock of commodities for foreign trade than is now sent from all the Atlantic ports of the Union; it would be absurd to doubt whether, in competition for that commerce, our neighbors will employ the means in their power."

Immediately after the opening of the Eric Canal, the trade referred to was diverted from Montreal to New York. In 1824 the first effort was made to regain it; the Welland Canal was commenced, and public attention called to the extent of country above the Falls of Niagara and the value of its trade.

In 1833 the Cornwall Canal was commenced, and remainder of the St. Lawrence Canal in 1842; but they are still unfinished and insecure, and the navigation tedious, expensive and dangerous.

The public have for some years been led to believe that the St. Lawrence Canals were finished and required no fresh outlay. If so, to what cause are we to attribute their failure, for we must not shut our eyes to the fact, that instead of diverting the trade of the West down the St. Lawrence, the trade of Canada on and above Lake Ontario has been diverted to the Hudson.

To this unexpected result the attention of Your Excellency is particularly directed.

One cannot readily discover to what particular cause the striking difference in the transportation on two Canals, leading from the same point to the Ocean is to be attributed. It is not the comparative length, because one is 366 miles, the other only 69, nor the capacity, as the one was constructed for boats and the other for vessels; neither can it be ascribed to either the facility or cheapness of transportation, even in their present unfinished state, for produce can be conveyed from Lake Erie to Montreal in less time, and at one-half the price charged to New York.

Neither can it be ascribed to higher toll; the amount paid on the Eric Canal, in 1850, was £847,619; on the Welland £37,331, and on the St. Lawrence less than £20,000; nor to the want of trade, for it has been ascertained to be steadily increasing from year to year since 1834, at a rate of 20 per cent. per annum. No doubt, one principle cause is the unaccountable apathy which has and still seems to prevail respecting this communication; the St. Lawrence has not changed its character nor lost the superiority it thus possessed, but 40 years have passed away since the remarks of the Canal Commissioners, and we still remain blind to our own interest.

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It is true we have made a feeble effort to connect our navigable waters, but we have occupied some ten years on some twenty miles of Canal, when it should have been finished in three. It still remains uncompleted.

The time has now arrived to renew our efforts, employ the means in our power, and regain this trade, which our neighbours admit is within our reach.

It has been ascertained, during the past year, that every bar and every obstruction in the bed of the St. Lawrence can be removed, and that a vessel drawing ten feet water can descend from any part of Lake Ontario to tide-water, without passing through a single Lock and without a moment's detention; thus opening one of the most imposing and commodious means of internal communication ever yet witnessed in any part of the world. No serious obstacle intervenes in continuing this gigantic communication to Lake Champlain, by a Canal with Locks similar to those on the Cornwall, 55 feet in width; to enable us to compete for a share of the Commercial intercourse between the West and New York, with what prospect of success the comparative natural advantages which the two routes possess will determine.

Nature has placed the valleys of the St. Lawrence, Lake Champlain, and the Hudson, on nearly the same level.

The waters of the Saint Lawrence can be led on to Lake Champlain by an easy descent; a summit of only fifty-five feet intervenes between that Lake and the Hudson. On the one, steamers or sailing vessels will reach Whitehall within 73 miles of the Hudson; on the other the same class of vessels will reach Oswego within some 200 miles of the same point, with a summit of 184 feet, still to be overcome in a small description of craft.

A very able essay on the use, progress and present condition of the Internal Improvements of New York, by the Honorable A. C. Flagg, late Comptroller of the State, contains the following:—

After comparing the distances and lockages from Cincinnati to the ocean by different routes, he says: "The St. Lawrence is not brought into comparison for the reason that as far as New York is concerned, the battle for the Western Trade with her Canadian neighbours must be decided on the Lakes."

The terms on which this battle is to be contested should be well understood. The distance from the Welland Canal, on Lake Ontario, to Kingston is 163 miles; St. Lawrence to Lake St. Francis 140 miles.

To Champlain..... 40 do  
To Whitehall..... 100 do

443 miles

with 5 Locks. The price of freight on the untaxed waters of the Mississippi, as they are called, is, half a cent per ton per mile; it could not cost more on those waters, as steamers would have the benefit of the River in descending, and would only be required to pass the Cornwall Canal in returning.

Although it is universally admitted that the larger the volume of water, and longer the voyage, the cheaper the freight; and although innumerable instances on the Ocean, the Lakes, the Mississippi, Ohio, Hudson, and the St. Lawrence prove it, yet

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the trifling cost in passing from one great body of water to another is not so generally known.

A vessel, with a cargo of four to five thousand barrels of flour can pass through the Welland Canal, 28 miles in length, with 334 feet of Lockage, in one day, at an outlay of \$20 for towing.

Thus, a barrel of flour is conveyed from Lake to Lake without transshipment, for less than a half-penny, or for less than it could be once handled and placed on railroad-cars; this is alluded to for the purpose of shewing, that when the St. Lawrence is fully and fairly opened throughout, a barrel of flour can be conveyed from Lake Ontario to Montreal at a cost for transportation of twopence per barrel—less than a single transshipment at Kingston or Montreal. If it be satisfactorily established that the cost of transportation from Lake Erie, to and from New York by Champlain, will be less than by Oswego or the Erie Canal, it follows that the same toll for the through trip may be charged on one as the other.

The value of this Toll may be realized from the fact, that while our Canals yield only £37,000, those of New York yield £847,619. Although those two improvements will open a cheaper route from any American Port bordering on those Lakes to New York, such is the rapid and unexampled increase of this trade that an ample profit will be left for each separate communication.

We therefore claim but a very humble share of this revenue. To prove it must be a profitable investment, and that it must place the financial prospects of this Province in as favourable a position as that of our rivals.

The Canal around the Sault St. Marie is also a connecting link of this great chain, and the time is rapidly approaching when its construction will be required to connect the extensive country at the upper end of Lake Superior, the productions of which, together with the minerals and fish, will soon form an extensive commerce; but as it is a line common to both countries, and one in which the United States have a direct and immediate interest, it is far more likely to be improved by them than by Canada.

The Welland Canal is so generally understood, and as provision has been made to finish it throughout on the Lake Erie Level, it is unnecessary to make any further remarks on that work.

The Saint Lawrence Navigation, which embraces the entire communication, has been dwelt upon more at length, from a conviction that its value is not realized either here or in Great Britain.

A bountiful Providence has provided us, without any expense, with a navigation on a scale which the treasures of the world cannot rival. By a short artificial connection, it would command the trade between the interior and the ocean, either by *Quebec* or *New York*. Were its capabilities understood the Provincial credit would be readily applied to effect

it, and the Imperial credit to provide the material for a successful competition for the ocean freight.

It would open from Labrador or Cape Breton, on the sea, a continuous line of coast reaching to Lake Michigan, and back for several thousand miles in extent, on the shortest and most direct line.

The Commercial intercourse between *Great Britain* and this extensive country, better known as the *Great West*, cannot be estimated. It furnishes a Navigation unequalled in magnitude, grandeur and usefulness, composed of the purest water, leading through the most healthy and most central part of North America; with those elements of wealth and prosperity, sound policy and public interest dictate it should be made a *National object*.

Having directed the attention of Your Excellency to the result realized from the Canals of New York and Canada; the one yielding an amount of treasure wholly unlooked for, the other disappointing the reasonable expectations of all its early projectors; also, to some of the immediate causes which have led to these untoward results, and pointing out an effectual remedy in the construction of the Champlain Canal, still I feel persuaded it is not all the public have a right to expect.

Although the Government of Canada will be enabled to realize a greater amount of toll than that of New York, in as much as both of these rival communications, the Champlain and Erie Canals, commence and terminate at precisely the same point, and although the importance of placing those revenues in our treasury, is not to be undervalued, still by this route we do not obtain free access to the ocean. If a barrel of flour can be conveyed from Lake Ontario to Liverpool, Jamaica, New York or Halifax without transshipment, no other route subject to transshipment can successfully compete with it. Possessing those advantages we ought not to rest satisfied until we regain that commercial intercourse which ought, and ultimately must pass to the ocean by the cheapest route, the St. Lawrence.

This intercourse having been diverted from its natural outlet, I have felt it my duty to enter into a searching and full investigation, with a view of ascertaining the cause and pointing out the remedy; the result of which I have now the honor to submit for the consideration of Your Excellency, in a separate Memorandum marked *Number One*. And for further detail on this subject of the connection of Lake Champlain and the Commercial Intercourse between the Western States and New York to *Number Two*. The remainder relates to details on the St. Lawrence, Ottawa, Trent and other Provincial Works, *Numbered Three, Four, Five and Six*. With a few general observations thereon.

All of which is most respectfully submitted.

WM. HAMILTON MERRITT,  
Chief Commissioner,  
Public Works.

January, 1851.

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## Appendix D, Statement No. 2.

The following Memorandum upon the present State of the Navigation of the St. Lawrence, the diversion of its transit trade to the Port of New York, the means of preventing it, and suggestions for its general increase and improvement, are respectfully submitted for the consideration of

His Excellency the Earl of ELGIN and KINCARDINE, Governor General, &c. &c. &c.

By Wm. Hamilton Merritt, Chief Commissioner of Public Works.

In consequence of the repeal of the British Corn Laws, the simultaneous passage of the United States drawback Bill, and other causes hereafter pointed out, the opening of the continuous line of Ship Canals from Lake Erie to Montreal, notwithstanding the reduction in the cost of transportation, has not been attended by a corresponding increase of trade; the greater portion of which is daily being directed through other channels to the port of New York. Unless some comprehensive and efficient steps are promptly taken to counteract this state of things, instead of those improvements being made a source of profit, the Province will be taxed with a large debt for their construction. The importance and extent of the subject, the many interests necessarily connected with it, and the number of questions involved in it, require the most serious consideration; yet, on a close examination, the great object to be arrived at, can be defined in very few words, namely: to place the navigation of the St. Lawrence in a position to compete successfully with other rival channels, for a due proportion of the Great Western Trade, to Europe, the West Indies, the Eastern States, and the Lower Provinces, or any part of the Atlantic Ocean. For this trade our Canals were originally designed, and it is evident from the natural advantages of this route over all others, that it would enjoy almost a monopoly in it, unless shackled by restrictions and charges which do not exist on other routes. The attention of the undersigned was naturally directed to ascertain, in the first place, what obstacles or restrictions existed, and the best means of counteracting or effectually removing them. With this view he drew up Circulars embracing the chief points that seemed to be involved in the inquiry which were addressed to many parties whose opinions, from the nature of their profession and employment, and from their acquaintance with the commercial interest of the country, it was desirable to obtain.

Captain Bayfield, R. N.; Captain Boxer, R. N.; the Trinity Board and Board of Trade of the Cities of Quebec and Montreal; Jacob DeWitt, M.P.P.; Dr. LaTerrière, M.P.P.; Dr. Taché, M.P.P.; the Honorable H. H. Killaly; Mr. Yule; and the Honorable Mr. Sanford of New York, and Mr. J. Gilmour, of the extensive firm of Pollock, Gilmour and Company, and others were applied to.

The views of these gentlemen on the several points of inquiry appended hereto, Nos. 7 to 15, afford much valuable information, and the undersigned here gladly acknowledges the prompt attention with which his communications were in every instance received and answered. From these documents it will be seen that much

discrepancy of opinion exists on many of the points submitted for consideration; nevertheless, on carefully analyzing and comparing them, a safe and satisfactory conclusion can be arrived at, and there is little doubt that much of this discrepancy would disappear, had opportunity permitted of mutual explanation. The subject of the inquiries naturally divides itself into two distinct branches; the one relating to the natural obstructions which at present exist, and the improvements proposed to remove them; the other involving questions of economy, principles of trade, inquiries into existing regulations and management, restrictions, pilotage, insurance, &c. &c.

## FIRST BRANCH.

With the view of bringing the subject within as narrow a compass as possible, these inquiries embraced under the first head will be considered and disposed of,

*First,* What obstructions in the navigation above Montreal, the removal of which would enable vessels drawing 10 feet water to run clear down from the Lake to Montreal by the river, without rising the Locks on the Canals?

To determine this point in the most practical and decisive manner, careful examination, and a series of experiments were instituted, to ascertain the best Channels through the several Rapids, the depth of water at present, the capabilities of increasing that depth, and the best mode and actual cost of doing so. It will be found from the Report and Estimate of Mr. T. C. Keefer (Appendix C.), the gentleman to whom the duty was principally assigned, that the comparatively trifling outlay of £15,000 can fully accomplish this grand object. The immediate effect of this improvement would be to reduce the cost of transportation, on a barrel of flour from Lake Ontario to a sea-going Ship in Montreal, to fully one-fourth less than at present.

*Secondly,* Whether the erection of additional Light Houses in the River and Gulf is necessary; if so, the number and positions recommended for them, and how far their establishment would tend to lower prices of freight, lessen insurance, &c.

The replies to this second enquiry also exhibit much difference of opinion, which is, however, chiefly limited to the number of additional Lights; and after weighing the various arguments *pro* and *con*. the conclusion come to is:—That all that is immediately required under this head is, to place a fixed Light at St. Rochs in place of the floating one now there, which is to be removed and securely moored off the Manicouaga Shoal, with a gun to be fired in time of thick weather. All, with few exceptions, agree in the importance of this arrangement; but the necessity for twelve or fourteen new Lights is not supported by the mass of the evidence. The opinions of the Boards of Trade, and Trinity Boards of Quebec and Montreal, Captains Bayfield and Boxer, R. N., and Captain Langly, are referred to on this subject.

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*Thirdly*, How far the services of two powerful Tug-boats, for the towing of Vessels in the dangerous part of the River, would tend to lessen the rates of insurance and freight.

On the first glance at the answers to this question, the greatest difference of opinion would seem to exist; but upon closely comparing them, the preponderance appears to me to be decidedly in favour of their adoption. Some of the parties well acquainted with the trade of the Country advocate their employment most strenuously; others admit the great benefit to be derived from them; that the voyages would be shortened, insurance lessened, and the period of navigation extended; but express their apprehension that the towage would not cover the expenses. This may be true; at the same time it may be fairly urged that some sacrifice is necessary at first, to draw into our Channels the trade that now takes a different direction; this point will, however, be dwelt on more at length under another head. Finally, other parties, who express doubts of the employment of Tugs as paying concerns, yet furnish some strong arguments for the making of the experiments. They maintain that these Vessels could perform the same duties as the two Steamers now in use, and in addition thereto relieve Ships in distress, and perform other duties for facilitating the trade, at not much greater expense than is at present incurred. The object in view is to draw the trade through this Channel in the shortest possible time with the least outlay of public money; both can be obtained by the aid of these Boats, for the reason assigned by Mr. DeWitt—that Vessels would be enabled to perform more trips in the season. But there is another view of this subject that entitles it to consideration; two powerful Tug-boats would not cost with their outfit £25,000. The Captains or Masters could superintend the placing or lifting of Buoys, and supply and superintend all the Light Houses in the Gulf; besides which the employment of these Vessels would furnish a nautical school for educating apprentices as Pilots, for which an appropriation has already been made. There are eight Light Houses below Quebec which cost on an average £375 each, making an annual charge of £3000. The amount of tonnage dues is about £10,000, two-thirds of which would be saved by transferring the management and responsibility to those Captains in place of to the Trinity Board. Another item would be the saving of Pilotage, which could be reduced materially. Therefore, if one-half or one-third of the expense of towage was paid by Vessels, the gain, besides the facility to the trade, would, in my judgment, be an ample equivalent for the additional expense incurred by the public. For these reasons it is desirable that a grant should be obtained from the Legislature for placing two Boats to ply between Point des Monts and Father Point, Bic or Quebec, which ever may prove most advantageous to the trade.

*Fourthly*, The next question, as to how far the construction of Harbors of Refuge in the River and Gulf would further tend to produce the benefits aimed at in the foregoing.

Upon this subject, so far as relates to the general trade of the country, it would appear from the almost unanimous opinion expressed, and the reasons assigned, that the construction of Harbors of Refuge is not required, and this conclusion, justified by such high authority, speaks volumes for the existing natural advantages of the Saint Lawrence River and Gulf, along the whole extent of which, as stated by Captain Bayfield and others, so many excellent Harbors are to be found. Captain Bayfield is of

opinion, that even the construction of Harbors of Refuge in the inland of Anticosti is not required; and as he is the best authority on the subject, it does not appear advisable to pursue this inquiry any further at present, except to allude to the opinion of Mr. Stephenson, who examined it in 1838, and reports to the British Government as follows: "The navigation of the Gulf is very hazardous in addition to the dangers arising from the masses of ice for nearly one half the year. It is subject to dense and impenetrable fogs, and its rocky shores and desolate islands afford neither comfort nor shelter to the shipwrecked Mariners; one of the most dangerous is Anticosti." It should be borne in mind, that we only claim six months navigation for this Channel; therefore, Mr. Stephenson's remarks ought not to apply to the navigable season.

*Fifthly*, Enquiring whether the Straits of Belleisle was not the best passage between Quebec and Europe.

The information furnished, is not sufficient to justify a conclusion on this subject. The principal parties who favor it are, Captain White of Newfoundland, who has frequently passed through it, and for which information I am indebted to William Patton, Esquire, of St. Thomas, who is continuing to obtain further information relative to this Channel; Captain Black, of the ship "Afghan," who made three successive trips through it; Captain McMartin, of the ship "Montreal," who always makes that passage when the wind favors; and W. H. Davis, Esquire, who passed four years on the coast of Labrador. The arguments they adduce for its adoption are, that it is much shorter than the South Channel; that it is as safe; that good Harbors are to be found all through it; that ten or twelve days may be gained over the passage by the South Channel with the same wind; that no ice is to be met with from April to November, and that it is but an eight or ten days passage from it to Liverpool. On the other hand, Captain Bayfield's opinion is strongly against it; his objections are, irregular currents, fogs, and icebergs that make it even dangerous. Against this it is urged that the fogs in the South Channel are equally prevailing and heavy, and the currents quite as irregular. It may be said, that if strong objections did not exist, the course of trade would naturally have taken that Channel before now; to this it may be answered, that the South Channel happened to be the first taken, and is lighted, and the other is not. Shipmasters having used the former, and become acquainted with it, feel no inclination to try the Straits of Belleisle Channel, and if the incompetency of Shipmasters (not referring to the regular traders) to whom Captain Bayfield attributes so great a proportion of the losses that take place, be well founded, it is not to be wondered at, that they are slow to make any trial requiring intelligence and good seamanship. Under those circumstances, the question must be looked upon as still open, and there can be but little doubt that the lighting of the Belleisle Channel would greatly increase the number of passages through it. No expenditure is at present recommended; but it is strongly urged that the Government should continue the inquiry.

There are two other projects which should be here referred to: the one, the connection of the Bay of Fundy with the St. Lawrence; the other, the connection of the head waters of the St. Johns River with the St. Lawrence.

With regard to the first; on the recommendation of Captain Bayfield, a letter was addressed to Captain

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Shotwell, R.N., requesting further information as to the difficulties of navigating the Bay of Fundy.

This project is regarded by the Quebec Board of Trade as an object of permanent importance; and looking forward, as I do, with undiminished confidence on the superiority of the St. Lawrence over all other routes north of the Mississippi, its only natural rival, I fully concur with them on the propriety of pressing the inquiry.

From the report of Mr. Hall, the late Mr. Telford and other Engineers, there can be little doubt of its practicability; under no circumstances, however, should the dimensions of the proposed Locks be lost sight of, as those built in Canada have invariably proved in a few years, too small for the Vessels required by the trade. Locks of 250 feet in length, by 50 in width, with 10 feet depth, are the smallest dimensions for Steamboat navigation. The extent of the trade south and east of the Bay of Fundy on the Atlantic, and north and west of the Bay of Northumberland, in the Gulf of St. Lawrence, will not be realized until after every obstacle has been removed in the bed of the River St. Lawrence, and a cargo of ten thousand barrels of flour has been conveyed, without transshipment, from Lake Ontario to New York.

The Gulf of Canso, already affords easy access to and from the Atlantic. The increased distance and risk is the only drawback. Whether the time gained and the risk avoided, will be a sufficient equivalent for the payment of Toll, is the question to determine. If it is an object for either, it will be for all the North American Provinces. Prince Edward Island, St. Johns, St. Andrews and Halifax, will all participate in the advantage it may confer; therefore, a communication should be opened at once with the respective Governments on the subject. I would not, however, under any circumstances, recommend the commencement of this Canal, however convenient, or whatever facilities it may appear to offer, unless it is likely to repay the interest in the cost of construction. This is the only risk of the usefulness and value of Public Works of this description; and the Public Credit should only be applied to those objects which will pay for themselves.

With regard to the second project, the connection of the St. Johns River with the River St. Lawrence:

This subject was brought under the consideration of the Provincial Government, by Dr. Taché, the member for Rimouski, during the past year; from the Surveys, and from the Report of the Committee, as well as from the Survey of the St. Johns River, there was an impression that the summit between those streams, would not exceed some three hundred feet elevation.

This error arose from the exploration having been made without accurate levels, and the improbability of forming any correct data from the currents. Nevertheless, although a water communication may not be effected, there can be no question as to the practicability of constructing a Railroad, to connect the navigable waters of those rivers. I have not been able to obtain a copy of Mayor Yule's survey of a line of Railroad from St. Andrews to Quebec, although informed that the entire distance does not exceed 270 miles, and not over 40 feet elevation in the mile. As a full report will shortly be made on this subject, I will confine my observations to the following points, the political and commercial advantages it offers; and the best means of constructing it.

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The entire country below Quebec, although the immediate shores of the River are productive, is represented to be gradually declining from year to year, the cause is apparent. There is no back country to create trade; there is no demand for Spruce, and as nearly all the accessible Pine Timber has been cut off, many of the large lumber establishments are closed. The Fisheries in the Gulf, although equal to any others in the world, exhibit the same want of prosperity; the cause is equally apparent. Fishermen from the Eastern States (principally from eleven towns) received in four years previous to 1848 a bounty of \$278,288, while our Fishermen paid, during the same time, a duty of \$270,172 on their Fish consumed in the United States; thus a direct premium of more than half a million of dollars is held out to the one, while no encouragement is extended to the other. The success of the former has, by most writers, been attributed to their activity, enterprize, sobriety, and frugality; and the reverse is inferred from the want of the like success in the latter; a more unjust imputation could not be made. Our Canadian countrymen possess, in a remarkable degree, all those qualities, with the exception of enterprize, which, from their present position, they have not had an opportunity of exercising. Place them on an equal footing with their competitors, give them the like bounty, and they will soon regain the ascendancy to which they are entitled from their proximity to the fishing grounds. The entire country below Quebec appears to be separated from the remainder of Canada as well as from the Lower Provinces, without either social or commercial intercourse.—There is not a single Steamboat to be seen on this noble River, and as far as the inhabitants are concerned it is almost a waste of water; they can see it, but cannot approach it for commercial purposes, unless at high tides, which steamers cannot wait for, and make regular trips; the entire revenue collected from Gaspé to Quebec does not reach £2000, a sum not sufficient to pay the expenditure. And thus will the country remain, unless some opening is made, some opportunity offered to enable the inhabitants to help themselves; this in my opinion can be effected, not only without detriment, but with signal advantage to every part of the Province. One of the first and most important objects is the proposed Railroad; but it must not be confined to the union of those rivers, it must be extended on the one hand to the Atlantic, and on the other to Quebec and in due course of time to Montreal; and thus open an extensive field for an active intercourse.

The commercial policy of the United States, while it gives a bounty for procuring certain productions to their own citizens, excludes those articles, which are produced by the inhabitants of Canada, from consumption within her territory, unless on the payment of a high duty; at the same time they adopt every means to draw our trade through their communications, from which they gain a revenue from tolls, and a profit from business. It is therefore, both our interest and our duty to counteract this exclusive policy by offering every possible inducement to convey our own as well as their productions through our own territory.

The St. Andrew's Company contemplate, as I am informed, extending their railroad to Woodstock. 80 miles on the St. John's River, next season; from thence it is only 72 miles to the Grand Falls, and 34 to Madawaska, or 186 miles in all through New Brunswick; from thence to Temiscouata, 37 miles; to the St. Lawrence, 36 miles, in all 73 miles through Canada, less or more as the boundary may be hereafter determined; and 259 miles from St. Andrew's

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to the St. Lawrence. It is their interest to extend this road without loss of time to the St. Lawrence; and to accomplish this, I propose that the Government should lend them, in money, £2000 per mile, to be paid as the works progress, in proportion to the contract prices, which they should sanction before the work commences.

This could enable the company to construct the road at the lowest cash prices instead of paying double the amount of its actual work, which ever has and ever will be the case under any scheme of credit, which has or can be desired. The Government can raise this money by an issue of Debentures payable out of the road, the proceeds of sales of land below Quebec, surplus revenue from Public Works and from the general revenues of the Province. A stipulation should at the same time be made with the Government of New Brunswick, to lend this company a similar aid for the construction of the road through that Province. I have not the necessary information to form any estimate on the profits likely to be derived from the traffic over this road; neither can any approximate estimate be made from any former intercourse; it will create an entirely new source of business. Wherever this road shall intersect the St. Lawrence, whether it be at Father Point, Trois Pistoles, Green Island, Rivière du Loup, or any other point above, all of which places offer every facility for the purpose, there will be a port created combining many advantages. It can be approached from the Western States and the interior of Canada, with the same expense as Quebec, it will be the nearest harbor to the fishing grounds and the sea; it will be the latest approached from the interior in the autumn, and the earliest from sea in the Spring, consequently it will be the most natural winter harbor for the St. Lawrence; it will also be the dépôt for immense quantities of deal and lumber from the valley of the St. John's, which extends nearly up to Craig's road opposite Quebec; with this terminus on the St. Lawrence, possessing many decided advantages on the one side, and the port of St. Andrew's on the Atlantic, on the other side; leading through a great extent of country, abounding in yellow Pine and timber of the best qualities, water power, and it is said possessing a good soil. I feel persuaded, from the quantity of manufactured lumber it will convey, and the supplies the interior will require, together with the through trade on the branch line to Quebec, in the winter season, and the advantages of passing through our own territory without the cost, detention, and annoyance of Custom Houses; that this railroad holds out as favourable a prospect to Shareholders as any other northern route.

Certain landing piers or wharves at convenient places along the settled portions of the St. Lawrence, have also been proposed, to afford shelter to coasting vessels and to enable steamers to call regularly, and thus afford to the inhabitants of the adjoining districts facilities for getting their produce to market cheaply; advantages which although dwelling in the immediate vicinity of the river, they have not hitherto had. Since the Union public attention has been directed to the amount of public monies expended in Upper and in Lower Canada, instead of to the object for which it was expended. An impression has generally prevailed that the Public Works in Upper Canada, for which the Public Debt before the Union was chiefly incurred, would not pay the interest, and thus remain a burden upon the general revenue of the United Province. This erroneous opinion has led to the most useless and improvident expenditure. The Public Works in Upper Canada were of three descriptions: the first were constructed by the Province, such as the Cornwall Canal, and the interest

on the capital was to be paid out of the tolls; the second were constructed by Incorporated Companies, such as the Welland Canal, Harbors, &c., the interest on the capital loaned was to be paid by those Companies, and the Works held in security; the third were works undertaken by the districts, such as macadamised roads, the interest on which was to be paid out of the toll, and in default by a direct tax on the district, for whose benefit the improvements were made. Had these salutary conditions been continued, no Public Work, not likely to pay interest, would have been undertaken; as a direct tax must have been imposed to supply the deficiency in the payment of interest; but it was first neglected and then abandoned; consequently each section of the Province considers itself entitled to an equal share of the expenditure, and not called upon to provide for the repayment of the interest. A constant struggle has been kept up in each Province for a due share of the expenditure, and thus a heavy debt has been incurred for objects from which no return is expected; under these circumstances the Government has been compelled to withhold further advances for local works, whether they are likely to yield a return or not; and any proposition to expend public money upon such works is sure to meet with strong opposition. The inhabitants along the river have been led to expect public aid for many years past, surveys have been made, and certain points settled for the construction of landing piers.

In my judgment, the combined advantages they offer to the local and general trade, entitle them to this aid. The localities should be decided by the relative productiveness and population of the several places along the River, and the comparative facilities offered for the construction conjointly. The position which would seem at present most in want of Piers, and where they could most easily be constructed, are, Berthier, Islet, Pointe L'Original, Rivière du Loup, on the south shore, and Malbaie and Grande Pointe des Eboulemens on the north. One uniform system should be adopted in their construction; they should be placed in situations the most accessible, and affording the best shelter, they should not have less than six feet of water at low tide, and not less than three feet above high water at Spring tides. The principle on which it should be based is, that so soon as any of the localities named, procure estimates of the cost, plan and specifications of the work, to be approved of by the Government, and have satisfied them that one-third of the cost will be raised by imposing a tax on the Municipalities, incorporated Companies, Associations, or the persons interested therein, the Receiver General will be authorised to advance one-third of the cost, on full security being given for the completion of the work, and when completed, the remaining third; all the profits of wharfage and other receipts to go to the parties contributing the one-third as above, in whom the maintenance of the work shall rest. This system would place the management under the parties most interested, and would secure the public against being involved in the erection of any Piers where they are not required; at the same time, that it will extend effectual encouragement and assistance in the construction of those Piers, when the business and wants of the localities justify the outlay. In addition to, and in connection with this expenditure, the construction of a Tide or Floating Dock, and public Warehouses at Quebec, where vessels may load or unload with the same or greater facilities than at the Atlantic Docks in New York, is necessary for the convenience of the interior trade. Combined with these, a Dry Dock would soon repay the cost of construction. The amount of public money required

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for the various objects referred to under this branch of the inquiry, is thus estimated:—

*Firstly*, The removal of every bar in the River St. Lawrence, to admit the descent of a Vessel from Lake Ontario to the Ocean, with a cargo of ten thousand barrels of flour, drawing ten feet water, is estimated at £15,000; but may cost, say £25,000. The interest and principal on this outlay to be repaid out of the increased tolls on the western trade, which it will draw through this Channel, in consequence of the reduction of freight.

*Secondly*, the construction of two Tug-boats of the best and most powerful description, similar to those now in operation in the Mersey, or on the latest improved plan, to cost, say £25,000. This outlay will enable Vessels to make an additional number of trips, lessen the price of freight, rate of insurance, and thereby draw a greater quantity of produce through this channel, yield a larger amount of revenue, and amply repay this expenditure. One half of the annual expenses, it is presumed, will be paid by Vessels for Towage, the other half from the saving in management of Lights, Pilots, &c.

*Thirdly*, the construction of Piers and Landing Wharfs, say £20,000; this will not contribute in so direct a manner to the general trade, but it will aid in the general design of rendering this navigation as perfect as possible. I would, therefore, recommend those Harbors to be combined with the Quebec Dock; three Harbor Commissioners to be appointed for their management, as in Montreal, all the revenue from the Public domain now yielding from £2000 to £3000 per year, according to Mr. Fortier's statement, as well as the Fire Loan in and about Quebec, to be placed also under their charge, and appropriated to aid in the payment of the interest, until the rents from the Docks shall be sufficient.

Having entered into a full explanation of all matters embodied under the first branch of the subject, I will proceed to the consideration of those measures which are classed under the second branch, and without which, however important the advantages to be derived from the proposed expenditure may be, nothing really effectual can be accomplished towards the restoration or increase of our trade.

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In this is comprehended all those causes which operate at present, to render the cost of freight from New York to Europe, so much lower than from Montreal. A barrel of flour from Lake Erie, can be delivered at Montreal one shilling less than at the port of New York; but from Montreal to Liverpool, the freight is three shillings and ninepence, against one shilling and threepence from New York, leaving one shilling and sixpence per barrel in favor of the latter. This, on a cargo of 5000 barrels, is equal to £375 for the trip, which the Vessel for New York must receive on her return cargo, or this difference in price between the two ports could not exist. Although it is understood that the entire cost from Quebec falls on the outward trip, no satisfactory reason has been assigned why this return freight should be necessarily directed to New York. It is

true that our imports consist of valuable merchandize, and our exports of cheap and bulky articles; but it is equally true with regard to New York; indeed, her imports are composed of much finer and a more valuable description of goods, as they manufacture a greater proportion of their coarse fabrics, which we import. It cannot be to the high rates of insurance, inasmuch as it appears from the statement of Messrs. Pollock, Gilmour & Co., that out of 458 vessels of 340,597 tons, only two were lost in eleven years. It is fortunate for the interests of the Quebec trade, that this House were their own insurers, because it proves the actual risk to be less than to any other port in America, for the same class of Vessels. It is certainly not in the superiority of the New York route for steam navigation; on the contrary, the St. Lawrence offers far greater facilities, as the ocean distance from Liverpool to Sidney in Cape Breton, where coal abounds, is several hundred miles shorter than to New York, whereby a steamer is enabled to take nearly one half less fuel and double the freight. The proportions of fuel laid in to guard against unforeseen delay, diminishes in a far greater rate than the proportion of distance; neither can it be attributable to the physical obstacles treated of at length in the preceding.

We must, therefore, look to other causes which will be found to have been created and maintained by, and to arise out of restrictive regulations, high charges, expensive management, and the want of sufficient material for Ocean freight on the one route, to contend against the low charges, good management, and every possible encouragement on the other.

First, with regard to tonnage dues, a charge of *sixpence currency* per ton is imposed on Vessels below Quebec; 1½d. per ton below Montreal, and 1d. per ton measurement above that port, for the purpose of maintaining Lights, regulating Pilots, &c., &c.

Were Customs Duties altogether abolished, it would be far more economical to continue this charge in Shipping; but so long as an expensive establishment exists, for the purpose of collecting a revenue from commerce, all the expenses necessary to aid that commerce should be paid out of it: but as no similar charge is made on the Hudson, it acts as a direct bounty in favor of New York; therefore, it should be abolished. The Board of Trade complain of the expensive management under the Trinity Boards of Quebec and Montreal, composed of a Master and seven Wardens appointed by the Government; the salaries of the officers of the former amounting to £1861; their duty is to superintend Lights and Pilots below Quebec. Above Montreal Pilots are not regulated by law; on the other route the same duty is performed by a Board composed of five persons, two appointed by the Chamber of Commerce, two by underwriters, and one by the Secretary of the Navy. These select a Secretary, with a salary of £250 per year: there is no compensation to any member of the Board, and no law to enforce the regulations they may adopt.

The one system, by the St. Lawrence, is coercive, the other by the Hudson, voluntary; the one is managed by individuals appointed by the Government; the other by individuals appointed by the Shipping and Commercial interests. The result of the two systems demands attention; under the one, almost universal dissatisfaction appears to prevail among the Shipping interests; they are compelled, at Quebec, to support a Water Police by a voluntary tax, at an additional expense, as I was informed, of one penny per ton—a charge unheard of in any other

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Port; while the other system has produced general satisfaction among all concerned.

Honorable E. Sandford writes:—"I have consulted with a number of our largest Shipping Merchants; they uniformly agree that the present system is highly successful, far superior to the old monopoly plan; it has had time to test its efficiency, and has established itself in the confidence of the Commercial community."

G. M. Bland, Esquire, one of the Commissioners: "In reply to your question as to the comparative success of our present voluntary system: It is far better, inasmuch as there is more promptitude in saving Vessels, and much fewer accidents. It is a modification of all the different systems, and the only preference is that consequent on good behaviour."

Thus it would appear that one remedy is pointed out, we have only to act on the unerring principles which govern the ordinary pursuits of life, repeal all laws regulating Pilots, leave the placing of buoys and supplying of Light Houses to the Masters of Tug-boats, and leave the entire management to those individuals who may be selected by the Boards of Trade, Ship-owners, and the Harbor Master, who is appointed by the Government; and we look for the same result, which the experienced gained since 1846 has established for the New York system.

The restrictions referred to by Captain Boxer, R.N., respecting Quarantine Regulations, and subjecting Vessels to come to at Quebec, for the purpose of being boarded by a Health officer, after leaving Quarantine Station, are so obviously useless and absurd that it is scarcely necessary to refer to them.

It has also been suggested that the Emigrant Agent, and a person to collect the Emigrant tax, should be stationed at Grosse Isle, to relieve emigrants of the necessity of calling at Quebec at all.

Taking for granted that every restriction on this route which is attended with loss of time will be removed, I will proceed to shew that it will be unavailing, unless a material corresponding to the magnitude of the trade to be created is provided. Had those two routes been left to themselves, unaided by bounties or fettered by restrictions; the natural advantages of the St. Lawrence would long since have commanded a full proportion of the trade from Europe to America. But from the large amount of capital now invested in Shipping in the Port of New York, its facilities for storage and transhipment, and its low charges both public and private, many years must elapse before the route from Quebec can successfully compete with it, though aided in the same manner, and placed in all respects on an equal footing.

Many years since a number of packets, of the largest and best description, were built in New York for the Liverpool trade; sailing at fixed periods for the conveyance of passengers and valuable merchandise they were eminently successful, and a large amount of capital was invested in various lines from that port to different parts of Europe. Some years after the Imperial Government gave a bounty to the Messrs. Cunard to run a line of Steamers between Liverpool and Boston, designed no doubt to benefit the Colony, as they were required to touch at Halifax. This line directed a portion of the trade from New York to Boston. After an ineffectual struggle from year to year to build steamers of equal capabilities by individual enterprise, the American Go-

vernment were induced to give a similar bounty to the Messrs. Collins. On the latter line being established to New York, the destination of a part of the Cunard line was also changed to that place. These steamers do not transport emigrants or railroad iron, but they carry precisely the same description of freight, for which the sailing packets were originally designed, namely *passengers* and *valuable merchandize*, and they compel those latter vessels to seek other employment, consequently they convey emigrants and heavy articles from Liverpool, for which they are well adapted, and they are therefore enabled to transport flour from New York at less prices than it can be done from Quebec. Thus the capital advanced by the Government of Great Britain and the United States to those lines of Steamers has operated and continues to operate as a direct bounty in favour of the New York route against that of Quebec, therefore the beneficial object the British Government had in view in advancing this capital has had the very opposite effect; in place of benefitting the Colony it has proved injurious; under those circumstances the question is narrowed down to a single point, that is, as to time, after the (as compared to the object) trifling improvements suggested are provided, an emigrant or a ton of goods can be conveyed to Lake Erie from Europe by Quebec, at less cost and with the same description of craft, in less time than by New York; therefore although the magnificent character of our communication will ultimately gain the ascendancy, if it be an object however to gain this trade and the revenue and profits to be derived therefrom within a reasonable time, we must provide the same material for the ocean freight, as on the New York route. To effect this we must grant the same public aid and encouragement for the establishment of one or two lines of Steamers to run between Quebec and Liverpool, as was extended to the Cunard and Collins' lines. During the winter season they could ply to Sidney in Cape Breton, Halifax, St. Andrews and Portland, from whence a communication will soon be opened to Quebec and Montreal, and as they would be Provincial lines the transport of the Mail should be given them. The mutual advantages which both Great Britain and Canada would derive by converting the St. Lawrence into the leading highway of trade between the great West and Europe will, on a correct representation, induce the Government of each to grant this aid.

In addition to the various measures proposed, the most liberal commercial policy must be carried into operation.

*Firstly*, Extending to the vessels of all nations, destined to any interior port in the United States, at the Port of Quebec, the same facilities as at Port Dalhousie or Port Colborne on Lakes Ontario and Erie, no entrance or clearance in any custom house of cargo; no detention and no restriction; the vessel to pay the toll and proceed onwards. The practice has been in operation the last twenty years on the Welland Canal, and has proved successful.

*Secondly*, By reducing the duties at that port to five per cent. on all articles for Canadian consumption.

*Thirdly*, By removing the duties from the productions of all nations entered at that Port, which will admit the productions exported from Canada at the same Port on equal terms.

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Those measures are designed to draw the trade of the West through our waters; to procure for Canadian Vessels a fair chance of return cargoes, of which they are at present wholly deprived, as every ton of goods at present landed at New York is sent through to the lakes by the way of Ogdensburgh, Oswego, or Buffalo, from whence they are conveyed to their upper Ports in United States Vessels: whereas, if landed at the Port of Quebec, Canadian Vessels would have an opportunity of taking a part, as they would be there on an equal footing with their rivals. To encourage the investment of Capital in Ship-building in Canada, for which the Country is so well adapted; also to increase the price of its natural productions, which the removal of duty in foreign markets will insure, and establish a direct trade with the West Indies.

The amount of Revenue which may be anticipated from this trade may be inferred from the outward toll paid on one lake Vessel; in November last the Schooner "North America" passed through the Welland Canal, from Cleveland to Oswego, with a cargo of 15,000 bushels of wheat, and one hundred barrels of pork: had she passed through the St. Lawrence, the toll would have reached one hundred pounds.

The profit to be derived cannot be estimated; it is diffused through every branch of business, felt by every individual, and seen by the general prosperity of the Country. It may be realized by comparing New York with Quebec, or the Mississippi and her thousand Steamboats with the St. Lawrence; and the extent of country that furnishes this trade has also been overlooked, or a share of it would have been secured long since.

We have a coast of four thousand miles above Quebec, and four thousand miles above Lake Ontario, leading through the centre of America; its natural outlet is the St. Lawrence, through which its trade must flow when placed in the same position as its rivals.

To encourage the establishment of a line of Steamers from Liverpool to Quebec, a bonus equal to one-third of their cost should be granted—the money to be raised by debentures payable in twenty years. Those Steamers should leave Liverpool

weekly, touching at the nearest sea-port in British North America for fuel, and a direct intercourse will be established between *Great Britain* and the *Great West*, by which means an emigrant or a ton of goods will be conveyed in less time, and at less cost, than by any other route; and from which a revenue from toll will be realised, sufficient to pay the outlay on every improvement which has or may hereafter be required. In connection with this important communication from the foregoing it will be seen that all those separate measures are proposed for the attainment of one single object—*Return Freight from Great Britain to Quebec.*

All of which is respectfully submitted.

WM. HAMILTON MERRITT,  
Chief Commissioner Public Works.

St. Catharines, January, 1851.

P. S.—The Report of Dr. Taché, M.P. for Rimouski, did not reach me until after the above was closed and sent into the Department; it is, therefore, referred to in the Appendix to which it will be attached.

I have much pleasure in concurring in all he states respecting the population below Quebec, the employment of Tug-boats below Quebec, and erection of a Light at Manicouagan Shoals. Those recommended on the South shore are at variance with the general and almost unanimous opinion of all the evidence, particularly Captain Bayfield's. The effect on rates of insurance, since the establishment of Lights has been the very reverse of what he and what I supposed, until reading the statement of the Quebec Board of Trade, who, as practical businessmen, have the best opportunity of obtaining correct information. They affirm that since Lights were established, the rates of insurance have doubled and trebled; as there was only one Light below Quebec, on Green Island, as late as 1830, the fact can be easily established.

WM. HAMILTON MERRITT.

February 17th, 1851.

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### Appendix D, No. 3.

#### CONNECTION OF THE RIVER SAINT LAWRENCE WITH LAKE CHAMPLAIN.

To His Excellency the Earl of ELGIN and KINCARDINE, Governor General, &c. &c. &c.

Having in a former Report pointed out certain measures which appeared necessary to regain the Ocean Trade by Quebec, the Chief Commissioner has the honor of calling the attention of Your Excellency to the importance of connecting Lake Champlain, by means of a Canal, with the St. Lawrence, for the purpose of directing a portion of the New York trade down that river.

Apprehensions are entertained that if this route were opened, such is its superiority that it would direct a portion of the Atlantic trade from Quebec. An investigation of the capabilities of those two routes, as well as of the several rival routes with which they are destined to compete for the trade of the West, will remove this apprehension.

After the completion of the proposed Canal, it will be found that a barrel of flour will reach Quebec or Whitehall at the same cost, with the exception of toll, to which the latter route must be subject. By the former a cargo can proceed to sea without a single transshipment, or with but one at most; whereas at Whitehall there must be one transshipment into

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a canal boat, at Albany generally a second into river or tow boats; or if it reaches New York in the same craft it must be again transhipped into a sea-going vessel, in addition to which it must pass over the summit between Lake Champlain and the Hudson river, overcoming a lockage of 181 feet. This decided advantage in favor of the St. Lawrence should set all fear of competition between these two routes at rest. Instead of entertaining fears of creating local rivalry, we should ascertain where rivalry really exists, and unite our efforts to counteract it.

Lake Erie is the point where the trade between the East and West must centre; a barrel of flour has been conveyed, during the summer season, from thence to New York for 2s. 6d., and from Oswego to the same place for 2s., and although freights increased in the fall, the comparative prices in favor of the inland routes continued. Flour was conveyed to New York, by way of Ogdensburgh, at one penny half-penny per barrel cheaper than by Montreal. If those interior routes, in their present state, direct this trade, what may we look for when all their contemplated improvements are carried into operation? The enlargement of the Erie Canal—the completion of the New York and Erie Railroad with a six foot track from Dunkirk—and the Cape Vincent and Sacket's Harbour roads, from the lower end of Lake Ontario—all of which is likely to be effected during the present and ensuing seasons.

The diminished prices of freight contemplated by the above routes, and the reduction of tolls on the Erie Canal, should induce us to improve all the natural advantages we possess in the shortest possible time.

A commencement has been made by authorising the deepening of the Chambly Canal, which can be accomplished at a moderate expense, in as much as the summit-level from Lake Champlain to the Guard-lock (above three-fourths of a mile) has its full depth at the lowest water. This Lock drops two feet into a level twelve miles in length; consequently by removing six inches from the bottom, and raising the head two feet, the same depth is obtained from thence to the lower Lock. Some stone excavation is required, as well as the removal of a bar above St. Johns. These improvements insure the full depth of eight feet water between the River St. Lawrence and Lake Champlain, and will effect the following change in the navigation:—Vessels of the following dimensions, viz. 106 feet keel, 108 feet over all, 23 feet beam, and 8 inches dead-rise, will convey a cargo of 2,800 barrels of flour, drawing not over seven feet six inches of water, from any port above Lake Erie to Whitehall without a single transhipment.

Although this alteration will materially reduce the present price of freight, still it will afford but a partial relief, and will not meet the reductions on the different rival routes. To insure the trade from the Lakes to New York, the best route between the St. Lawrence and the Hudson must be selected; to determine this point the different summits and distances between the present navigable waters must be ascertained. Lake St. Francis, on the St. Lawrence, is on the same level as the summit of the Hudson river—a Canal would lead the waters of the former into the latter—but Lake Champlain intervening, offers a much better navigation, and it can be connected with Lake St. Francis by a Canal of some forty miles in length, with 56 feet of lockage; with Lake St. Louis at Caughnawagn, 32 miles, with

28 feet of lockage; or with the River opposite Montreal, 18 miles with 73 feet of lockage. Therefore, until a correct survey of these different routes, with a report is made, setting forth the relative advantages of each, any opinion (except that of showing the superiority of either over any other route which has or can be constructed through the United States) would be premature. The Report of Thomas C. Keefer, on the subject of removing the obstructions from the bed of the River St. Lawrence, alluded to in my last Report, contains some valuable information on this subject, not only on the facilities that improvement would afford, but on the increase of trade to Lake Champlain from Canada. It appears that the movement to and from tide-water on the Hudson last year, was 2,034,018 tons, valued at \$140,658,009, being an increase of thirty per cent. for the former, and eleven per cent. on the latter over the previous year; that the reduction of toll on certain articles has extended their trade farther south, and enabled the Erie Canal successfully to compete with the Mississippi for the trade of Kentucky, Tennessee, Missouri, and Iowa, although situated on its immediate borders; that this reduction has also been a means of supplying Canada with fish, sugar and other heavy articles, and drawing her productions through in return; and that notwithstanding produce equal to 100,000 barrels of flour per day, was delivered for fifteen consecutive days previous to the 31st of November, the Canal, in its present state, is capable of conveying all that is likely to offer. With this data before us, no calculation is necessary to prove that this connection is of paramount importance to Canada.

Were the effects of the early opening of the St. Lawrence, and the speedy completion of this Canal understood, it would not be delayed a single season. When finished, a Vessel might reach Whitehall from any port on Lake Ontario, with a cargo of *ten thousand barrels of flour*, at a cost which would place competition from the Erie and Oswego Canals out of the question.

Every ton directed from those Canals, lessens the revenue, defers the period for payment of their Public Debt, and deprives the Legislature of the power of reducing tolls. Whereas, without these additional improvements on our part, we shall continue to witness, from year to year, the gradual reduction of their toll, and an increase in their business until 1866, when tolls will be wholly removed, and we shall be left to realize the effects produced on the opening of the Erie Canal, when the trade of the St. Lawrence was directed to New York as if by magic.

Convinced that the early completion of the proposed Canal will ensure a revenue, and enable us to pursue other works with increased vigor, without in the remotest degree retarding those already pointed out, I would most respectfully recommend that surveys and estimates be procured, and the best route selected.

In the meantime, as the amount of one route is already ascertained by the survey of Mr. Mills, it is advisable to submit to the Provincial Parliament, at its next session an estimate for a grant of the required aid.

All of which is respectfully submitted.

WM. HAMILTON MERRITT,  
Commissioner of Public Works.

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## Appendix D, No. 4.

To His Excellency the Right Honorable the Earl of  
ELGIN and KINCARDINE, Governor General of  
Canada, &c. &c. &c.

The Chief Commissioner of Public Works has the honor to report, that on the 15th September last, he commenced an examination of the Public Works on the River St. Lawrence.

The first object was opening a Channel in the bed of the River, to ascertain what obstacles existed, or whether it was practicable to enable vessels to descend from Lake Ontario to Tide-water. Captain Maxwell was engaged in the Fall of 1849, to examine the Longue Sault, and the Rapids intervening between Lake St. Francis and St. Louis; but the lateness of the season did not admit of completing the Survey. In August last, Thomas Keefer, Esquire, was employed to make a thorough examination of the Bed of the River throughout. On the 12th October, I descended from the Côteau to Lake St. Louis, accompanied by two gentlemen, and had the gratification to find that only two obstructions existed at Prison Island, and above Split-rock, to admit the passage of vessels drawing eight feet water from the Spring up to this season, and only one obstruction below Lachine.

These cheering prospects induced me to direct the marking out of the Channel of the Longue Sault, which was attended with much difficulty; however, after a week's delay, I had the additional satisfaction of passing through this Channel, and set at rest all doubt heretofore entertained respecting its safety, and established the fact, that any vessel, with the aid of steam-power on board or in tow, can pass from Lake Ontario with perfect safety to the entrance of the Beauharnois Canal.

The following directions were immediately published, and the Channel marked out by Captain Wright:—

## "NOTICE.

" Steamers, Vessels, or any other Craft, by keeping in a line with three poles on the Canal banks, will enter the Channel on the left of the Upper Cellar, thus passing between the two Breakers, in smooth deep water, keep in the line, a-head, in the open wood on Streak's Island, which leads through the centre of the Channel, until near the Lower Cellar at the head of this Island, through which you may pass, the nearer the deeper the water. Buoys below this will be placed by Captain Wright, to mark out the usual Shoals now well known.

" In the mean time, Captain Wright, Adam Harris, or William Hoople, offer to take through any Vessel offering, drawing ten feet water, either in tow or with a fair wind.

" CORNWALL, 22nd October, 1850."

Mr. Keefer having been directed to explore, and report on the country lying between the St. Lawrence and the St. Johns, and having but a month or two which could be relied upon for fine weather, time did not admit of a Report; it has since been finished, and proves far more favorable than anticipated; the estimate not exceeding £15,000; with this outlay, a vessel drawing ten feet water, may descend the entire length of the River St. Lawrence, without passing a single Lock, without detention, and within a shorter time than on any other navigation of equal length in the whole world.

The increased trade it will draw through this Channel from the South and West, will repay the outlay immediately.

Advantages so obvious will no doubt receive the most favorable consideration of Your Excellency.

## ST. LAWRENCE CANALS.

1. GALLOPS.—2½ miles in length, with one Guard Lock in the Entrance from above, and one Lift Lock, of 8 feet, at lower end; dimensions, 200 x 45 feet, same as all except the Cornwall, although the depth of water at present is only 7 feet at low water; one Bridge and three Lock Houses, one Lock-master, and two assistants, at each Lock, at an expenditure of £258. After Banks are secured it is proposed to reduce this expenditure to two Lock Tenders, at £50 or £100, as those Guard Locks will not be required; the expenditure for maintenance will be referred to hereafter.

In consideration of the lands and a Mill privilege, the sum of £137 10s. 0d., was paid, and a grant for a Mill privilege, of 8 run of stones, issued in 1847; there appeared to be an additional power for at least eight run of stone more at this point, where a Wast Weir must also be constructed, in case the Cut remains as at present, as estimates were prepared last year for finishing those works, although not sanctioned, it is unnecessary to enter into any further detail thereon; the amount and object may be seen in the last Report. The depth of water on the Mitre Sill, on the 18th October, was 7 feet 9 inches; on the 28th November, 5 feet 9 inches—the extraordinary low water being occasioned by Easterly winds, not of long duration. This is an important position, from being the first entrance from Lake Ontario level to the St. Lawrence Canals, and consequently regulating its depth. It is in contemplation, by parties in the United States, to connect an Island on the opposite side with the main land. This project should be encouraged, as it will increase the water on this level, which is much needed; and for the same reason I would strongly recommend the extension of the upper Pier on the lower, and not the upper side, which will give full nine feet water in this Cut, which is indispensable for the safe, and expeditious conveyance of the upper Trade.

2. POINT IROQUOIS.—Three miles in length, with one Lock of six feet Lift, one Bridge, and two Lock-houses; Banks appear substantial.

*Mill Privileges.*—Mr. Elliot has constructed a Stone Flouring Mill, with four Run of Stones, at a rental of £85 a year. Mr. Carman, has also engaged a Seat for two Saws, at the same rent, £35 Currency, from the 1st January, instant, and there appears to be sufficient power for Eighteen more under the present head, which will be increased in proportion when the upper Cut from the Gallops is connected, which for the ascending trade is absolutely necessary; many Vessels have been seriously damaged, by leaving projecting rocks on this Cut, and it is extraordinary that it should have been left year after year in this dangerous state.

Timbers for guarding against similar occurrences have been ordered, and will be placed before the opening of the navigation next season. On the 18th October, depth of water on Mitre Sill, 7 feet 3 inches; 28th November, 5 feet 8 inches.

3. RAPIDE PLAT.—Four miles in length, one Guard and one Lift Lock, 11½ feet; one Bridge and four Lock Houses; two Lock Masters, and four assistants; expenses £225. On the same principle as the above. The Guard Lock Keepers may be dispensed with, and the Lift Lock managed by two hands, at £100. The Banks are in good order.

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*Mill Power.*—A Mill privilege for 6 run of stones has been granted to Benjamin Chaffey, at a rent of £61 10s., from 12th February, 1849. This lease, I understand, embraces all the Land below the Lock.

Therefore, care should be taken to secure the right of passing water by a race, for other privileges below his Mill; and as the Engineer directed the Superintendent to take as much Land as would be required, it should not be lost sight of.

There is water power for 20 additional run of stones.

4. FARRAN'S POINT.—One mile in length; one Lift Lock, of four feet; one Bridge, and two Lock Houses; one Lock Master and two assistants; expense, £127.

*Mill Power.*—There is water for twelve run of stone, without impeding the navigation in the least. This Canal has been rendered nearly useless by the Steam Tugs passing up the River.

PRESENT MODE OF NAVIGATION THROUGH THESE CANALS.

Steamers, Lake Vessels, Barges, and all other craft, descend the St. Lawrence to the Cornwall Canal, by the aid of Steam Tugs, or wind; and in future will continue most probably to the Beauharnois Canal, without touching either of these Canals, or passing through a single Lock. Those Steamers which have not sufficient steam-power to ascend the Rapids, as well as all Lake Vessels, pass through the three upper Canals in ascending; but it appears that Farran's Point Canal only passed eight Lake Vessels, and has become nearly useless. Steam Tugs taking all Vessels in tow up the River on the American side, and pass this Canal altogether. Therefore, the expense of the present Guard may be saved altogether.

PROPOSED IMPROVEMENT.

The original design was to construct a Towing-path on the banks of the St. Lawrence, from Cornwall to Prescott, as the Survey of Messrs. Clowes & Barrett points out. The Survey of last year is not finished; but an estimate of the entire expense will be furnished by Mr. Keefer, as soon as a few Soundings are made.

From the information in my possession, it appears the distance from Cornwall Canal to Farran's Point, is.....5 miles  
From thence to Rapide Plat .....11 "  
" " Iroquois ..... 4½ "  
" " Gallops ..... 2½ "

Total .....23 miles of towing-path, to which add 10½ miles of Canal, makes total of 33½ miles. The expense of connecting the Gallops with Iroquois by a continuous Canal of 2½ miles, is estimated by Mr. Keefer at £35,000; the estimate for sinking the Locks and bottom of the latter, amount to £34,750; the advantage of the former in working during the Summer season, not interrupting the navigation, and in the increased water-power, are so obvious, that I would earnestly recommend its immediate commencement; from thence, a Towing-path of 4½ miles is not likely to exceed £25,000 and will give a continuous navigation from this point to Prescott, of 18 miles, leaving only 16 miles from Cornwall Canal, to be traversed with steam.

I would also recommend that the Towing-path, from Rapide Plat to Cornwall, should be estimated, and provided for as soon as practicable, which will render this part of the work navigable at all times. In the meantime, Captain Wright, of the Steam Dredge, should be authorised to employ Mr. Marshall, who is represented to be the oldest and best Pilot; also, the Lock Masters (who are now unemployed) to take Soundings on the Right Bank, and mark out the prominent Shoals, and buoy them themselves in the Spring, a draft of which should be made by Mr. Rubidge, who is now engaged in Sounding for

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the Towing-path, on the Left Bank; and thus a chart of this part of the River will be finished at the least expense.

ANNUAL EXPENDITURE.

1st September.—Paid the Deputy by the Collector at Port Elgin.....	£160	0	0
Contingencies .....	21	15	0
One Collector of Tolls, paid through the Inspector General's Department .....	100	0	0
Six Lock Masters, at £60.....	360	0	0
Twelve Assistants, at £33 15s.....	405	0	0
In all.....	£1046	15	0

PROPOSED REDUCTION BY MR. KEEFER.

See Annual Report for past year, page 20,			
1st September .....	£150	0	0
Six Lock Tenders, at £60.....	360	0	0
Six Assistants, 8 months, £4.....	192	0	0
	£702	0	0

This sum, deducted for the actual present establishment, would leave £344 15s., as the sum to be saved by Mr. Keefer's proposal.

PROPOSED MANAGEMENT FOR THE FUTURE.

From the return of the past season, it appears the trade through Farran's Point Canal fell off from 428 to 122 Lockages; and since has been of little or no service to the trade, and is not likely to be until the towing path is finished. Therefore this establishment may be dispensed with altogether.

But in order to accommodate any chance Steamer, Barge, or Boat, in ascending, a condition in writing the Mill-power should be inserted to give the rent of two Lock-houses, and require the attendance of a person to be present at the opening of the Lock, to see the Gates were properly closed, for which he should be entitled to receive 1s. 3d. or 2s. 6d. for the said Craft. The labour of opening and closing the Gates to be performed by the crew, as on other Canals; this would leave only three Lift-Locks at Rapide Plat, Iroquois, and Gallops, a distance of 9½ miles.

PROPOSED EXPENDITURE.

2 Lock Tenders, at Gallops, at £50.....	£100	0	0
2 do Point Iroquois, at £50..	100	0	0
2 do Rapide Plat, at £50....	100	0	0
Farran's Point, not required.....			
	£300	0	0

In the Winter season this Canal should be under the charge of the Custom House officers at Prescott, and the officers at the Gallops. The 1st Lock Tender to have the immediate superintendence, and no other Superintendent required, which would reduce the expenditure on these Canals £670 15s. 0d. per annum.

SECURITY OF THE WORKS.

In the first place one good Foreman (the man at Iroquois Point is recommended) at 10s. per diem, and ten men at £4 per month, 8 months, ..... £440 0 0  
Tolls and Contingencies, 8 months, at £5, ... 40 0 0

£480 0 0 per annum, which is equal to £60 per month during the season of Navigation.

This establishment might be employed in gravelling the banks throughout, so as to render them perfectly secure. This will reduce the expenses here to a standard with other similar Works, cost say two years £480, =

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£960; interest £57 12s., and obviating the necessity of superintendence at two guard-locks, which at £250 each, shews a saving of at least £200 per annum.

In the proposed arrangement it is not intended to lessen the working man's wages, but on the contrary to increase them, in order to command the services of the best men.

The Collector of Tolls may be dispensed with, and his duties performed by the Collectors of Customs, either at Prescott or the numerous Ports on this line below. The whole amount received is only £94 16s. 10d.

The Lock Houses should be rented out on condition of attending to the Cut in the Winter season, and reporting on the same when necessary.

No Superintendent is required on these Short Cuts. The duties at present are not clearly defined, or well understood, otherwise I would have felt it my duty to express strong disapprobation of the operation and management of this part of the Work, particularly during the past season, as the Steam Dredge and Scows were employed in deepening the entrance into Farran's Point Canal the greater part of the season, when it was not wanted; while it could have been usefully employed at the entrance of the upper Canals, which should have been first finished.

The moment this change in the trade was discovered, the Superintendent should have notified this Department, and pointed out whether under those altered circumstances the Lock Masters and Assistants were required.

5. CORNWALL CANAL.—11½ miles long, has seven Locks, with 48 feet lift dimensions, 200 x 55, with full nine feet water, and an additional foot may hereafter be made when required, at a trifling expense.

The dimensions of those Locks were determined upon for the purpose of passing freight Steamboats with paddle wheels, and are not an inch wider than will in a few years be required; they are not long enough by 50 feet, and when altered the upper Gates should be sunk on a level with the lower, leaving the dimensions 250 x 55; and if the five Locks necessary to connect Beauharnois Canal with Champlain, were of same size, the moment that Cut was finished (as the upper Locks may be passed in ascending by a powerful Boat) the largest description of freight Steamers would come into immediate competition for New York Trade.

Mill Power.—But two good Flour Mills and one Saw Mill are now in operation, and they were stopped for want of water, although there is a most abundant supply throughout the entire route.

EXPENSE OF PRESENT ESTABLISHMENT.

1 Superintendent, .....	£160	0	0
1 Toll Collector, .....	100	0	0
4 Lock Masters, at £76 2s.,	304	8	0
1 do .....	60	0	0
1 Bridge Keeper, .....	50	0	0
20 Assistant Lock Keepers, at £39 15s., .....	675	0	0
	<hr/>		
	£1349	8	0

ESTIMATED REDUCTION FOR 1851.

1 Superintendent, .....	£150	0	0
5 Lock Masters, at £50, .....	250	0	0
9 Assistants, at £4 for eight months, .....	288	0	0
1 Bridge Keeper, at £5, .....	40	0	0
	<hr/>		
	£728	0	0

making a reduction of £621 8s. 0d. The amount of Tolls collected are £101 8s. 7d.

If the principle is adhered to, of making the crews of Vessels open and shut the gates, there is no necessity for more than two men on each beat.

Trade passing down the Rapids, only one lockage up will be required; for this season, 4 men at £32, can be dispensed with, leaving an expenditure of £640 per year, or a saving of £709 8s.

FUTURE REPAIRS.—The construction of a stone Waste Weir, 100 feet wide at the point below the Upper Cellar, and a thorough repair of the lower wooden Waste Weir and Flume, is recommended, with a stone Waste Weir at each Lift Lock.

Three Scows, with a gang of hands and one Foreman, should be employed, from April to November, in strengthening the banks and tending the Guard Lock, to continue one, two, or three years, until the banks were widened fully 2 to 7 throughout, drains made to take off the water, all appearance of leak stopped, and the banks lined with gravel or stone, to prevent any further wash.

The expense of repairs last year, for one week, was very great, which was occasioned from the want of a Waste Weir. The Collection duty should be performed by the Customs, and the Superintendent should have the direction of Upper Cuts to Prescott.

6. BEAUHARNOIS CANAL.—11½ miles in length; 9 Locks, 82½ feet Lockage: no Waste Weirs on the line of this Canal; not a single Mill or any other machinery erected, although there is unlimited water-power at command. One reason alleged, is the want of Waste-weir, none having as yet been erected.

PRESENT EXPENDITURE.

1 Superintendent .....	£160	0	0
1 Collector .....	100	0	0
1 Lock Master .....	76	2	0
8 do at £50 .....	400	0	0
1 Bridge Keeper .....	50	0	0
Ferryman and Assistant .....	67	10	0
16 Laborers, at £38 15s. ....	540	0	0
3 do at £39 15s. ....	107	5	0
	<hr/>		
	£1494	17	0

PROPOSED EXPENDITURE.

Superintendent .....	£150	0	0
5 Lock Masters, at £60 .....	300	0	0
13 Assistants, at £32 .....	416	0	0
Ferryman .....	64	0	0
	<hr/>		
	£980	0	0

which would make a reduction of £564 17s. per annum; the same alteration is proposed in the above.

The amount of tolls collected, £640 7s. Mr. Ellis' suggestion respecting tolls, requires action; Mr. Gough should be written to thereon.

The employment of a Collector here, will depend upon the amount of toll collected or landing in this locality, which information I have not obtained. My present opinion is, that no additional Office for Collector is required out of Montreal, Lachine, Beauharnois, and St. Anns Lock, neither do I think a Superintendent necessary, as the one at Montreal should perform this duty, and the same establishment should be kept with the three Scows until the Banks are rendered perfectly secure from end to end.

7. LACHINE CANAL.—8½ miles long; 5 Locks with 45 feet Lift.

EXPENDITURE.

1 Collector .....	£200	0	0
1 Assistant .....	60	0	0
1 do at Lachine .....	125	0	0
1 Wharfinger .....	100	0	0
3 Men, for 7 months .....	138	0	0
1 Superintendent .....	140	0	0
	<hr/>		

Carried over..... £763 0 0

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	<i>Brought over</i> .....	£763	0	0
3	Lock Masters and 1 Bridge	304	10	0
3	do	3	360	0
1	do		50	0
15	Assistants, 1 do, £34 17s 6d.	558	0	0
1	do		46	0
2	Houses	122	1	3
		£2210	1	3

## PROPOSED EXPENDITURE BY ENGINEER.

1	Superintendent ..	£150	0	0
4	Lock Tenders, at £60.....	240	0	0
6	Assistants, £32 .....	192	0	0
3	Bridge Keepers, £40.....	120	0	0
4	Assistants, £32 .....	128	0	0
1	Collector .....	250	0	0
1	Assistant .....	75	0	0
1	do at Lachine .....	75	0	0
1	Wharfinger .....	75	0	0
		£1305	0	0

Proposed saving... £805 1 3

The remarks of Mr. Barritt, in 1845, tend to corroborate the above.

## ADDITIONAL EXPENDITURE AND PROPOSED IMPROVEMENT.

From the Report hereto of Mr. Keefer, it appears that for an outlay of £2600, ten feet depth of water may be obtained in the upper level, by simply raising the Towing-path for a short distance, thus avoiding the great expense of opening another Channel around the Lock, to supply the Canal with water during the dry part of the season, increasing the Water-power, by bringing an additional head of two feet within 4½ miles of Montreal, improving the navigation, and dispensing with Lock Tenders at the Guard Locks.

*Mill Power.*—This is the most important point on the entire route for manufactories, the value of which has not been appreciated, not as regards the amount of rents, but the amount of Toll produced therefrom; every merchant's mill yields an income to the Canal, from the quantity of wheat and flour ground, which entitles them to a decided preference, in selecting the best situations.

## PROPOSED MANAGEMENT.

There are in Montreal five different establishments, to perform certain duties. 1st. To collect Custom Duties, composed of some 40 individuals, Collectors, Landing Surveyors, Tide Surveyors, Landing Waiters, Tide Waiters, and Warehouse Keepers, 1, 2, 3, and 4, Clerks to the above and other Assistants, at a cost of about £5250 per annum.

2. Collects duties, to repay the Capital for constructing the Harbor, under the control of three Commissioners, without a salary, with a Secretary, Wharfinger, Overseer, Commissioner, &c., amounting to some £1100.

The Provincial Treasury is liable for the payment of the interest on the Capital expended, although the City of Montreal pays the Tax for this Season; the appointments are also made by the Government.

3. Collects duties on vessels, steamers, &c., for the purpose of keeping up lights, a part of the distance to Quebec, the charge 1½d. per ton, equal to the amount of all Tolls paid from Montreal, to Prescott, on the Canals, Lights, and any other outlay; a Treasurer, Secretary, Assistants, at an expense of about £500. The Companies or Managers, are also appointed by the Government, whether these two or three separate duties could not be performed in one establishment, should be inquired into.

4. On the Canal for the collection of Toll, consisting of Collectors, Wharfingers, &c., at about £625.

5. Under the Board of Works, for the immediate superintendence of the workmen; the extraordinary expenditure for management on this route, over that by New York, has been noticed in Report No. 1, and the injurious effects on the trade. It is worthy of consideration, whether, the duties from commerce, could not be collected far more economically, and with equal efficiency at Quebec, where an expenditure of £7085, is now incurred for this purpose.

On the Hudson, no second port has been found necessary in addition to New York, although ten times the business is transacted there.

## ALTERATIONS OR AMENDMENTS.

1. Collection of additional Dock Dues, for the purpose of keeping the same in repair, and payment of expenses.

2. Employment of as many Weigh Masters, as required to attend to loading, and to procure full and fair returns, in case the men employed by Customs will not answer.

## WEIGH-LOCKS.

The necessity of Weigh-Locks is apparent, the Commissioners of the Erie Canal, report one-fourth of the Toll, is gained by their establishment. When made, care should be taken to enlarge the dimensions, to admit Steamers with a cargo of at least 1000 tons; however, it should not be commenced until the entire line is finished, and in operation for some two or three years.

## LOCK TENDERS.

From the Report of the Chief Engineer, as well as the Returns of Mr. Gough, 28th October, it appears that except the Superintendent, there is not a single mechanic or person accustomed to work in wood and iron on these Locks.

The break last year here, and the delay occasioned thereby shows the necessity of selecting mill-wrights, carpenters, smiths, or mechanics in wood and iron; liberal wages should be paid them for the period of navigation; after which only those in immediate charge of regulating the water, should be retained. If required on the Canal, pay them daily wages as labourers, if not, it deprives them of the opportunity of being useful to others, and is a waste of labour.

## SUPERINTENDENTS.

The entire line of this Canal shewed the want of a judicious superintendence.

The Towing-path had never been levelled, drains not opened, rubbish had accumulated on its banks. The Towing-path incumbered with stone, lumber, &c., &c. The same inattention was apparent on the Canal—Masters of Vessels complaining of breakage of lines when fastened to the Wharf, by the commotion of water produced by paddle-wheels.

Length of time occupying berths. On enquiry, it appears these duties were not understood; rents remain in arrear, tenants refusing to pay, all claiming abatement, and no person having any authority or apparent interest in the matter, which will be found, upon examination, to have caused a serious loss.

It occurs to me the duty of this Superintendent can be advantageously extended to Beauharnois, if not to Prescott. One efficient practical man, with a salary of £250, passing up and down every week, would exact better order than if stationary; the distance does not exceed the Welland Canal, and Steamers going up daily afford equal facility for inspection.

From the position of those Short Cuts, and the durable material with which they are composed, no scientific or

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professional Superintendent is required. One should have the entire control of the men on his line to discharge or employ when necessary. This system would soon ensure the most efficient men as Superintendents, who would take a pride in keeping the Canal under their charge in the best order, as they would feel the entire responsibility rests with them.

It would also ensure the most efficient men as Lock Tenders and labourers. Industry, vigilance, and sobriety would ensure employment, as there could be no other rule but fitness; whereas under the present system favourites and the most incompetent persons are frequently appointed, and the Government is continually subject to gross imposition in the recommendation for those petty offices.

The Engineer, Commissioner, or whoever has charge of the Canal, should be compelled to examine at least once in each month during the navigable season.

The collection of Tolls in many instances can be advantageously combined with the Customs Department, the officers of which receive compensation for other duties, as at Port Colborne and Port Dalhousie. All the officers should make their returns, and report to the Department of Public Works direct, giving quantities, value and amount of Tolls on each article; number and tonnage of Vessels, &c., &c., similar to the table prepared and strongly recommended by the Welland Canal Company in 1834. The neglect to continue them has suppressed much valuable information.

## AMENDMENT OF REGULATIONS AND BY-LAWS.

1st. That all Steamers or Vessels should pass to the right in passing up or down the Canal. And any Vessel to be permitted to hoist any portion of her sails if she does not interfere with other Vessels in passing.

2nd. No Steamer to use Paddle-wheels to produce commotion in the water, in any Dock where Vessels lay fastened.

3d. Imposition of Fines.

The present rates exact full payment of all damage incurred. Thus a Vessel may, passing, break one or two pair of Gates, cost of repairs amounting to several hundred pounds. The result has been that the fine is never paid, and the public receive no remuneration; and if it were rigidly exacted, it is questionable whether the great disproportion of the risk would not deter Capitalists from building Vessels. All experience proves, that apart from the actual risk incurred, which has not yet been felt, that all Vessels avoid Canals when practicable; the Caledonia Canal is sufficient proof. The wear and tear of lines, rigging and hulls of Vessels, with additional labour and delay, are all serious drawbacks.

It is the decided interest of the Public to encourage Shipping in every particular, inasmuch as any additional Vessel, like a Mill, adds so much Capital to bring Toll to the Canal.

No Vessel commits injury from mere wantonness; it is generally accidental. Were a fine of £100 made the maximum, and rigidly enforced, it would secure due caution and prompt payment.

4th. For trivial damages, not over five pounds; it should be left to the judgment of the Superintendent to decide on the spot, without delaying the Vessel, to report to the principal office.

## TOW-BOATS OR TUG-LINE.

Although the present line has been the means of lessening the price of Freight, from the hasty and imperfect manner in which it has been established, it has not produced general satisfaction.

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Messrs. Calvin & Cook, having discontinued their present Contract, offered to furnish the William IV., 100 horse-power; a new Boat, 85 horse-power; the Charlevoix, 65 horse-power; the Raftsman, 65 horse-power; and keep the Transit and the Chieftain, 60 and 45 horse-power, in reserve, to be employed when required, on payment of £2000 for the first, decreasing £250 per year, for five years.

The Boats to run as follows:—Leave Kingston, each alternate, day at 6 P.M., descending; reach Prescott, at rate of 5 miles per hour, 70 miles, at 8 A.M.; arrive Beauharnois, at rate of 8 miles, 92 miles, at 8 A.M. and reach Montreal, 36 miles, the second day at noon; making two nights and one and a-half days.

Returning: Leave Montreal in the morning, and reach Kingston in four days and three nights, performing the trip within the week, down and up. The present tariff, 4s. per mile, for the largest class of vessels up, and 2s. down, or £60 the trip, is less than the price paid on the Welland with horses, and is not unreasonable.

If, however, a Contract should be entered into, with any line, due precaution should be taken to give a preference to Lake Vessels with through freights, over Barges, with bye-freights, on the terms of the notice; also, to compel the Tugs to proceed direct from Kingston to Beauharnois, by the River, and other Tug-boats to meet and convey the Vessels from that Canal, direct to Lachine, without delay, and *vice versa* through, as pointed out in the letter of Calvin & Cook.

Although this plan would be a very great improvement, still it will not be sufficient for the trade. I would, in preference, recommend the building of two Tug-boats, of 48 inch cylinder, exceeding 100 horse-power, drawing not over 4 feet water, to form a daily line between Prescott and Cornwall, up and down. This would afford the necessary facility to the trade for some years. Although a Tug line, so established, would connect these Canals, still, they will not afford equal facility to a Towing-path on its banks for sailing Vessels in ascending the current, and without the construction of which they must soon give way to steam. The experience of the last two years is sufficient proof that a Towing-path between Cornwall and Prescott, and stone walls on the side of each Cut, are indispensable to command the lowest price of freight. That done, the Government requires no more Tugs. The Transit will be divided between large sailing Vessels and large Steam Freight Boats, passing through the entire route. This opinion is founded on the remarkable facilities this navigation offers, in passing down without entering a single Lock. In returning, there are only 25 Locks, with 205 feet lift, in a distance of 27 miles, and 31 miles of current to Lake Ontario; there remaining 38 miles in the upper levels through the Canals, and 104 miles by River, all slack-water navigation.

The Memorial of Mr. Gough, for additional remuneration, after the increased duties are imposed, is but reasonable; he is active, industrious, intelligent and zealous, qualifications which entitle him to a liberal compensation.

I have not sufficient information respecting the Officers at Lachine, Beauharnois or Ste. Anns, to form an opinion of their usefulness; it occurs to me that one Officer at Montreal could perform the entire duty, but an investigation would soon determine the question.

## CHAMBLY CANAL.

Distance 12½ miles; 9 Locks; 68 feet Lift; dimensions 120 x 23, with 5 feet, 6 inches depth of water.



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ST. OURS DAM AND LOCK.

This work is immediately connected with, and forms a part of the above navigation; length of Richelieu River below Chambly Canal, 26 miles; one Lock, with from 5 to 7 Lift; dimensions, 200 x 45; eight feet depth of water.

*Mill Power.*—Although every facility and advantage which nature and art combined, unite in making the cheapest and best water-power ever presented, still, not a solitary machine is yet in motion; and but one or two applications have yet been made for water-power. However, as there is an unlimited supply of water under high heads, no doubt it will, in due time, be usefully employed. It may be safely estimated at 100 run of stone, yielding about £250 per year.

The St. Ours Dam was constructed without an apron to break the fall of water; an omission which has caused a very great additional expenditure.

After examining the St. Lawrence Canals passing through the Channels of the Longue Sault, and ascertaining that no impediment existed for Vessels descending, in the bed of the River to Beauharnois, I returned to Chambly on 24th October; and in conjunction with the Engineer, after examining the different Hydraulic situations, made arrangements to employ Mr. Merrill, the Superintendent of the Ottawa, and Mr. Borne, the Superintendent in charge, to deepen the Canal to 8 feet water throughout, as pointed out in Report No. 2. And from the zeal manifested by those gentlemen, I entertain great hopes they will succeed. If so, we may look for a very great improvement in this navigation the coming season. To facilitate this improvement, I would strongly recommend removing the two small bars opposite Montreal, and placing timbers in the "Dawn Rock," as recommended by Mr. Keefer, to open a clear and safe passage through the Lachine Rapids; an object of no ordinary moment, when the value of time, and the keen competition from the Ogdensburgh Railroad is considered. If the entire arrangements are carried out, viz.: Tug Boats leaving Kingston each alternate day, and passing direct to Beauharnois Canal, buoying out the channel of the River from end to end, and removing bars on the Lachine Rapids. The deepening of this Canal to eight feet, will enable a vessel with a cargo of from two to two thousand five hundred barrels of flour, to leave Cleveland in the morning, reach the Welland Canal—

200 Miles on Lake Erie in .. .. .	2 days.
28 do Welland .....	1 do
170 do Lake Ontario, .....	2 do
130 do St. Lawrence to Montreal,	1 do
72 do St. Lawrence to Chambly,	1 do
18 do Chambly Canal, .....	1 do
150 do Lake Champlain, .....	2 do

738 Miles in all, in ..... 10 days,  
in which they will pass these Canals of 54½ miles.

Or it will enable a Lake Steamer with 3000 barrels flour to pass from the Welland Canal to Laprairie in two or three days, there tranship her cargo over rail to St. John's, which will reach Whitehall in two days; in all three to five days—gaining by Railway the time lost by the circuitous route of the Richelieu and Chambly Canal.

BURLINGTON BAY.

This Canal has no Lock, one-fourth mile in length, has cost already about £80,000, and will, when finished as should be, cost some £90,000 to £100,000. To meet this additional expenditure the Toll should be revised, and the rates of 1847 adhered to as near as may be. Mr. Keefer represents that no additional expense for management is required here, the Light-tender being in charge.

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13th June.

PORT STANLEY.

The amount expended in this Harbour has been about £25,000, and will amply repay the cost of construction. It is now under contract, and will, if attended to, be finished during the present season. The entrance was much complained of last year.

WITH REGARD TO LOCAL WORKS.

The Harbors were likely to pay; but as a part were managed by Commissioners, and a part by private companies, it was considered desirable to dispose of all on condition that they may be re-occupied by the Government if hereafter deemed advisable.

WELLAND CANAL.

Distance, Lake Erie to Lake Ontario, direct, from Port Colborne to Port Dalhousie, .....	28 Miles.
Port Maitland to the Junction, .....	20 do
Dunnville to Broad Creek, .....	5 do
Chippewa Cut on the Niagara River, .....	0½ do

In all..... 53½ miles

27 Locks on the main line including } 12 to 15 feet Lift.
1 Guard Lock at Port Colborne... } 6½ feet.
1 do Port Robinson. }
1 Guard at Dunnville, and }
1 Lift Lock at Port Maitland ..... } 9 "
1 at the Junction..... } 2 to 3 "
1 at Port Robinson..... } 16
1 at Aqueduct ..... } 16

33 Locks in all.

- 1 Dam over Grand River, 2200 feet from Bank to Bank.
- 1 Aqueduct over the Welland, 316 feet in length.
- 27 Waste-weirs.
- 2 Lock-houses.

In the Report of 1843, the Commissioners recommended a Foreman and Carpenter to be continued, after the completion of the work, at a salary of £150 a-year, with a Clerk at the same; which will, in his opinion, be all the local establishment required. One Superintendent, a practical active Mechanic, at £250 per year, with some 25 Lock Tenders, and assistants will be required at an expense of about £3000, about the same as the St. Lawrence.

In last Report, Mr. Keefer estimates the costs at about the above sum.

As no further appropriation is required than already estimated by the Engineers in charge, as the work on the Lake Erie level is proceeding most satisfactorily, with every probability of being finished this year, and as the new Aqueduct will be opened this Spring, no further obstacle is likely to interfere, to retard the completion of this Canal, when a vessel may pass from Lake to Lake in one day, and at a cost unequalled on any other Canal of the same distance yet known. In addition to the natural facilities it possesses, it has been suggested by owners of vessels, to light the Canal with gas, to admit of the passage of vessels at all hours. Its position is most favorable; by generating gas at Lock No. 2, Ranney's Mill, it would ascend to Thorald with the same pipe, leaving two brilliant lights on each Lock and Bridge. The three remaining Locks at Port Dalhousie, Allanburg, and Port Colborne, to be lighted with oil. A tax of 5s. per trip, on each vessel, would pay the expense, and effect a great saving, by the time gained. I am glad to learn that it is contemplated to apply to the Legislature for a Charter to incorporate a body to effect this improvement. It may be well to take this opportunity, to recommend the purchase of the Stock of the Grand River Navigation Company. It can be done on precisely the same principle, as in the purchase from the Shareholders of the Welland

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Canal Company, without an outlay of one farthing of the public revenues; but simply by extending public credit. For instance, notwithstanding the gross misrepresentation made respecting the cost of the Welland Canal, which is continued to be reiterated from time to time, from interested motives;

The following Statement is submitted for public information:—

The Provincial Government at the Union, assumed the debt due the public by the Shareholders.

A Statement of which, is given in last Report, Table No. 4, Page 37, viz:—

Under 7th Geo. IV. ch. 20 .....	£25000
do 8th do do 17 .....	50000
do 11th do do 11 .....	25000
do 1st Will. IV. do 18 .....	40000
do 3rd do do 55 .....	7500
do 4th do do 39 .....	50000
do 7th do do 92 .....	68144
	—£275644

In 1843, Debentures were issued to private Shareholders, amounting to ..... £117800

Making in all .....£393444

For which the Province has received a Canal, connecting Lake Erie and Ontario, with all the property attached thereto; and although large sums have since been expended thereon, it could at this moment be sold for a larger sum than its cost,

The Grand River is a mere extension of the Welland Canal leading up into the interior, and would not when under the same control, increase the cost of management.

From the estimate of the Engineer, it appears, that for an outlay of £7500, the four Locks could be lengthened, and a depth of four feet water obtained from Cayuga, where the Welland Canal terminates, to Brantford, some sixty miles above.

The Capital of the Grand River Navigation Company, is £50,000; the income from Tolls and Rents, was £2856, in the year 1849, the expenses of management and repairs for the same year were £772. If Debentures were issued for £25,000, at five per cent, the interest would be £1250, leaving £1750 per year, for management and repairs; when the income reached the sum of £4000 per annum, another issue of £25000 could be made, which requires £3000; this would also be supplied from the Work, and when the income reached £6000, then a further issue of 25000 should be made, in compensation for the outlay of interest by the Shareholders.

By this arrangement the public revenue would remain untouched, and a valuable commerce, now going into decay, would be secured to the public.

PROPOSED ADDITIONAL EXPENDITURE ON THE ST. LAWRENCE.

1st Estimate see last Report.	
2nd In addition thereto.	
1 Gang of hands on the four upper Beats two years, page 10, .....	£1000
1 do Cornwall, three years, ...	1500
1 do Beauharnois, .....	1500
1 do Lachine, .....	1000
3rd Waste-weir under repair, ...	2100
4th Raising upper level Lachine, .....	2600

Indispensable for the security of the Canals, £9,700 0 0

Carried up..... £9,700 0 0

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	Brought up.....	£ 9,700	0	0
5th	The connection of upper Cuts, see last Report, page 10, .....	35,000	0	0
6th	In addition thereto, 16 miles Towing-path, .....	16,000	0	0
	Also, for building two powerful Steam Tugs at £5000, .....	10,000	0	0
		<u>£70,700</u>	<u>0</u>	<u>0</u>

This communication has suffered irreparable injury from the erroneous impression that it was finished. It has prevented the Legislature from voting the necessary amount to complete it at once; it has delayed its usefulness from year to year, and continued an unnecessary expense in the establishment as well as in repairs. Up to the present moment there are no Waste-weirs to regulate the levels, or supply the Water-power.

The sooner any Public Work is finished, the cheaper will be the cost of its construction, inasmuch as the expense of Engineers and the necessary establishments for carrying on those Works is dispensed with, besides securing a remuneration from Toll. One Lock may be finished within the same time as another, and one mile of Canal excavated as soon as another, consequently it only requires a knowledge of the subject, and the arrangements made before commencing to ensure the completion of any work within a given time.

The Champlain Canal, if laid out and placed under contract this Fall, can be completed in 1853.

THE PRESENT AND FUTURE COST OF MANAGEMENT.

The foregoing remarks give the distance, Lockage, present expenditure, and proposed reduction on each separate Cut on the St. Lawrence Canals, from which it appears that 41 miles with 27 lift-locks cost	£6104	0	0
Proposed reduction thereon,.....	2436	0	0

Leave for future expenditure, ..... £3668 0 0

From which, after the Works are finished and made secure, a further saving of £665 may be made, leaving the expenditure about the same as on the Welland—£3000.

The estimate of future expenditure having been fully entered into in last Report by Samuel Keefer, Esquire, Civil Engineer, it is unnecessary to recapitulate the details, except to mention that after a personal examination I feel satisfied it can be sustained, although as stated in former remarks, there should be a change in the compensation.

The wages of Lock Tenders increased, and other attendants dispensed with, particularly at Guard Locks.

COST OF PROVINCIAL WORKS.

Welland Canal,.....	£1,299,186	0	0
St. Lawrence Canal,.....	1,364,450	0	0
Chambly Canal,.....	80,764	0	0
	<u>£2,744,400</u>	<u>0</u>	<u>0</u>

which, at 5 per cent. interest, is equal to £137,220 per annum.

The above Capital was Expended on the following Public Works.

NAMES OF CANALS.	DISTANCE, MILES.			No. of Locks.	Lift in Feet.	
	Upper Level.	Between Locks.	Total.			
Welland .....	14	39½	* 53½	33	341	Cost per Mile, in a distance of 53½ miles, 33 locks, with 341 feet lockage, £24,397 17s. 2d. St. Lawrence Canals, in all 41 miles, 25 locks, 205 feet lockages, cost £33,279 per mile, besides the original expenditure on the Lachine. Dimension of Locks.—St. Lawrence ..... 200 x 45 Cornwall ..... 200 x 55 Welland ..... 150 x 26 Depth of water Nine feet.
Gallops .....	2½	.....	2½	1	8	
Iroquois .....	3	.....	3	1	6	
Rapide Plat.....	4	.....	4	1	11½	
Farran's Point .....	0½	.....	0½	1	4	
Cornwall.....	6	5½	11½	7	48	
Beauharnois .....	6½	4½	11½	9	82½	
Lachine .....	4½	4	8½	5	45	
	41	28½	69½	58	534	

* From above, 28 Miles .....	28
Port Maitland to the Junction .....	20
Dunnville to Broad Creek .....	5
Chippawa Cut to the Grand River.....	0½
In all.....	53½

COST OF LOCAL WORKS.

It appears from the last Report that £1,328,646 has been expended on Local Works, viz. :—

Upper Canada.....	£804,440	0	0
Lower Canada.....	524,206	0	0
	£1,328,646	0	0

Tables under letter F were prepared giving the expenditure in each separate District, which shews the partial operation of the system.

An accurate statement of the loss on those Works cannot be made until they are sold or abandoned, when a clear and satisfactory return should be made of the value of the Works retained, and the Public loss sustained on the remainder, which cannot fail to produce a useful precedent for future legislation.

All of which is respectfully submitted.

WM. HAMILTON MERRITT,  
Commissioner, Public Works.

January, 1851.

Appendix D, No. 5.

ST. CATHERINES, 17th March, 1851.

SIR,

I have the honor to enclose herewith, for the information of His Excellency the Governor General, a Report on the subject of the Provincial Works.

The first, contrasts the trade and revenue, on and from the New York and St. Lawrence Canals, both connecting the Western Lakes from the same point with the Ocean; enclosing,

Memorandum No. 1, Assigning various reasons for the loss of the Trade by Quebec, and increase by New York, and pointing out the means for regaining it.

No. 2, Points out from the relative prices of Freight, on different communications, that completing the St. Lawrence and Champlain Canals, will secure to Canada an equal share of the revenue now realized on the New York Canals, from the Western Trade to the same port.

No. 3, Suggests various improvements on the different Public Works, details of management, &c. &c. &c.

No. 4, Relates to the value of Mill-power, and the very great saving of expenditure, which can be made on the Ottawa.

No. 5, Recommends the Sale of the Trent, and mode of management until sold.

No. 6, Closes with a few general observations on method of raising the money to complete this chain of improvement, and future management.

The whole having been compiled after a careful examination of the different opinions of Gentlemen engaged in the Commerce and Navigation of the country, as well as from a personal examination of the entire communication.

I have the honor to be,  
Sir,  
Your obedient Servant,  
WM. HAMILTON MERRITT.

Hon. J. LESLIE,  
Prov. Sec.

GENERAL OBSERVATIONS.

The proposed expenditure on the St. Lawrence Canals, is shown in the last Report of the Board of Works, No. 3, to which reference is made.

1st. Removing obstructions in the bed of the river .....	£ 15000	
2nd. For sundry improvements on the St. Lawrence Canals, not heretofore estimated .....	35700	50700
3rd. For lessening Ocean freight, and providing 2 Steam Tugs below Quebec .....	25000	
Bonus for building Steamers, on the principle of the Cunard Line .....	50000	75000
Harbours at and below Quebec.....	120000	
<i>Carried up</i> .....	£120000	125700

<i>Brought up</i> .....	£120000	125700
St. Andrew's Railroad, 50 miles, at £2000 per mile.....	150000	
		270000
Champlain Canal .....	500000	
To cover former estimates .....	104800	
		104800
<i>In all</i> .....	£1000000	

In my Report of 1850, a Statement of the progressive increase of Toll, was submitted in page 35, and a Bill was at the same time proposed to appropriate the surplus after the annual payment to the sinking fund, to pay the interest on any loan required to complete the unfinished Works, in the shortest possible time, precisely the method now recommended by the Governor of the State of New York.

Although I had not then, the least idea of the real state of the St. Lawrence navigation, or the large additional outlay required, still I propose following the same principle, with the addition of adding the entire revenue in security; because, I am fully persuaded that we cannot depend on securing the trade, until all our improvements are finished in the very best manner.

Let one million of pounds be at once appropriated, one-half for the completion of the St. Lawrence for the Ocean Trade, the other half for the Champlain Canal and New York Trade, under the restrictions mentioned below.

£100000 could be expended in 1851.	
500000 do do	1852.
200000 do do	1853.
200000 do do	1854.

This would complete the St. Lawrence improvements, in the shortest possible time, and secure to the public a large and immediate return.

For procuring the money, Debentures could be issued at five per cent. interest, and for all objects connected with the St. Lawrence, the security should be,

- 1st. The surplus Toll, after setting apart the amount specified for the sinking fund.
- 2nd. The hydraulic rents.

All the public property at and about Quebec, rents of warehouses, dockage, &c., as pointed out in the first Report on the St. Lawrence, should be appropriated to secure the loan for Harbors.

To assist in repaying the advance to the Railroad, the proceeds from the sale of Public Lands below Quebec, might be set aside, in addition to the security the Government would have upon its earnings.

In addition to the above sources, the Provincial Revenue would be pledged to make up deficiencies, whenever the particular fund should fail to meet the payments of interest, for which it was set apart.

These Debentures should be made payable here, and as they will become the basis for banking operations, they must command a premium; money was never more abundant, and as the Government of New York obtained a premium of 12½ per cent. for 6 per cent. Stocks, there is no good reason why our Canal Stocks, should not be equally valuable.

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A more minute calculation might be entered into, to shew the saving made on our present establishments, the increase in hydraulic rents, and interest on Canal property; but as the Returns have not reached me, I am unable, even were it necessary, to enter into minute details.

In page 112, of the Report of the Finance Committee, the cost of the in-door establishment of the Board of Works, is stated at £4587 14s. 10d. The out-door work, at £10314 15s. 10d.; making in all £14902 10s. 8d. In addition to what may be paid by the Inspector General, and Crown Lands Departments.

The same Returns shew the deductions proposed in the out-door establishment, to be £3376 15s. 10d., which reduces this branch to £7938; a sum which cannot be considered extravagant.

With regard to the general management, in 1826, an Act was passed in the State of New York, consisting of 38 sections, defining the duties of Canal Commissioners, as well as those of the Commissioners of the Canal Fund. These, jointly, as a Canal Board, were authorized to make rules and regulations on all subjects connected with the collection of revenues, and the navigation of the Canals. This Act has been amended since from time to time, until a Code of Laws for the Government of the Public Works has been established, which, for maintaining good order, protecting the Canals from injury, imposing equitable rates of Toll, securing and collecting the revenues, with economy and regularity in the general management, cannot be surpassed.

The duties of every master of a boat, are laid down with clearness and precision, and regularly enforced; and as each boat is furnished with a copy of the law, no master can plead ignorance.

Boats have been jammed in for miles, passing a lockage every six minutes day and night, continuing for a month at a time, and still good order has been preserved.

With regard to the Tolls and Tonnage in the same year, 1826, reasons are assigned for the rates of toll on each separate article; the constant fluctuation in their value, the competition on rival Canals, and the varying condition of the revenues are still considered from year to year, and modified accordingly, but not until full discussion is had in the Legislature; and the proposed alterations are sanctioned by law.

Collectors of Tolls are requested to furnish statements of the amounts paid on each separate article, the result of which is published yearly. See annual statements of tolls, tonnage and movement.

In 1836, the Tolls were reduced 36 per cent. In 1846, 13½ per cent. In 1850, about 20 per cent., and during the last Session, on leading articles, 25 per cent. Still we find the toll steadily increasing from \$762,000 in 1826, to \$3,390,476 in 1850.

The regulations have been entirely successful; there has been no defalcations in collecting \$30,000,000, and the whole expenditure, including salaries of Clerks, Weighing Masters, Inspector, with contingencies for the last ten years, has not exceeded two per cent. on the amount received.

#### COST OF CANALS.

Under the same law, Statements are published yearly, giving the amounts paid on each Work, to each individual, by which the relative cost of management and construction is clearly point out.

#### MANAGEMENT OF SURPLUS REVENUE.

The same Act of 1826, authorized the Fund Commissioners to purchase and cancel the Canal Debt. Although Canal Stocks like all others, varied with the abundance or scarcity of money, they still commanded the highest price; at one time, in 1834, six to fifteen per cent. premium, was paid for 5 per cents; the best evidence of the result of this management, however, is in the fact that a constitutional provision has been made to secure the payment of the Canal Debt in 1866.

The experience gained during a period of 40 years, attended by such unexampled success, may be safely followed. We should adopt the same system of management in every respect, by creating a Board with similar powers, and in addition extending its responsibility and control over harbors, light houses, pilotage, and every interest connected with the navigation, but under no circumstances to retain the management of erecting, repairing, or superintending public buildings.

If, on the contrary, the Government object to the creating of a Board with these extended powers, I shall recommend abolishing the Department altogether, and return to the old system of appointing Local Commissioners, as in the case of the Montreal Harbor, Turnpike Trusts, and the Acts of the last Session, authorising the deepening of Lake St. Peter, and the management of Toronto Harbor; and to appoint a practical Superintendent to keep the Works in repair.

Having devoted every moment of time at my command, since I had the honor of holding a situation in this Department, to the consideration of completing our great water communications, and pointing out the means of insuring their ultimate success, I beg leave most respectfully, to invite the attention of Your Excellency, to the several reports thereon.

All of which is respectfully submitted.

WM. HAMILTON MERRITT,

Commissioner, Public Works.

January, 1851.

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(T.)

13th June.

## Appendix D, No. 6.

To His Excellency the Right Honorable the EARL of  
ELGIN and KINCARDINE, Governor General,  
&c. &c. &c.

The Chief Commissioner of Public Works has the honor to Report,

That he examined the Macadamised Road from the Harbor of Port Hope to Beverly on Rice Lake, on the 4th September last, and found it in an efficient state, highly creditable to the Superintendent.

On the 5th September, the Chief Commissioner passed Whitlas' Lock, which is a durable stone structure, and met the Provincial Arbitrators by appointment, at Peterboro' the same evening, and George W. Ranney, who has charge of the Inland waters leading from Scugog Lake down to the mouth of the Trent.

The first Public improvement on these waters, is LINDSAY LOCK, constructed of wood, in a Dam of 131 x 32 feet and 8 feet lift, designed for 6 feet water; no water-power is retained here by the Government, and there is no traffic through the Lock at present; nevertheless, it connects a long line of water-communication from Fenelon Falls to the Plank Road on Lake Scugog, leading to Windsor Harbor. In parting with it, care must be taken to have it kept up, and the Dam in repair, for which the Government are liable; and in case it is not sold, the Arbitrators recommend it should be secured early in the Spring; also, in case it is not kept in repair, the Government may repossess it, and transfer or resell it to any other Company.

2nd. BOBCAYGEAN DAM AND LOCK, 119 x 28 feet 7 feet 3 inch lift, also of wood, leading into Mud Lake.

3rd. BUCKHORN DAM, 16 miles above Peterboro' at the outlet of Mud Lake. No water-power is reserved at those Locks. This point appears to be the natural division of the trade of this part of the country, inasmuch as there is a rapid descent of some 168 feet, between Mud Lake and Peterboro', a crooked narrow Channel interspersed with Falls, which renders a navigable communication for many years to come, improbable.

The communication to Lake Ontario for Cartwright, Mariposa, Fenelon, Bexley, Somerville, Verulam, part of Emily and Ops, seven and one-half Townships, is through Pigeon Lake, Sturgeon Lake, up to Scugog Lake, (which also connects Balsam and Cameron's Lake) whence there is a Gravel and Plank Road in course of construction; distance, 21 miles to Windsor Harbor, on Lake Ontario.

The trade of the Townships of Ennismore, Harvey, Burleigh, Melhuen, Smith, and part of Douro, Otonabee, Monaghan and Cavan, and the Lumber Trade from Salmon, Trout, Stoney and White Lakes, down the Otonabee River, will centre in Peterboro'; from whence the trade, as well as that of Methuen, Belmont, Dummer, Asphodel, will find its way through Rice Lake to Cobourg and Port Hope, over the Gravel and Plank Roads. On the 7th September, I commenced the examination of the different structures on the River Trent.

1st. CROOKS' DAM.—An excellent structure and a substantial Stone Lock, 5½ feet Lift, with a Canal cut through solid Rock some 200 yards; a good Slide, 32 feet wide, and a Bridge; all finished in 1844 at the Public Expense. It is difficult to discover the utility of any one of these constructions. It raises the waters of Rice Lake and the streams leading thereto, on same level, one foot and one-

half. It flows up to Whitlas' Lock and Keene, and so far assists the passage of one Steamboat through the former, and a Horse-boat to the latter. To counterbalance these advantages, it drowns a great quantity of Land; is supposed to render the surrounding country unhealthy; leads no traffic through the Lock; and in place of lessening the expense of rafting timber, the only object for which the Dam or Slides are used, increases it. In a petition from the Lumbermen of the Trent in 1848, praying for the removal of this Dam, it is alleged that the construction of this Dam and Slide, in place of proving advantageous to the Lumber Trade, or offering any facilities has proved injurious, inasmuch as formerly it cost only 6d. per M. to pass this Rapid; now 11½d., besides a toll of 1s. 6d; thus taxing the trade nearly 2s. per M. besides the detention, which did not exist before. The Petitioners, recommended, on condition of removing this Dam, and the one at Chisholm's Rapids, that 20 per cent. should be increased at Heely's, Middle, and Ranney's Slides, where the improvements are of acknowledged service to the Trade, so that, on the whole, they urge no real diminution of toll, by which it appears at least that they are not actuated by any interested motive; they also recommend a reduction of the expenses of £218 15s., viz.: from £531 5s. to £312 10s.; also, to establish the Office in timber season at Percy Boom, and alter the present mode of measurement of Crips, and place the entire control under one person.

2nd. HEELY'S FALL.—A Boom, Dam and Slide, all apparently substantial and well planned for the object. The Fall was much broken, and a Slide indispensable for the benefit of the Lumber Trade.

3rd. MIDDLE FALL.—Dam does not extend over the River, but commences on an Island above the Rapid, running down, damming the water with a lateral Pier, connecting the Left Bank with two Dams and Slides. This work looks insecure, and requires widening, bracing and strengthening, which I authorised Mr. Ranney to attend to, the approaching winter, and report thereon immediately. This Fall is only 30 feet; a Dam thrown across 15 feet high, in the middle of the Rapid, would have cost much less, and been more secure; but inasmuch as the bottom is composed of a smooth Rock, the most durable and least expensive mode will be to form Sluices of stone, contracting downward, without the aid of timber in any part, unless the bottom is irregular, and when the present timbers decay, this plan will be adopted.

4th. CAMPBELL'S DAM.—This Dam is constructed of stone, at a great expence, and by no means adapted for the object intended, giving additional facilities for rafting. A Bridge is also constructed, a mile further down, with 7 or 8 high expensive Piers and Booms to protect it.

5th. RANNEY'S FALL.—A slide of 1102 feet in length, is constructed here; this is the most difficult passage on the River, and will be attended with the greatest expence to keep up.

A Boom below is also thrown across the River to collect Crips.

6th. CHISHOLM'S DAM.—A good stone Lock and Canal of some distance, is cut through a solid Rock at this point; also, a Slide, all of which are said to be of the same character as Crooks, not required for rafts; therefore, useless, and, as it drowns much Land, highly injurious.

7th. WIDOW HARRIS'S DAM.—This connects an Island with the Right Bank, leaving the main channel of

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the River open. This structure, at the head of the Nine-mile Rapids, is the last.

The above-mentioned improvements comprise two wooden Locks, and three stone Locks, 13 Dams, 5 Slides and 8 Bridges, viz: at Scugog, Buckhorn, Bobcaygean, Peterboro' Indian River, Crooks' Rapids, Seymour and Ranney's. The distances are as follow:—

From Crook's to Heely's.....	16 miles
To Middle Falls.....	4 do
To Ranney's Falls .....	3 do
To Percy Boom .....	5 do
To Chisholm's Dam.....	20 do
To Widow Harris's Dam ...	6 do
To Nine-Mile Rapids.....	9 do
Total.....	63 miles.

## IMPROVEMENTS STILL REQUIRED.

They may be classed under three separate heads.

*First*, Gravelling and repairing Dams and Slides, extending Pier to the end of Fidler's Island, at Campbell's Dam; strengthening the Long Pier at Middle Falls; closing the Sluice at Chisholm's, and opening a passage for water at Widow Harris' Dam, for the property of Forsyth & Co.

*Second*. In order to extend the navigation for flooding timber three weeks longer in each season, a Sluice is required at Fidler's Island, to be formed by piling boulders, and excavating the centre; another at the Eel Wear, below Ranney's Fall; and the same at the head of the Nine-Mile Rapids.

*Third*. In order to render additional security to the rafts, it is necessary to attach floating aprons to the Slides.

The first is authorised; the second I would recommend in case the Trade will Petition the Department to impose an additional 1s. 3d. per M. toll; and the third, if they allow sixpence per M. additional toll.

In reviewing the improvements throughout this chain of waters, on which an expenditure of some £150,000 has been incurred, it is painful to witness the result. In 1846, the Government paid for upwards of 2000 acres of drowned Land, which, with other damages, amounted to £7388, besides large amounts for damages still pending.

The inhabitants, for whose benefit those improvements were designed, complain of the injury they have caused by drowning Lands, in place of draining them, and rendering the country unhealthy.

Under those circumstances, it appears to me that the most beneficial arrangement which can be made, is to place the whole of those improvements under the control and management of the Municipalities. With this view, I wrote to the Municipal Councils of Peterboro' and Northumberland, inviting them to tender for the purchase of the property. They were advertised, but no tenders received from those Municipalities.

A Tender of £2500 was received from the Trent Navigation and Marmora Tram Road Company, for the Dam and works at Crooks' and at Heeley's Falls, on the 4th January; but as it embraces the most valuable part of these improvements, in fact, the key to the whole, and would place in the power of this Company the control of Crooks' Dam, which regulates the height of water above, as well as Heely's Falls which regulates the toll on timber descending, it should not be entertained.

A Memorial to His Excellency, of the 4th January, from Thomas Benson, Esq., Chairman, *pro tem.*, having been received this day, the Chief Commissioner most respectfully recommends that it be complied with, and the notice embraces the whole of the works of the Trent, with the Peterboro' Bridge, to be sold at the same time and place as the Upper Works.

And in the meantime, if the Municipal Authorities decline to purchase on fair terms, that the management of those works be placed under the control of the Superintendent, G. W. Ranney, with power to reduce the Establishment, and appoint such persons to attend to the Slidage, as he thinks proper. The timber season only continues about three months. Constant attendance is not required, and Mr. Ranney can do the duty of Toll Collector without inconvenience, and Mr. Davis can be removed to some other place where his services are required. This will effect a saving of about one-half, of the present expenditure of £445 10s.

And as the income for 1849, (£1071) has increased in 1850 to £1582, the repairs during that year being only £60, (£200 having been spent in new work), it will give an idea of the value of those improvements.

The whole, nevertheless, respectfully submitted for Your Excellency's consideration.

WM. HAMILTON MERRITT,  
Chief Commissioner.

Public Works,  
9th January, 1851.

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## Appendix D, No. 7.

QUEBEC, 2nd October, 1850.

SIR,

Having recently examined the lower part of the River St. Lawrence, as far as Great Matane River, with a view of ascertaining from the information received on the spot, whether any and what improvements are required to benefit the trade; and having received various suggestions on the subject, I beg leave to call the attention of the Board to the following:—

From recent surveys, it appears that an outlay of some ten thousand pounds would enable Vessels, drawing ten feet water, to descend from Lake Ontario to tide-water, without passing a single Lock; nevertheless, from the high rates of Insurance, and high charges of freight below this point, it is still a matter of doubt, whether the major part of the western trade will not still be diverted to New York and Boston, by way of Lake Champlain.

The Public having expended a large capital in the construction of Ship Canals, to secure this trade for its original and natural channel, they have a deep interest in making the remainder of the navigation to the Atlantic as perfect as practicable.

To insure this object, the construction of additional Light Houses are proposed, viz.:—at Bird Rock, Cape Rosier, and Manicouagan, to be commenced immediately, and finished in 1851; at West end of Anticosti, Seven Islands, and Grande Isle; Kamouraska, to be finished in 1852; one at Cape Chat, and two small Lights at Brandy Pots, to be finished in 1853. Also, to recommend the Provincial Government of Newfoundland, to construct one at Cape Ray, Prince Edward, at the north and east end of the Island, and New Brunswick to construct one on Isle Miscouc, south entrance of the Bay of Chaleurs.

As the expense of the erection and the maintenance of Light Houses must be sustained, by the trade, whatever may be the mode, the Board will consider how many and what Lights they would recommend to be first constructed.

*Second. TUG-BOATS.*—The Government have been strongly urged to construct two powerful Boats to ply between Red Island and Pointe des Monts, or Quebec and Bic, to charge the Ships towed half price, and the remainder to be paid out of the general revenue for two or three years, in order to test its advantages. Will the facilities these Boats promise to the trade, warrant the expenditure?

*Third. HARBORS OF REFUGE.*—The construction of these Harbors, particularly for Vessels of ten feet water in the coasting trade, has been suggested. Will the advantages they offer warrant the expenditure? if so, when should they be constructed, and what points are entitled to the preference?

*Fourth. THE CONSTRUCTION OF A HARBOR OF REFUGE AT ANTICOSTI, FOR THE SECURITY OF THE EUROPEAN TRADE.*—It has been stated in the Public Papers that the Imperial Government contemplate purchasing this Island

for the safe keeping of criminals; if so, it is worthy of consideration, whether it could not be made useful in promoting the interests of this colony, by establishing one or more Harbors of Refuge, and a deposit for coal. The opinion is gaining ground, that the products of the west, as well as their supplies and emigration from Europe, will be conveyed in propellers; if so, this will be the most convenient and best point for insuring security and facility for this trade. It may be worthy of consideration, whether this is not a proper time to press this subject on the consideration of the Public Authorities in the Mother Country.

*Fifth. STRAITS OF BELLEISLE.*—Public attention has recently been directed to this channel, from its presenting the shortest and most direct route to Great Britain; the map herewith, published in June last by a Committee of the Legislature of the State of Maine, shows this route to far greater advantage than any former map yet published, and seems to confirm the opinion expressed in the late Essay of Mr. Keefer, in April, on the subject of the St. Lawrence. Anticosti is on the direct route for either channel, although it favors this most. The keen competition we must look for from the different Atlantic Ports in the United States, should admonish us not to allow any outlet, however small the advantages may promise, to escape an early and careful examination. It is, therefore, submitted, whether an inquiry from Masters of Vessels, and others frequenting this channel, should not be instituted, with a view of ascertaining the state of the navigation during each month of the navigable season; after which, the Board would be prepared to recommend one or more Lights at some of the numerous Harbors which abound on this channel, if deemed advantageous.

*Sixth. THE CONNECTION OF THE BAY OF FUNDY WITH THE ST. LAWRENCE.*—This project has been before the public since the Survey and Report of Francis Hall, Esquire, and Mr. Telford, in 1825; but the internal trade of Canada has not been sufficient to induce the Government of New Brunswick, as yet, to take it up. However, very different prospects are now opened. After the ensuing year, Propellers or sailing Vessels may convey a cargo of ten thousand barrels of Flour from Toronto, St. Catharines, or Oswego, on Lake Ontario, to Boston, without transshipment, aided by a current or the tide, the greater part of the way, which must reduce freights to a low figure, less than it can possibly be conveyed by Canals or Railroads to the same point; if so, the quantity of produce grown and supply required for the population on the Valley of the St. Lawrence and Lakes leading thereto, which is likely to pass this Channel, would, at a moderate toll, repay the cost of this Canal, which for the largest class of Steamers, 250 x 50, and ten feet water, is estimated under £175,000.

From the Map, this Cut appears to offer great facilities for the coasting trade. The only point on which a difference of opinion is likely to arise, is, whether the voyage from Cape Gaspé to Saint Andrews or Eastport, would be shortened a sufficient time to induce Vessels to pay a toll, in place of going round by the Gut of Canso.



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The trade of the Eastern coast of the United States, and the West Indies, will render this communication mutually advantageous to St. John and Quebec; and it is submitted for the consideration of the Board, whether an effort should not be made at this moment to induce the trade in St. Johns to petition their Legislature to construct this work as soon as practicable.

*Seventh.* THE CONNECTION OF THE ST. LAWRENCE WITH THE RIVER ST. JOHN, AT TEMISCOUATA LAKE.—This is the only additional outlet below Quebec, which promises to extend the trade into the interior, or open any new demand. A Report and Estimate of which will soon be made for the information of the public.

The natural advantages we already possess, however great, and the improvement of every other outlet, be their advantages what they may, their early success must depend on the Merchants and Citizens of Quebec to furnish the material, and provide the same facilities for this trade for which our rivals have been so conspicuous. Every effort has and will continue to be made to divert it from this channel.

In 1851, Lake Erie, from Dunkirk, will be connected with New York, with a Railroad of six feet gauge, the largest in America. In the same year, the enlarged Locks on the Erie Canal will be completed.

At the close of the present year, the Railroad from Ogdensburgh will be opened direct to Boston. Wharves and Store Houses are and will be constructed near half a mile in length, and the most gigantic preparations are making at this point to divert the trade from the St. Lawrence, as the accompanying plans shew.

The Atlantic Docks and Store Houses recently constructed at Brooklyn, opposite New York, affords ample room and the greatest facility for discharging and re-loading Ships from Sea, as well as lesser craft from the interior.

The inhabitants of Quebec possess better situation on the St. Charles and elsewhere, and can afford greater facilities at much less expense; they have no time to lose in preparing for the increased trade they have a right to expect, and which they can command so soon as the charges are reduced here as low as in New York.

In conclusion, you will oblige me by alluding to any measure connected with the trade or navigation on this route, which I may have omitted in my former or present Letter.

I have the honor to be,

Sir,

Your obedient Servant,

WM. HAMILTON MERRITT,

Commissioner Public Works.

To JAMES DEAN, Esquire,  
President Board of Trade,  
Quebec.

Steamer "DORIS,"—off Bic,

24th September, 1850.

SIR,

I had the honor of communicating with you before leaving Upper Canada, on the subject of the navigation of the Gulf of St. Lawrence. Not having a copy with me, the same subject may again be referred to; however, if useful, it is of the less consequence in being twice told.

You are aware that the dimensions of the Locks on the St. Lawrence Canals are 200 x 45, and 9 feet 6 inches in depth, capable of passing Vessels with a cargo of 10,000 barrels of Flour. From a recent Survey of this River, by T. C. Keefer, Esquire, it appears that every obstacle in the bed of the River can be removed at a moderate outlay, to admit a Vessel drawing ten feet of water, passing from Kingston to Montreal, a distance of 200 miles, in 24 hours, having a current down, and slack-water navigation up; thus far most effectually securing the trade from the interior to Montreal, at less than one half the cost incurred on any Canal or Railroad, constructed to any other Port in North America. However, as an off-set against these facilities, we are met below Quebec by an exorbitant charge for Insurance and Freight, which, if not removed, must assuredly direct the trade of the West from Montreal to New York and Boston, *via* Lake Champlain and Portland, by the St. Lawrence and Atlantic Railroad. To prevent this diversion, and point out a remedy for charges existing against the Trade on this part of the route, is the object of my present inquiry.

From an examination of the coast as far down as Great Matane River, the regular soundings on the South side, (so clearly pointed out in your admirable charts,) reading your remarks thereon, and the information received from Captain Boxer, Superintendent of Pilots, and from various gentlemen residing in the vicinity, my apprehension of the existence of any formidable natural obstacle to the navigation of the St. Lawrence is wholly removed. At the same time, if any further improvements can be pointed out to give additional facility, they should not be neglected. The lateness of the season, with other indispensable duties, will deprive me of the pleasure of a personal interview, and the benefit of discussing those various topics. I will, therefore, thank you to furnish me with your opinion on each, separately.

*First.* LIGHT HOUSES.—We have already one erected at the Pillars, 45 miles below Quebec; 2, St. Rock's, 10 miles; 3, Red Island, 56 miles; 4, Green Island, opposite the last; 5, Briquet, 30½ miles; 6, Point des Monts, 80 miles; and 2 on the Island of Anticosti—eight in all. In addition to the above, Captain Boxer, who accompanies me, and who has given much attention to the subject, still recommends the Lights named in his letter to the Admiralty of the 30th October, 1848, to be erected, viz.: 1 at Bird Rocks; 1 at Cape Rosier; 1 at West end of Anticosti; 1 at Seven Islands; 1 at Manicouagan Shoals; 1 at Grand Island, Kamouraska; and a small Pier-light at Bellechasse, a few miles below Quebec.

Also, at Cape Ray, East and North ends of Prince Edward Island, and Point Brough or Miscow, south entrance of the Bay of Chaleurs.

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While on the subject of Lights it may be well to remark, that the cost of their construction, as well as maintenance, must be paid out of the Trade which they are designed to protect, whatever may be the modes of collection; and more than are absolutely necessary become a burden or tax on that trade. This, therefore, requires your grave consideration. I will thank you to name, in rotation, how many in your judgment are required, and which should first be built.

*Second. HARBOUR OF REFUGE.*—From the numerous wrecks which take place annually below Bic, and the absence of any Harbour until you reach Gaspé, it was supposed that a Harbour nearly midway would be necessary, particularly for coasting Vessels drawing not over ten feet of water. However, the same reasons apply in this case against unnecessary expenditure, as well as in that of Lights. Your judgment is also solicited on this point; and if a Harbour is required, what point do you recommend?

*Third. TUG-BOATS.*—Many gentlemen engaged in the Trade are of opinion that in the place of additional Lights (except three or four) and Harbours of Refuge, that the Government should construct two powerful Steam-Tugs, for the purpose of plying between Red Island and Pointe des Monts, and towing up and down any Vessel offering, for two or three years, when the trade, it is hoped, will be established. What is your opinion?

*Fourth. STRAITS OF BELLEISLE.*—The shortness of the voyage from Quebec to Britain has recently attracted public attention. From the keen competition which we must look for from New York, Boston, Portland, and other American Ports for the Western Trade, no outlet and no advantage, however small, should escape the most minute examination. The map recently published by a Committee of the Legislature of the State of Maine, to shew the projected Railroad from Portland to Whitehaven and Louisburg, on East end of Cape Breton, shews this route to great advantage; as it is almost in a direct line from Cleveland, on Lake Erie, to Britain, and seems to corroborate the opinion of Mr. Keefer, in his late essay on the subject of the St. Lawrence. I should be glad to see your opinion on this Channel, for if favourable even three months in the year, and Lights are required, I am satisfied that your representation to the Governments of Newfoundland and Canada would procure the erection of as many Lights as may be required.

*Fifth. CONSTRUCTION OF A HARBOUR AT ANTICOSTI.*—It has been stated in the public papers that the Imperial Government has it in contemplation to establish a penal colony on this Island. This project, in my judgment, deserves the most favorable consideration. The land may be purchased for a trifle; it is at present useless. No prejudice or objection can exist against it by the Colonial Government. A Harbour of Refuge here could not fail to offer facilities to the great Trade of the West—assist the Fisheries—form dépôts for coal to supply the numerous Propellers which will be employed in the direct trade from the upper Lakes to Britain; and any aid in bringing it about will, I have no doubt, be given by the Colonial Government. No person can have a better opportunity of bringing it under the consideration of the Imperial Government than yourself.

*Sixth. CONNECTION OF THE BAY OF FUNDY WITH THE ST. LAWRENCE.*—This project has been before the public for many years. Francis Hall, Esquire, Canada East, made a survey and report on it in

1825, a copy or extract of which is enclosed, from which it appears the cost for Steamers is estimated at about £160,000. From the profile, which I have examined, very little cutting is required. No cutting over 16 feet over surface of high water, and if no rock is found, and no obstacle exists in the Bay Verte, I can see no formidable obstacle to making a thorough cut. Captain H. O. Crawly, R.E., examined the route in 1843: the first part of his Report is favorable to a thorough cut—the last against it. His reasoning, however, is not convincing; and the matter, therefore, still remains in doubt. From the map, this Cut appears to offer great facilities for the coasting trade to and from the Eastern States, as well as the West Indies. St. Johns would be the Winter Harbour for Canada. Our coasters would venture down one month earlier, and later in the Winter season. And if the voyage from Cape Gaspé to Eastport could be shortened a sufficient time to pay a toll, instead of going through the Gulf of Canso, it will repay the cost of construction. On this point, as well as its position, I am anxious to obtain your opinion.

*Seventh. THE CONNECTION OF ST. JOHNS RIVER WITH THE ST. LAWRENCE.*—This is the only outlet that occurs to me as offering any additional facilities to the Trade below Quebec. We have two parties of Engineers, under the direction of Mr. T. C. Keefer, levelling the country between Rivière du Loup, Green Island, and Trois Pistoles, on the St. Lawrence, and Lake Temiscouata, on the St. Johns. The prospects appear favourable, and the result will be sent you by Mr. Keefer as soon as ascertained; for, from the number of years you have devoted to surveying this noble River, I have no doubt that you feel a strong personal interest in the success of any means which may direct commerce through it.

I have the honor, &c. &c.,

W. H. MERRITT,  
Chief Commissioner, Public Works.

Captain BAYFIELD, R.N.

Surveying Vessel, "GULNARE"—ST. PETERS,  
Breton Island, 4th October, 1850.

SIR,

I regret exceedingly that my absence, surveying in a remote part of this Island, has prevented me from receiving your letter of the 3rd ultimo at an earlier date, when I might have hoped for the pleasure of a personal interview with you, as you have desired. I now lose no time in informing you of my intention to be at Charlotte Town about the middle of this month, and that I do not expect to leave it during the remainder of this season. As you will doubtless have returned to Quebec before this can reach you, it only remains for me to convey to you my opinion upon the points which you have submitted to my consideration.

*First.* Then, respecting "Harbors of Refuge," useful on exposed coasts, where heavy gales blow frequently directly on shore, attended with a heavy Atlantic sea, but unnecessary in the St. Lawrence, where the heaviest gales blow directly up or down the estuary; or, if they occasionally blow across, the distance from the land to windward is not sufficient to endanger a well-found and well-conducted Vessel. I am speaking of the estuary of the St.

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Lawrence above Pointe des Monts, where the dangers of the navigation commence; for below that point a Vessel has plenty of room, and an excellent Harbour at the Seven Islands, if required. I may dismiss this part of our subject by remarking that in fogs and snow storms, which cause the far greater number of wrecks, Harbours of Refuge could not be run for with safety. Their construction, therefore, would not tend in any measure towards the desired end of lessening the cost of insurance of the St. Lawrence. And moreover, there is no fit place to construct them if it were otherwise.

*Secondly,* Respecting Light Houses, Guns, or other signals. The Lights on Anticosti are sufficient for the wide part below Pointe des Monts. They are well situated to draw ships away from the Southern coast, where so many wrecks have occurred about Malbaic, Gaspé, and Cape Rosier, and almost always in fogs, when Lights could not have availed. The Lights on Pointe des Monts and Bicquette are exceedingly useful. Between them the Manicouagan Point has been proposed as an eligible site for a Light House; but independent of its short distance (about 32 miles) from Pointe des Monts, there is the further objection, that it would draw Vessels towards the danger which they should most carefully avoid, namely, the "Manicouagan Shoal," extending three miles out from the point of the same name. This would be contrary to first principles, for it has been well remarked, by a very high authority on such subjects, that a Light should always say, "Come towards me, and I will direct your further progress;" whereas a Light on Manicouagan Point would say, "Now you have seen me, turn round and be off, for every yard you advance will plunge you into fresh danger." A small Light on Red Island, coloured to distinguish it from the one on Green Island, is the only additional Light which I can recommend.

With respect to Signals, a gun, on Manicouagan Point, to be fired every half hour during fogs, thick rain, or snow, would be very useful. So also would be a conspicuous Beacon, with a large Bell, attached in such a manner as to be tolled by the motion of the waves, and securely moored on, or close to, the outer edge of the Manicouagan Shoal.

*Thirdly.* "Powerful Tug Boats" would doubtless insure facility, but it would be only on rare occasions that vessels would be willing to incur the expense of their employent.

We must seek for other or more efficient causes for the large annual percentage of shipwrecks on the St. Lawrence, upon which the high rate of Insurance depends, than the want of any of the things which I have yet alluded to: and the greatest of all is, in my opinion, the incompetency of too many of the Shipmasters employed in the trade to and from Quebec; many of them, although perhaps good seamen in the usual acceptation of that term, are of intemperate habits; others are deficient in education, and in that prudence and judgment which are requisite for the safe-conduct of a Ship in a dangerous and confined navigation. This can only be remedied by regulations to insure a more strict examination into the conduct and qualifications of Shipmasters; whose emoluments should rise with their acquirements.

The cause of shipwrecks to which I have just alluded, has been rendered doubly operative of late years, (if I am rightly informed) by a regulation which forbids the St. Lawrence Pilots to go below the Island of Bic, instead of, as formerly, leaving them at liberty to proceed down the estuary in their

Boats or small Schooners in search of vessels; or to station themselves at Pointe des Monts or Trinity Bay, the best possible places; the point with its Lighthouse, being the object which all vessels endeavor to make, and where they are very frequently congregated together in great numbers, in consequence of their further progress being prevented by the downward current, until the occurrence of a favorable wind. In such cases, the fair wind, when it does arrive, is almost always accompanied or followed, in a very few hours, by the "thick weather" which renders the experience and local knowledge of a Pilot so desirable. By restraining the Pilots from going below Bic, they are deprived of the opportunity of acquiring that local knowledge and experience (of the set of tides and currents, the prevailing winds and weather at different seasons of the year, &c.) upon which the safe-conduct of a vessel mainly depends, but which the Shipmaster can rarely be supposed to possess. In consequence of this regulation, vessels have to run up the estuary, from Pointe des Monts to Bic, the distance of 80 miles, in which the most frequent wrecks take place, without assistance. I therefore strongly recommend its abrogation, if it be still in force.

With respect to the contemplated Canal between the Bay Verte and the Bay of Fundy, I can only inform you, that on this side there is no other natural obstruction than the shallow water extending some distance off shore, but which, as the bottom is of soft mud, might perhaps be easily obviated. On the other, or Bay of Fundy side, I have only the general knowledge, that the tides are very high and rapid, and the navigation difficult; but I imagine that you might obtain particular information on that head from Commander Shortland, R.N., who is employed surveying the Bay of Fundy.

I shall be happy to receive Mr. Keefer's Essay, which you mention, as being about to be sent to me by your colleague, Mr. Bourret; and it will afford me pleasure at all times, to give you any information in my power: meanwhile,

I have the honor to remain,

Sir,

Your most obedient Servant,

HENRY W. BAYFIELD.

P. S.—Among the causes that multiply shipwrecks and consequently raise Insurance, may be mentioned the frequent practice of encumbering vessels with heavy deck-loads, till they become unmanageable on any emergency, and quite incapable of keeping off a lee-shore in heavy weather. Another cause is the retention of vessels, till the season is so far advanced that their crews (ill-clad and weakened by previous excesses in Quebec) are incapable of withstanding the snow storms and intense cold which they usually meet with on their passage down the estuary and Gulf, and which is frequently such as to render the vessels one mass of ice. How far Legislative enactments can remedy any of these evils, it is not for me to determine, but I have thought it best to name them to you.

The Honorable W. H. MERRITT,

Commissioner Public Works.

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SIR,

I have the honor to enclose the following extract from my letter addressed to Captain Bayfield, 24th September, relating to the connection of the Bay of Fundy with the St. Lawrence.

This project has been before the public for many years. Francis Hall, Esq., C.E., made a survey and report on it in 1825, a copy or extract of which is enclosed, from which it appears the cost for steamers is estimated at about £160,000; from the profile I have examined very little cutting is required, no cutting over 16 feet above the surface of high water; and if no rock is found, and no obstacle exists in Baie Verte, I can see no formidable object to making a thorough cut. Captain H. O. Crawley, R.E., examined the route in 1843; the first part of his report is favorable to a thorough cut, the last is against it. His reasoning, however, is not convincing, and the matter therefore still remains in doubt. From the map, this cut appears to offer great facilities for the coasting trade to and from the Eastern States as well as the West Indies. St. John would be the winter harbor for Canada. Our Coasters would venture down one month earlier and later in the winter season; and if the voyage from Cape Gaspé to Eastport could be shortened a sufficient time to pay a toll, instead of going through the Gut of Canso, it will repay the cost of construction. On this point, as well as its position, I am anxious to obtain your opinion.

With Captain Bayfield's reply thereto, of 4th October, in which he refers to you for certain information, "With respect to the contemplated Canal between the Baie Verte and the Bay of Fundy, I can only inform you that on this side there is no other natural obstruction than the shallow water extending some distance off shore, but which, as the bottom is of soft mud, might perhaps be easily obviated; on the other, or Bay of Fundy side, I have only the general knowledge, that the tides are very high and rapid, and the navigation difficult; but I imagine that you might obtain particular information on that head from Commander Shortland R.N., who is employed surveying the Bay of Fundy." Will you have the goodness to furnish me with your opinion on the subject of the navigation of the Bay of Fundy, as well as of the usefulness of the communication referred to.

I have the honor to be,  
Your obedient Servant,

WM. HAMILTON MERRITT,  
Chief Commissioner  
Public Works.

Commander SHORTLAND, R.N.

Toronto, January 30th, 1851.

SIR,

I have the honor to enclose an extract of my inquiry on the subject of the navigation of the Straits of Belleisle:—

"The shortness of the voyage from Quebec to Britain has recently attracted public attention from

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the keen competition which we must look for from New York, Boston, Portland, and other American Ports for the Western Trade. No outlet and no advantage, however small, should escape the most minute examination. The map recently published by a Committee of the Legislature of the State of Maine, to show the projected Railroad from Portland to Whitehaven and Louisburg on the east end of Cape Breton, shews this route to great advantage, as it is in almost a direct line from Cleveland, on Lake Erie, to Britain, and seems to corroborate the opinion of Mr. Keefer, in his late Essay on the subject of the St. Lawrence. I should be glad to see your opinion on this channel, for if favorable, even for three months in the year, and lights are required, I am satisfied that your representation to the Governments of Newfoundland and Canada, would procure the erection of as many lights as may be required."

Captain Bayfield, in his letter of 7th November, remarks thereon: "Irregular currents, frequent fogs, and occasionally numerous ice-bbergs, the presence or absence of which can never be foreseen, render this an exceedingly dangerous navigation—see the description of it in the St. Lawrence directions.—It cannot be recommended."

I have also gathered information from different sources, amongst others Captain Black, of the Ship "Afghan," has passed this channel for three successive trips; and thinks he gained from 10 to 12 days with the same winds, and considers it quite as safe as the other. Captain McMaster, of the Ship "Montreal," always makes this passage when the wind favors; and W. H. Davis, Esquire, who passed four winters on the coast of Labrador, says there are good winter harbors at both entrances of the Straits, and that vessels from Healy Harbor, on the sea coast, make their passage to Liverpool in eight or ten days. Wm. Patton, Esq., of St. Thomas, who has taken an active interest in the shorter passage by the Straits of Belleisle, has furnished me with the evidence of Captain E. White, of Newfoundland, recommending this channel from May to December, inclusive, stating that good harbors abound; Pilots always to be had coming from sea, and that two lights at its entrance would cause it to be more frequently used.

As it is an object of the greatest importance for those colonies to open the shortest and best channel with a view of commanding the western trade, you will greatly oblige me by inquiring into the situation of those Straits, and if they are open a sufficient time, whether the Government of Newfoundland would erect a light on the ocean side, if the Government of Canada will erect one on the other side, for the general benefit of both countries.

CHARLOTTE TOWN, 7th November, 1850.

SIR,

I have the honor to acknowledge the receipt of your second letter, written from the Steamer "Doris" off Bic, in September.

In replying to your letter of the 3rd September, from Toronto, I have already given you my opinion on the principal points submitted to my consideration, and it will therefore only be necessary for me now to add a few words respecting each of them, in the order in which they occur in your letter.

Appendix

(T.)

13th June.

*First. LIGHT HOUSES.*—Lights on almost all the points which have been recommended to you might occasionally prove useful, and the same might be alleged of several other points, but the question appears to me to be—"Are they necessary?" or rather, "is there reason to suppose that their utility would be equivalent to the expense of their erection and support?" This question, in my opinion, must be answered in the negative. A light on the Bird Rocks, would perhaps be among the most useful of those which have been recommended, but it is rendered in a great measure unnecessary by the soundings, in moderate depths, extending for many miles around them; and I may add that a Light there would be extremely expensive, because the rocks are only accessible in the calmest weather, and are destitute of both water and fuel.

Cape Rosier, too, has been greatly recommended; but when it is considered, that the coast there is so bold, that no vessel under ordinary circumstances, could run upon it without the grossest negligence, excepting in thick fogs when no lights could be seen. I think you will agree with me, that the necessity for a light there is not such as to justify the expense. In short, I am of opinion, that in the wide and unobstructed navigation of the Gulf, from St. Paul's to Pointe des Monts, the lights on Anticosti are all that are necessary.

Of the more confined portion of the navigation above Pointe des Monts, I have already spoken, in my former communication, in which I recommended a light on Red Island, not knowing that it had been already established. The lights recommended by Captain Boxer, on Grande Isle, Kamouraska, and at Bellechasse Island, would be very useful.

In the event of the trade of Canada by the St. Lawrence to the ports of the Lower Provinces and the United States increasing, lights on the north and east points of Prince Edward Island, especially on the latter, would become highly useful and desirable; but in the present state of the trade, the lights on Cranberry Island and at the north entrance of the Gut of Canso, together with one contemplated at its southern entrance, on Eddy Point, and which I strongly recommended, appears to me all that are sufficiently useful to compensate for their expense.

*Second. HARBORS OF REFUGE.*—Of these, also, I have already spoken. It is a mistake to suppose that there is no harbor between Bic and Gaspé; for, besides the excellent one at the Seven Islands, there are several smaller places which would afford a refuge to vessels in a case of need, although not to be recommended under other circumstances. Such are the anchorage at Cawee and Egg Islands; and also, St. Nicholas Harbor, and Manicouagan Bay, if well buoyed and at the proper time of tide. All these I have mentioned in the St. Lawrence directions.

*Third. STEAM TUG-BOATS.*—Two powerful Vessels of this description, employed towing Vessels up and down through the most dangerous part of the navigation between the Brandy Pots and Pointe des Monts, would certainly prevent accidents, and thus benefit the trade, and the expense to the Province might perhaps be lessened, if one of them were to replace the Trinity Board Yacht, and to be employed to place the Light Vessel and Buoys in the first instance, and as early as possible in the Spring; whilst the other proceeded down the estuary to look out for Vessels coming up.

In the "Fall" they should be ready to tow the last Vessels down to the open navigation below

Pointe des Monts, removing the Buoys and Light Vessel the last thing on their return.

*Fourth. STRAITS OF BELLEISLE.*—Irregular currents, frequent fogs, and occasionally numerous icebergs, the presence or absence of which can never be foreseen, render this an exceedingly dangerous navigation. See the description of it in the St. Lawrence Directions. It cannot be recommended.

*Fifth. CONSTRUCTION OF A HARBOR AT ANTICOSTI.*—Unnecessary, in my opinion, for the general purposes of the Trade, because Gaspé would supply every want to which you allude; while to the Northward there is Mingan for a Harbour of Refuge, if required in that direction. Besides, in Anticosti itself, we have Ellis and Fox Bays, near either end of the Island, and which afford tolerable safe anchorage for Vessels of moderate size during the summer months.

*Sixth. CONNECTION OF THE BAY OF FUNDY WITH THE ST. LAWRENCE.*—There is obviously at present not sufficient trade to repay the cost of construction of a Canal for this purpose. Of the engineering part of the question I can give no opinion, further than that I believe there are no insurmountable obstacles to such a Work, the utility of which, when the trade and population shall have increased sufficiently to render it remunerative, is so obvious as to insure its construction at no very distant day. Similar remarks will apply to the projected connection of the St. John River with the St. Lawrence. There seems no doubt of its ultimate utility; but the question whether the time has arrived for the construction of such expensive works, is one which you are far more competent to judge of than myself.

I have stated to you in my former letter, that I consider the great amount of Vessels annually lost in the St. Lawrence, and the consequent high rate of insurance, to be in great measure owing to the incompetence of the Masters of Timber Ships.

But it should be remembered, that there is no comparison between the risk incurred by Timber Ships, frequently over-laden, sometimes unseaworthy, and usually commanded by strangers to the navigation, and Colonial Vessels, such as you contemplate, conducted by persons well acquainted with the route, and whose local knowledge and experience will increase with every voyage.

The insurance for them should be far less than for Timber Ships. You do me but justice in supposing that I feel a strong personal interest in the success of any measure having for its object the increase of the trade of the St. Lawrence and the interests of Canada.

I have received and thank you much for Mr. Keefer's interesting Essay; and if you could, without inconvenience, favor me with a copy of Mr. Logan's two last official Reports on the Geology of the Canadas, I should be much obliged.

I have the honor to remain,  
Sir,  
Your obedient Servant,

HENRY WM. BAYFIELD,  
Captain, R. N.,  
Surveying the Gulf of St. Lawrence.

P. S.—Will you do me the favor to thank Mr. Keefer for me, for his very interesting Essay.

Hon. W. H. MERRITT,  
&c. &c. &c.

Appendix

(T.)

13th June.

## Appendix D, No. 8.

Evidence of Captain E. White, of the Schooner "Jasper," taken at Quebec:—

I am a native of St. Johns, Newfoundland, and have been at sea since 11 years of age, viz.: 28 years, being now 39 years old.

I have been constantly trading for the last 10 years to the Straits of Belleisle and coast of Labrador, in the Seal and Herring Fishery.

*Question Put*—Have the goodness to state to me your opinion of the Passage through the Straits, on a voyage from the United Kingdom to Quebec, and where and how you have acquired a knowledge of this Passage?

I am in the habit of leaving home on the 1st March, for the Seal Fishery outside of the Straits, and have been so employed for the last 10 years, which fishing continues until the end of May. I then proceed to the Straits for the Herring Fishery, which commences about the 1st of June, and there remain until the Fall.

The entrance to the Straits is about 22 miles from Quirpon Island to York Point, and the narrowest  $9\frac{1}{2}$  miles from Anchor Point to Forteau Point.

Vessels will have no trouble in going through the Straits after the 1st June, the ice is all out before that period.

At the entrance from the North, there is a good Harbor, called Pitt's Harbour, and Temple Bay, for Vessels of any draft of water, and can always obtain a Pilot there, as there are always about 200 Fishing Vessels there during the season, independent of residents on shore all the year round.

Twenty-two miles further up the Straits is another beautiful Harbor called Reed Bay.

Six miles on to the westward is Ship-Head, under which I have frequently seen H. M. Ships at anchor. Six miles from this anchorage is L'Ance à l'Eau, a fine anchorage. Four miles further westward is Forteau Bay, an excellent anchorage for Vessels of any burthen, and where some remain the entire season, until they return home in the Fall.

Nine miles beyond, to the west, is L'Ance au Blanc Sable, another Harbor.

Ten miles from this, westward, is Belle Amour Cove, which has not less than 5 fathoms water in the middle.

It is about 90 miles through the Straits, and no ice appears there before the first week in December.

The Harbors on the Newfoundland shore, in the Straits, are not good for large Vessels; but there are some good ones in the Gulf, after you have cleared them.

I do not consider the fogs in the Straits more frequent than you meet with in the southward passage; I mean St. Paul's.

It is my decided opinion, the passage through the Straits, from the first June to the last of October, is

a better one than the other, independent of its being much shorter.

The current in the Straits always runs the same way, viz.: with the Gulf.

Respecting your enquiry about the benefit of Light Houses, I beg to state I consider 3 would be quite sufficient, viz.:—

2 on the North side and one on the South.

1 on the South-West Point of Belleisle, at the entrance.

1 on Forteau Point, the narrowest Point, and

1 on the High Land about Green Island, on the South shore.

It is my habit to trade with the settlers in every Bay.

I must, however, remark in conclusion, the Charts are all wrong, and quite sufficient to frighten any stranger, not only as to Headlands and Shoals, but as to the anchorage; and I am satisfied, if the Masters of Ships only knew it as well as we do, they would always use this passage in preference to the other.

The Captain produced two Charts, with his own Soundings marked on them, differing most essentially from the other Soundings, proved by Captain White.

This information, after being read over to the Captain, he declared to be correct.

WILLIAM PATTON.

Quebec, 12th October, 1850.

QUEBEC, 1st December, 1850.

MY DEAR SIR,

In consequence of our conversation when I had the pleasure of seeing you here, several opportunities have enabled me to make inquiry of the Passage through the Straits of Belleisle; and the result is, my conviction, it would be much frequented, if better known to those who should avail themselves of this short cut to the United Kingdom.

The only information attainable from those Masters of Vessels who have never visited the Straits, is, that the passage is dangerous, and the contrary from any who have had many opportunities of going through them.

The accompanying information I send you, was taken by me from one of the most intelligent navigators I have conversed with upon the subject; although I must inform you, several others from Newfoundland and Labrador, who are frequently in the Straits, entirely coincide in Captain White's statement.

Believe me,

My dear Sir,

Very respectfully and truly,

WILLIAM PATTON.

The Honorable Wm. HAMILTON MERRITT,  
&c. &c. &c., Toronto.

## Appendix D, No. 9.

QUEBEC, 4th October, 1850.

SIR,

Agreeably to your request to furnish you with my opinion, in regard to what may appear to me necessary to lessen the expenses on the trade to the St. Lawrence, and as far as it is practicable to improve its dangerous navigation: It being of the greatest importance to Canada to endeavor to divert the trade of the Upper Lakes, (both American and Canadian) from the American Canals to the Atlantic Ports, through the waters of the St. Lawrence, which is of vast importance to the British Provinces.

I have, therefore, much gratification in affording you every information in my power, having (for many years) given this subject my serious consideration, and respectfully submit what appears to me absolutely necessary should (at once) be adopted to effect this great object.

In the first place, it must be borne in mind, that we have only six months and a half of open navigation to work in, and with sailing vessels it is almost impossible to make more than two voyages during that time: And as it is of great importance, their departure from Quebec should not be later than October, (the Insurance being so high in November,) every facility, therefore, should be afforded them, to enable them to do so, which can only be effected by the establishment of more lights in the Gulf and River, and ameliorating the Quarantine Regulations, which are now so harrassing to the Trade. The following are the sites which I should recommend for the establishment of the additional lights, viz.:—

## For CANADA:

THE BIRD ROCK.

CAPE ROSIER.

WEST END OF ANTICOSTI.

SEVEN ISLANDS.

CAPE CHAT.

MANICOUAGAN SHOALS.

THE TRAVERSE FLOATING LIGHT to be removed to the Manicouagan Shoals, and a fixed light to be erected on St. Rock's Point in its stead.

GRAND ISLAND, (Kamouraska.)

A small harbor light at the Brandy Pots and the same at Bellechasse Island.

Those most important are the BIRD ROCK, CAPE ROSIER, and the MANICOUAGAN SHOALS, the rest might follow as the trade increased.

## NEWFOUNDLAND:

CAPE RAE.

The EAST and WEST entrances of the STRAITS OF BELLEISLE.

## NEW BRUNSWICK:

EAST and NORTH end of PRINCE EDWARD ISLAND.

POINT BIRCH (Miscou Island) entrance to the Bay of Chaleurs.

In recommending the establishment of those lights, it is necessary that you should be informed that there is no part of the world where Lights are of more importance than in the Gulf and River St. Lawrence, from the irregularity and strength of its currents and tides, and the horizon, never perfect in consequence of the mirage, with fogs, one shore being often covered while the other is clear; also, the great difficulty of calculating the distance from the land. And as the expense of these extra Lights to the three Provinces could be easily borne by the trade, (the cost being only one farthing a ton for each Light, and there being no part of the world where the trade is less burthened) immediate steps should, therefore, in my opinion, be adopted for their establishment, which would at once lessen its dangers, and the high rate of insurance which now bears so heavy on the trade: and when all this can be achieved with not more than an additional three farthings on the Quebec trade. (Provided the Montreal trade paid their fair proportion for the benefits they receive.) Lights being of far more importance to them than to the Timber Ships, their voyages being earlier and later, and freighted with valuable cargoes both ways; can there be any thinking man who would, for one moment, hesitate in forwarding this important undertaking, the expense of maintaining them being so trifling compared to the important results that must necessarily follow.

QUARANTINE LAWS.—As regards the harrassing Quarantine Regulations, which have been a subject of great complaint by the Trade for a long time, and I think with justice, they require, in my opinion, many alterations, it appearing to me so unnecessary that Ships in ballast should be compelled to anchor off the Town to be cleared by the Health Officer, which often causes great delay and damage when they arrive in great numbers, particularly in the night, in the Spring and Fall months, which could be so easily avoided if they were permitted at once to proceed to the Ballast Ground. But I am of opinion their inspection by a Health Officer is quite unnecessary when arriving with a clean Bill of Health and from England. And as a proof it is so, I don't recollect one instance of any sickness appearing on board of any Ships in ballast since I have been here, (nearly nine years) and during that time about 10,000 Vessels have arrived. Another great cause of complaint is, that the Harbour Master's Boat is appropriated for this service, when it is so much wanted by the Harbour Master for the duties of the Harbour. At the same time if the inspection is necessary, the Health Officer could accompany the Boarding Custom House Officer, their duties being similar, which would not only save expense, but also time. And I am also of opinion that a second inspection of the Emigrant Ships, and Ships with more than 15 steerage passengers, on their arrival at Quebec, is unnecessary and uncalled for; and that they should receive their final clearance at Grosse Isle.

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and the Emigrants be allowed to proceed at once to their destination, which would save those that are going to Upper Canada much trouble and expense. It therefore appears to me that those Laws should be revised, and every restriction removed.

**PILOTS.**—This is another question that requires much consideration; one of the causes of the high rate of Insurance, being the numerous wrecks that have taken place in Pilot water, of which their want of experience and education has been the principal cause. There are certainly many good men quite equal to their duty; but, as a body, their want of experience as sailors, is greater than I have ever witnessed in any other part of the world, which, no doubt has been the cause of the many wrecks that have taken place, and also the collisions which constantly take place from the same cause. And I am quite satisfied, under the present system of qualification, it must always remain so. The only remedy is making them Sailors before they are Pilots, which can easily be done by obliging them to serve three years at least to the Sea, before they are apprenticed to a Pilot; and also, that Masters and Mates of Vessels, belonging to the Port of Quebec, who have

served seven years in the Quebec Trade, be eligible for that Office. Of course, this requires much consideration; but something must be done to make them equal to the important duty they have to perform. And I would strongly recommend that the Trinity Bill passed last year, be again considered, it requiring, in my opinion, much alteration for the benefit of the Trade; and I beg to refer you to my examination, by the Committee appointed last Session to enquire into the complaint of the Quebec Board of Trade, against that Bill and the expenses of the Quebec Trinity Board; in which I have carefully given my opinion on all points referred to, and which, if adopted, I am satisfied would be of an advantage to the Trade, in lessening their expenses.

I have the honor to be,

Sir,

Your obedient humble servant,

EDWARD BOXER, R.N.,  
Harbor Master and Captain of the  
Port of Quebec.

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## Appendix D, No. 10.

OFFICE OF THE BOARD OF TRADE,  
Montreal, 3rd December, 1850.

SIR,

The Council of the Montreal Board of Trade have the honor to acknowledge the receipt of your communications of 23rd August, and 2nd October last, which, notwithstanding some time has unavoidably elapsed since their receipt, they have nevertheless kept constantly in view; and being fully impressed with the importance of the subjects they embrace, have not failed to give them deep and careful consideration.

The Board hail with satisfaction the earnestness with which Government have instituted enquiries relative to the trade of the St. Lawrence, with a desire to ascertain its capabilities as compared with other routes from the interior of the country to the Atlantic, in order to effect such further improvements as may remove all obstacles to the Navigation; and they feel convinced that much might be done in furtherance of this object, without entailing an outlay of Public Funds, incompatible with its importance.

The Board are gratified to learn that from recent surveys it appears practicable, for the comparatively trifling outlay of £10,000, to enable Vessels drawing ten feet water to descend from Lake Ontario to tide water, without having recourse to the Locks—an improvement they consider highly desirable, inasmuch as it would tend to reduce the rate of inland transport. But the Board are of opinion that while this work of minor importance should command the

immediate attention of Government, the Public interest calls equally, if not more forcibly, for improvement to the navigation of the St. Lawrence below Montreal and Quebec, and also in the Gulf. So deeply were the Board impressed with the importance of this undertaking, that they deemed it a proper subject for reference to a Select Committee of their own Members, through whose enquiries and deliberations they have arrived at the conclusion, that many of the numerous accidents to Vessels are occasioned by the want of the requisite number of Light Houses, with the means of giving warning to Mariners during foggy and boisterous weather, when lights would not be visible at a distance.

They would, therefore, respectfully recommend that Lights Houses be constructed, as early as practicable, at the following places, viz:—

- 1st, The Bird Rocks in the Gulf.
  - 2nd, The Southernmost point of the Magdalen Isles.
  - 3rd, The West Point of Island of Anticosti.
  - 4th, Cape Rosier.
  - 5th, Manicouagan Shoal.
  - 6th, Portneuf Point, Mille Vaches.
  - 7th, Brandy Pots.
- With a Signal Gun at each.

Independent of these Light Houses, the erection of which devolves on the Canadian Government, the Board deem it proper to remark, that the navi-



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gation cannot be considered perfectly safe until Light Houses are also erected at Cape Ray, Newfoundland; North and East Points of Prince Edward's Island; Isle Miscou, and Cape North (the North-east point of Cape Breton). They would, therefore, respectfully suggest that the influence of this Government be exerted to procure their erection by the various Colonies in which they are situated, at as early a period as practicable.

Other Lights, of minor importance, might be recommended, but the Board are of opinion that with those above enumerated, the navigation would be comparatively safe, more especially could Mariners be brought to the habit of making a more free use of the Sounding Lead than heretofore, in their ascent and descent of the River—a precaution which should never be forgotten in the navigation of such a long River as the St. Lawrence, even by the ablest Seamen.

The subject of providing Tug Boats to ply on the St. Lawrence below Quebec, to which you have made reference, has also had the attention of the Board, and without venturing to pronounce too confidently upon the expediency of such an undertaking, they have little doubt that they would prove of the greatest utility, by being constantly at hand and in readiness to proceed to the assistance of Vessels requiring them, or to aid in the rescue of the cargoes of such as might be wrecked, and thus be the means of saving annually a large amount of property. And they are of opinion that such Tug Boats, coupled with the Light Houses suggested, would cause an important reduction in the high rates of insurance now paid in the Spring and Autumn, and thus tend to remove one of the principal drawbacks to the trade of the St. Lawrence.

They would, therefore, recommend the construction of two powerful Tug Boats, which, in addition to the service just indicated, might perform the duties of the Steamer and Schooner, now employed by the Quebec Trinity Board; and what is more important than all, serve to test the practicability of the profitable employment of Tugs for the towing of Vessels, in the prosecution of their ordinary voyages.

With regard to the erection of Harbors of Refuge and depôts for Coal, in connection with the establishment of Propellers, the Board are of opinion that however useful they might prove, the large outlay necessary for the proper construction of such Harbors could not be prudently recommended from Provincial Funds.

As to the erection of a Penal Settlement at the Island of Anticosti, many of the Members of the Council are altogether opposed to the scheme, while others refrain from expressing any opinion, until such time as a definite proposition is before them.

With respect to the suggested improvements at the Straits of Belleisle, the Board have come to the conclusion that the erection of a Light at each end of the Strait, would materially add to the safety, and facilitate the navigation of that Channel.

The subject of the proposed Ship Canal to connect the waters of the Bay of Fundy and the Gulf of St. Lawrence, has also engaged the consideration of the Board, and although they consider it a project well worthy the attention of the Provinces of New Brunswick and Nova Scotia, as one affecting their peculiar interests they cannot at present discern, that its construction would materially promote the St. Lawrence trade, owing to the peculiar nature of

the chief exportable productions of the former and the State of Maine not affording material for return cargoes. They do not, therefore, at present deem it a matter for active interference on the part of the Government of this Province.

A Canal to connect the River St. John with the St. Lawrence at Temiscouata Lake, the Board consider a much more feasible work for the consideration of the Canadian Government, and upon the Report and Estimate referred to by you being completed, trust that it may not be found beyond their power to put it into immediate course of construction. The benefits which would result from it to the Province generally, by opening markets in the interior of New Brunswick, will doubtless be very great; while there is some prospect of the Tolls paying the Interest on the Capital expended in the work.

After diligent enquiries and investigations into the relative charges to which Vessels are subjected in and out of the River, and in the Harbors of the St. Lawrence, compared with those at New York, the Board have discovered that Vessels frequenting the St. Lawrence, are subjected to charges much greater than in New York, and that a material reduction of such charges should be effected, in order to place our Shipping on a footing similar to that of the latter Port. To accomplish this, it will be necessary to introduce a thorough reform in the Trinity Establishments of Quebec and Montreal—if not, to abolish them altogether.

It is quite obvious, that under the present system of management pursued by the Trinity Boards, especially that at Quebec, it would be difficult to introduce economy, or a more efficient performance of the duties which devolve upon them.

The Board are, therefore, of opinion, that all Light Houses, and matters relating to Navigation in the Province generally, should be taken in charge by the Board of Works, and that the Ship's Dues therefor (if not abolished) with all other tonnage charges, should be collected by the Officers of Customs. But the Board would respectfully suggest, that as our trade is suffering from the effects of the present system, the practice prevailing with the United States Federal Government is not unworthy of imitation by the Provincial Government, by making all Light Houses a charge upon the general Revenue.

Indeed, the Board are at a loss what else to suggest, in order to reduce the charges upon Vessels to as low a point as they are at New York; but as it is generally conceded, that on the success of the St. Lawrence route every interest in the Province is more or less involved, they are of opinion that in addition to the measure now recommended, the Government should, by every possible Legislative means, encourage Emigration, and a direct import trade through the River. Such a course would be universally approved of, as being likely to produce a great increase in Canal Tolls; and any charge on the Consolidated Fund, arising from the recommendation of the Board, would, more than probably, be fully compensated.

I have the honor to be,  
Sir,

Your most obedient Servant,

ALEXANDER CLERK,  
Secretary, Montreal B. of T.

To the Honorable W. H. MERRITT,  
Chief Commissioner Public Works,  
Toronto.

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COUNCIL ROOM, QUEBEC BOARD OF TRADE,  
Quebec, 4th October, 1850.

SIR,

Some time since the Council of the Quebec Board of Trade were favored with a communication from the Board of Works, asking for information on sundry points, and more particularly as to the commercial facilities of this Port, as compared with New York. The Council, therefore, procured from the latter City a synopsis of the Laws regulating the Foreign and Coasting Trade of the United States, a Tariff of Commissions and other charges, a Table of Pilotage and other Documents, all of which tend distinctly to shew the decided advantages possessed by the Atlantic City, over any port on the St. Lawrence. To illustrate this forcibly, the Council hand herewith a statement shewing the comparative charges on a Vessel of 700 tons here and in New York, which exhibits a difference in favor of the latter City, amounting in public charges, such as Pilotage, Light, Hospital and Police Dues, to £22 2 3 in private charges, such as Wharfage,

Loading, &c., to..... 27 10 0

In all, to.....£49 12 3  
against the St. Lawrence; a difference which the Council conceive ought not to exist, and the causes of which it is their duty to ascertain and point out, with a view to equalization. With private charges the Council would avoid interference; believing that open competition must ever regulate these, and that every man has a perfect right to make the most profitable use of his own property and of his personal labour, but they unhesitatingly state, that they think the public charges susceptible of great reduction.

They consider the rates of Pilotage, both inward and outward, above and below Quebec, as too high, whether the exigencies of the Trade are looked at, or the capacity, social position, or education of the recipient Pilots. These men, it is conceived, would not be under-paid were a reduction established of one-third, on the existing rates. It will be perceived that Light Dues are not exacted from the Shipping frequenting the Harbor of New York. The Council are not prepared to indicate any other source whence the revenue for maintenance of the Lights in the St. Lawrence should be drawn; nay, they even consider that such should legitimately fall upon the Shipping enjoying the advantages of the Lights: but then, they maintain that such Fund should be managed with economy, and no more thus levied, than is sufficient to support one properly constituted Trinity House, regulating the maintenance of good efficient Lights, Buoys, &c.

The necessity of having a Trinity House in Montreal as well as Quebec, is not apparent to the Council; and as regards the Establishment at Quebec, they have already, by petition, endeavored to direct the attention of Government to the inefficiency and extravagance of the Board, as well as to the multiplication of offices and sinecures, engendered by the system of nepotism there prevailing. But while they conceive it their duty to point out abuses, they are no less desirous of offering suggestions for the better regulation of the Establishment. They would like to see the whole of the present cumbrous system, with its inefficient, unqualified, and non-attendant members, its Secretary, its Treasurer, and other well-salaried Officers done away with, and in their room two Commissioners appointed, who, with the Harbour Master, should conduct

the whole business. One of these Commissioners should have such compensation for his services, as would induce him to devote his whole time to these duties, and he should not only be competent to discharge the duties of Secretary, qualified by character and responsibility to be entrusted with all the monetary affairs of the office, but acquainted with Shipping, and able to adjudicate on all such matters as now come before the Board.

The other Commissioner should be of equal qualifications; but not being expected to devote himself to the business of the Trinity House, his Office should be honorary, or comparatively so. Notarial and other business should be given to whomsoever is best qualified to conduct it with efficiency and economy. It has also occurred to the Council, that Lights, Buoys, &c., might, with great saving of expenditure, be placed under the charge of the Board of Works.

The Council merely offer the foregoing as crude suggestions. They are very glad to see public attention now directed to this Establishment; and for their general views, they would refer to their petition dated 10th June last.

The Council have considered the Paper of Mr. DeWitt on the subject of Steam Tugs, of the success of which they are by no means so sanguine as that gentleman; and they think that it might safely be left to private enterprise; but at the same time, they are of opinion, that the experiment might be tried, at but small expense to the Public: thus—

There are now two Steamboats maintained at Public cost, the Trinity House Steamer, and the Quarantine Steamer; neither could ever be employed as a Tug, but let one powerful Steamer be built, which could lay down and take up the Buoys, perform the requisite Quarantine duty, and be employed as a Tug at other times.

The Council do not deem it necessary to ask for more Lights in the River at present, provided those now in use are properly attended to; nor do they think they can consistently ask for a Harbor of Refuge to be constructed below, at vast expense, and of utility yet to be proved: but they think that the erection of one or two Wharves or Piers below Quebec, especially on the South shore, at which Steamers could lie, would be an immense boon to the extensive country below this, and greatly conduce to its improvement and rapid settlement. The Council are glad to learn that means are being taken to ascertain the practicability of opening a communication with the River St. John.

Before closing, they would earnestly call your attention to a subject on which they have more than once ineffectually petitioned Government, the injustice of keeping the River between Quebec and Montreal closed against American craft from the Lakes.

This Spring, American Schooners were actually obliged to leave Montreal in ballast, at a time when such was the quantity of dead weight in Quebec, for the West, that many ships were kept here several days at great expense, unable to discharge.

To secure freight to the St. Lawrence, a fair freight must be made both ways; many heavy articles, such as Iron of all sorts, Salt, &c., are brought from England to Quebec at ballast freights, and if means are found of taking them promptly

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from the Ships here, the whole of the North-West States can be supplied by the River much cheaper than from New York; the carrying thus gained for our Shipping, the Trade for our Merchants, and the Tolls for our Canals; but such can never be the case, so long as to tranship here and again in Montreal, entails a cost equivalent, in many instances, to the whole trans-Atlantic freight.

The Council were told, that owing to the pending reciprocal negotiations with the States, it was inexpedient to open the St. Lawrence to Quebec; they would have seen some reason in this, had it remained closed to Montreal: as it is, they feel that the interests they represent are neglected, and while a trade of vast consequence to the Colony is jeopardized and languishes, the only part of the community directly profiting from this partial legislation, is the Monopoly of Forwarding.

I have also had the honor of laying before the Council your interesting communication, of 2nd instant, which embraces so many important subjects, that the Council desire to give it more mature consideration before replying; and I am directed to return the paper of Mr. DeWitt, on the subject of Steam Tugs.

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

A. GILLESPIE,  
Secretary.

The Hon. WM. HAMILTON MERRITT,  
Commissioner,  
Board of Works.

BOARD OF TRADE,  
Quebec, 18th November, 1850.

SIR,

The receipt of your letter of the 2nd October, addressed to me, was acknowledged by Mr. Gillespie, Secretary of the Board, on the 4th of same month; and I am now desired to reply to the same somewhat more fully.

In the first place, I am to apologise for the delay which has occurred in answering your important and interesting communication, which delay has arisen, partly from the time of the Members of the Board being necessarily, at this season of the year, very much occupied in attending to their own immediate affairs, and partly in consequence of the Secretary having left Quebec permanently, soon after its receipt.

The opinion of the Board on several of the subjects referred to in your Letter, has already been communicated to you in Mr. Gillespie's Letter of the 4th October, which was written after the first interview he and I had the honor of having with you, but before receipt of your's now before me; nevertheless, I shall again notice the various topics you refer to, as nearly as convenient, in the order you place them.

The recent discovery, that an outlay of some ten thousand pounds would enable Vessels drawing ten

feet water, to descend from Lake Ontario to tide-water, without passing through a single Lock, is a most important one, particularly when taken in conjunction with the contemplated Canal to connect the head of the Bay of Fundy with the Gulf of St. Lawrence. The first of these improvements would, at an expense not worth consideration compared with the importance of the object to be attained, enable a much larger, and consequently, less expensive class of Vessels than at present, to be employed in transporting the produce of the West, either to a place of transshipment for Europe, the other British Colonies, or the United States; or, which is more probable, it would give origin to a description of Vessels, propelled by Steam or otherwise, that would, without transshipment, carry cargoes from the furthest bounds of our inland waters to any part of the world. That such an improvement in the navigation of the Upper St. Lawrence, connected with the Bay of Fundy Canal already referred to, would enable Propellers or Sailing Vessels to supply the Ports in the Bay of Fundy, and on the coasts of Maine and Massachusetts direct, with the Agricultural productions of the rich far West, cheaper than by any other route, there can be no doubt. A glance at the Map will at once shew it.

I am therefore desired to intimate to you the entire coincidence of the Board with your enlightened views on these subjects, and to urge your pressing them upon the attention of the Government.

The co-operation of the Government of New Brunswick in shortening the communication with the Bay of Fundy, it is believed, could readily be secured, although such a work would be really and truly more beneficial to Canada than to that Province.

As to the probable return in the shape of Tolls, the Council of the Board of Trade are persuaded that it would pay an ample interest on the expenditure required.

On the subject of Light-houses, I am desired to say, that in the opinion of the Council, the River below Quebec and the Gulf of St. Lawrence are now very fairly lighted; and that although several additional Lights—perhaps most or all those referred to in your letter—might be desirable, they fear no advantage in diminished rates of insurance or otherwise, would in the present state of the trade, be derived from them, sufficient to compensate for the expense of their erection and maintenance, which, as you remark, must be sustained by the Trade.

As respects Insurance, I am to say, that underwriters seem to be very slow in arriving at correct and obvious conclusions, even from admitted facts.

The rates charged now on risks to and from the St. Lawrence, are in many cases double and triple those which were current when there was not a single Light in the River or Gulf; and when, from that cause, combined with others now no longer existing, the proportion of losses was much greater. The Council, however, are in hopes that this evil will work its own cure. Perhaps nothing would tend more to reduce premiums to a moderate and reasonable scale, than the establishment of a Colonial Insurance Company, and if so, the encouragement and assistance of Government could not be better applied than in promoting the formation of such a Company.

On the second subject referred to in your letter, viz: the expediency of building steamers at the pub-

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lic expense, for towing vessels below Quebec, I have to repeat the opinion of the Council already communicated to you, namely, that the advantages to be derived from such a measure are by no means so apparent as to justify them in advising its adoption, and I may add, that although there are now, and have long been, boats here able and ready to perform such services. I can recollect no instance of their assistance being required below Quebec, by any except wrecked or disabled vessels. I have also to renew the recommendation of the Council on this subject, that the expensive and useless boat lately imported by the Trinity Board should be sold and replaced by a powerful Steamer, capable of performing the services required of her by that Institution, (and which need not give her more than a month's employment during the year,) and being ready at all other times either to go to the aid of vessels in distress, or to tow, from or to sea, vessels requiring such assistance, upon such terms as might be fixed on by agreement or otherwise. The expediency of the measure in question might thus be tested without incurring any new expenditure; indeed, the enormous expenses of the Trinity Board would be thereby considerably lessened, as it is believed that such a boat would, by assisting disabled or wrecked vessels alone, earn sufficient at least to pay her own expenses. The efficiency of such an arrangement, and its value to the trade and navigation of the River, would be greatly enhanced by the Electric Telegraph, which will soon be again in operation, and by the facilities for landing, which it is hoped will soon be provided along the South shore.

The Council have already given you their opinion on the subject of Harbors of Refuge, which they consider unnecessary, any further than insomuch as the Wharves and Piers, which they recommended to be constructed on the South shore would serve as such. They beg again strongly to recommend the construction of two or three of these Wharves or Piers, at proper points along the South shore of the St. Lawrence below Quebec. The River along that shore is so shallow for a long way out, that scarcely can a common boat or batteau, much less a Steamer of any kind, land or take on board with safety, either passengers or freight, any where below Point Levy, and the inhabitants of one of the finest and most populous districts of Lower Canada, are thus deprived of enjoying the advantages of that means of communication which Providence has placed before their eyes, and all but within their reach.—The Council are of opinion, that were these works erected they would readily let at more than would pay interest on their cost. The Tow Boat already referred to might be stationed at one of them, say, at or near Kamouraska.

With regard to the Straits of Belleisle, the Council are not prepared to give any decided opinion as to whether the general adoption of that route by Ships on their passages to and from Europe, should be encouraged or not.

The preponderance of opinion seems to be rather against it, on account of the conflicting currents, which prevail in its narrow channel, and its being obstructed by ice a great part of the Spring and Summer.

The Council would recommend that the opinion of Captain Bayfield, or some other scientific nautical man should be taken, before any determination is come to on this point.

The Council have some doubts as to whether the advantages that would accrue from connecting the St. Lawrence with the navigable waters of the River St. John at Temiscouata would be an adequate object for incurring the cost of such an undertaking, but as to this, a more correct opinion can be formed when the report and estimate which you allude to have been made. Under no circumstances, however, would they place the opening of that communication in competition or comparison, with the far more important, and perhaps not much more expensive one of connecting the Bay of Fundy with the Gulf of St. Lawrence. At the same time, as you observe, the competition we have to expect from powerful and energetic rivals, should prevent us from allowing any outlet, however small the advantages it may offer, to escape us without early and careful examination.

I am desired to thank you for directing the attention of the Council to the great works that have been constructed, and are now constructing, to draw the natural trade of the St. Lawrence into other channels; and to express to you the gratification they feel at having the opinion of so good a judge in confirmation of their own, in favor of Quebec, as possessing better situations on the River St. Charles and elsewhere, and affording greater facilities at much less expense, for the accommodation of the increased trade that may be expected, than are possessed by its great rivals in the United States. We can now receive, store, and ship, with despatch, and at moderate expense, three or four times the amount of produce that comes our way, and you may rest assured that when additional accommodation becomes necessary, the facilities you refer to will be promptly taken advantage of in order to provide it.

I think all, or most of the subjects referred to in your letter of 2nd October, or in the verbal communications I have had the honor of having with you, have been touched upon in this letter, and that of Mr. Gillespie; but should any thing further occur to the Council, on these important subjects, they will not fail to avail themselves of your obliging invitation again to address you.

I have the honor to be,  
Sir,

Your obedient Servant,

JAMES DEAN,  
President, Quebec Board of Trade.

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## Appendix D, No. 11.

TRINITY HOUSE,  
Quebec, 17th September, 1850.

SIR,

I have the honor to acknowledge the receipt of your letter of the 16th instant, calling upon the Trinity Board "to suggest what appears to them "the best plan to reduce the premium of Insurance "below Quebec; whether by erecting more Light-Houses, constructing Harbors of Refuge, employing or building Steam-Tugs, or any other mode, "&c."

And I am directed to inform you that the Board, having given the subject their full consideration, are unanimously of opinion that the most efficient mode of reducing the rates of Insurance below Quebec, is, to render, by all practicable means, the navigation of the River and Gulf safer and more expeditious; and that to obtain this end, the erection of additional Lights is indispensable; and considerable advantages would also result from the construction of Harbors of Refuge; that the employing of Steam-Tugs for towing vessels up and down the River, might prove likewise useful in attaining the same object, as they would assist ships in making quicker voyages at times; and, by shortening their passages, would enable them to sail earlier in the Fall, and before the time at which higher premiums of Insurance are exacted. The Board think, therefore, that two Tugs, built similar to those used in the great commercial ports in England, might be tried; one of which could perform the service of the Quarantine Station.

But the Board would recommend the immediate erection of new Lights at the following places, viz:

*First*, On the Bird Rocks, and Cape Rosier; with a fixed Light on the Point of St. Rocks, in lieu of the Floating Light, which would be removed to the Manicouagan Shoals, where a Light is so much required.

Then, on the West end of Anticosti, and River Lights on the Great Island of Kamouraska, or the West end of the Pilgrims; the West end of Crane Island, and Bellechasse Island.

And the construction of Harbors of Refuge at the following points, viz:—

One, for the general trade, at Little Metis, on the South shore; this place appearing to be the most susceptible of improvement for the formation of a safe Harbor; and

Another, for the small trade, on Bellechasse Island.

With Piers or Jetties for the safety and accommodation of coasting vessels at

Rivière du Loup,  
Point Original, below Rivière Ouelle,  
L'Islet, and  
Berthier.

The latter, besides affording shelter to crafts employed in the coasting trade, and to steamers and vessels carrying produce from the Western part of the Province to the Lower Ports, would give great facilities to a dense population inhabiting the Parishes below Quebec, for bringing their produce to market, and otherwise communicating with the other parts of the District.

I have the honor to be,  
Sir,  
Your most obedient humble Servant,

E. B. LINDSAY,  
Clerk, T. H. Q.

The Honorable W. H. MERRITT,  
Commissioner of Public Works,  
Quebec.

(Copy,)

TRINITY HOUSE,  
Montreal, 13th September, 1850.

SIR,

I have the honor, under instructions from the Trinity Board, to acquaint you, in reply to your communication of this day's date, requesting their opinion "As to the best method of effecting the reduction of Insurance on the River St. Lawrence "below Quebec, and their suggestions whether Tug-Boats, Lights, Harbors of Refuge or any alteration of existing laws will effect that object;" that after mature consideration, they are not prepared to recommend any change in the existing laws relative to Insurance, nor is it considered necessary that Harbors of Refuge should be formed, there being several fine natural Harbors in the Gulf and River; neither is the Board prepared to recommend any expenditure for Tug-Boats for the purpose of towing, being fully convinced that little use would be made of them by vessels entering or leaving the River St. Lawrence; if, however, the Trinity House of Quebec, had a very powerful Tug-Boat, it would be of great service to vessels going ashore, or in distress; and the Board recommends that such a boat should usually be at some safe and central point, known to all Pilots, down the Rivers, to be ready in case of emergency.

With regard, however, to the subject of Lights, the Board cannot too strongly recommend the establishment of good and sufficient Lights at the following points.

*First*, In point of importance, is a Light at or on the Manicouagan Shoals (it being doubtful whether it should be a fixed Light, or floating).

*Secondly*, A Light at the Bird Rocks.

*Thirdly*, At Cape Rosier.

*Fourthly*, On the West Point of the Island of Anticosti, and

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*Fifthly*, At the Brandy Pots.

The two Lights first named, are deemed essential for the preservation of life and property, and the three last, though not so important as the two first named, would materially add to the safe navigation of the River, and correspondingly reduce the rates of Insurance on vessels and cargoes. In making these suggestions, the Board but expresses the concurrent

opinions of the most intelligent and experienced Ship-masters, visiting the Port of Montreal.

I have the honor to be,  
Sir,

Your most obedient Servant,

JAMES HOLMES,  
Registrar.

The Honorable W. H. MERRITT,  
&c. &c. &c.,  
Montreal.

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## Appendix D, No. 12.

MONTREAL, 14th September, 1850.

SIR,

For the purpose of improving the navigation of the River St. Lawrence, as well as the Gulf, and of affording the greatest facility, safety, and economy to the Vessels navigating the said River and Gulf, their crews, passengers, and cargoes, and to afford the utmost security to all parties engaged or interested in our trade: it appears to me that three things are indispensably necessary to produce a great and flourishing trade through our waters, and which our country requires as a foundation to the vast and valuable Public Works, now about being completed, and which, when done, and under proper regulation, will make this country one of the most flourishing and wealthy in the world.

We must bear in mind that, with artificial or Steam-power, we can navigate our waters from the first of May to the first of December in each year (or seven months), and if we consider that a Vessel may leave the European ports on the first days of April, and Quebec for Europe on the last days of November; the months of April and December can also be used, which will give us nine months navigation.

*First.* Additional Light Houses will be required.

*Secondly.* Harbors of Refuge would also be necessary. How many, and where they should be erected, others better acquainted with the River and Gulf than myself could decide.

*Thirdly.* The principal, I had almost said, the all-important improvement would be powerful Steam Tugs; indeed they may be said to supersede the necessity of Harbors of Refuge to all Vessels that are towed by Tugs, and for the greater speed would much diminish the necessity of Light Houses; for a Vessel towed by a powerful Steam Tug, whose Captain or Pilot (by passing every day) must be far better acquainted with the Channels, the Currents, and the Shoals than any other Pilot could be, and with the Steam Engine could choose her course, independent of winds or tide, and could pursue her course and pass places during the day, where Light Houses might be wanted at night, and proceed on her voyage; while Vessels propelled by wind and tide would not always be able to keep the safe chan-

nel, and consequently must come to anchor, (if anchorage could be found,) or incur the risk of shipwreck, with all its disastrous consequences.

Harbors of Refuge are valuable, provided a Vessel can reach them; but it often happens that when a storm occurs, if a Vessel is but a few miles to the leeward, she cannot make the Harbour, in which case the Harbour to her is useless, and no refuge whatever. While, if the Vessel is towed, she has the refuge always with her, and at the same time is enabled to continue her voyage in safety, in defiance of the storms, the tides, and the frosts.

A ship which can choose her course by the use of Steam-power, and knowing her speed, can proceed and pass through difficult Channels in safety, while another Ship, exposed to the winds and tides, should not venture; and if she did, it might prove fatal to the ship, passengers, cargo and crew.

A Ship Master that can make sure of a passage without delay, both up and down the River and Gulf of St. Lawrence, would be enabled to perform another voyage; but from the present uncertainty of the run through our waters, he dares not venture. Consequently the owner of such a Vessel loses the profits of the extra voyage, besides being obliged to lay in Dock, paying Dock Dues; and the country losing the benefit of exporting an additional cargo of produce, which would, as a matter of course, lay in store during Winter, instead of proceeding at once to a probably favorable market.

It will sometimes happen that a Steamer plying constantly on the same route, will be able to proceed from point to point by compass, in dark and foggy weather, while another Vessel, without the advantage of steam, could not move; thus involving the question of another passage, perhaps the safety of the Ship, it might be the lives of the passengers and crew.

By employing Steam Tugs in the navigation below Quebec, the certainty that it would give them of a speedy passage, and, in times of great exposure to storms and frost, enable the Ships to avoid shipwreck, which, in other circumstances, would be inevitable; it would induce them to make an extra voyage each year, that is, two instead of one, and three instead of two, from Europe to Canada, and return.

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By this means, I think insurance on Ships and Cargoes would be reduced one-fourth from the opening of the navigation to the first of September, and one-half from the first of September to the end of the year. That would amount to an immense saving, as you will see on referring to the number of the voyages, the value of the ships, and their cargoes. We must not forget the great importance of being able to ship the produce of Canada, at a low rate of freight and insurance, by the St. Lawrence, during the months of October and November. Provisions cannot be packed and cured before the 15th October. The present high rate of freight and insurance, absorbs all the profits to the Farmer or Merchant. If we use steam, we can send our produce, beef and pork, quick, cheap and safe, during the cold weather in November and December, in fine condition to a good market.

As it now is, before the provisions can be packed, it is too late or expensive to ship; our provisions must be made very salt to keep—storage, loss of interest, double inspection; the meat is to be tossed in the Ship for 30 or 40 days in warm weather, landed on a Wharf in the heat of Summer, and then sold at a small price, so that the proceeds are wholly consumed by the expenses, thus leaving the Farmer nothing. Consequently, there is very little encouragement to the Farmer to raise produce; and it follows, if there is no profit in raising produce, the land becomes of little value.

By employing Steamers, Pilotage would be saved to those who are towed. By employing steam, I expect we could induce a very great portion of the Emigrants from Europe to pass by the St. Lawrence. The proceeds of our Public Works would be vastly augmented. Indeed, unless we employ Steamers, what will be the use of the St. Lawrence Canals.

By employing Steamers below Quebec, we must reduce the freight and insurance to so low a rate, that a barrel of flour can be sent from Lake Ontario to Liverpool, by way of the St. Lawrence, cheaper than by the way of New York. Then we shall have an extensive trade; and with a large trade, we

can do our business cheap, and then our Country will prosper. Then with the immense trade to and from the Great Western World, what magnificent returns our Public Works will afford. Then our Country will take the stand which Providence designed it to take in the scale of creation.

If these Steam Tugs are to be built by private enterprise, they will make it a monopoly, and they will do so for the purpose of making money, which must destroy the object.

I propose that the Towing should be so managed, as to induce Masters of Vessels to avail themselves of the Steam Tugs. I propose that two strong Vessels, with powerful engines, should be built, to commence with, and to cost about.....£25,000

To run from 1st May to 1st December, say	
200 days, at a supposed cost of £75	
per day, for both.....	15,000
Making, in all.....	£40,000

Now then, suppose you levied one-half of this on the Vessels towed, the expense would be but a trifle to the Province. The laying down and taking up the Buoys would be saved; the same, with very inferior Vessels, has heretofore cost about £2000 per annum.

I think that Vessels with passengers should have the preference, and then the Vessels with cargoes. I have put down the expense at the extreme; probably some six or seven thousand pounds extra per annum, would be all that the Province will have to incur. This is a very hasty sketch of my views.

I have the honor to be,  
Sir,

Your most obedient Servant,

JACOB DEWITT.

The Honorable  
W. H. MERRITT,  
M. P. P.

### Appendix D, No. 13.

NEW YORK, December 11th, 1850.

DEAR SIR,

I submitted all the interrogatories contained in your note of October 28th, to the Honorable Edward Sanford, who has very kindly taken very great pains to answer all of them. I think that the enclosed documents will give you all the information desired. Mr. Sanford has for some years been connected with our Custom House, and has several times represented our City in the Senate and Assembly of this State, and has therefore had considerable experience in these matters.

I send the documents by Express.

Yours, truly,

CHARLES YATES.

HON. WM. HAMILTON MERRITT.

NEW YORK, 7th December, 1850.

MY DEAR SIR,

In answer to the communication from the Honorable W. H. Merritt, I have to state,

That I have consulted with a number of our largest shipping merchants, in relation to the operation of the present Pilot system, and they uniformly agree that it is, in the main, highly successful, and far superior to the old monopoly plan. I send herewith, the Constitution and Rules of the Board of Pilot Commissioners. I also, send a brief communication from George W. Blunt, Esq., whose acquaintance with all that relates to nautical matters is unsurpassed by that of any man in the Union. The recommendation of the Board of Pilot Commissioners, that no Masters of vessels receive persons as Pilots, except those having certificates from the Board

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or from the authorities of the State of New Jersey, is so very generally adhered to, that it has almost ceased to be a matter of interest for persons, other than those recognized by the Board, to act as Pilots. In a word, the present system has had time enough to test its efficacy, and it may be considered as having established itself in the confidence of the commercial community.

I send a list of Light Houses, Beacons, &c., and a Chart of Light Houses, &c., on our Southern coast. I have been promised a Chart of our Northern coast, but I have thus far been unable to obtain it. It shall be transmitted as soon as received.

The whole of the Light House system is under the control of the Treasury Department, and particularly under the direction of the 5th Auditor. It is the duty of the Collector of each Collection District to visit and examine the Light Houses within his District, at least once a year. They are besides under the immediate supervision of a Superintendent, who visits them as often as he deems proper, and whenever directed by the Collector.

This Superintendent is generally an Inspector of the Customs detailed to that special duty. The salaries of keepers of Light Houses vary from \$400 to \$900 or thereabouts. Cessions of sites for Light Houses, vesting property, jurisdiction, &c., to the general Government, are made whenever Light Houses, &c., are needed.

The accompanying document on "Commercial Relations with Foreign Countries," will furnish an answer to the question in relation to tonnage duties, and to the Commerce of what Nations they apply.

Mr. Devlin, one of the Emigrant Commissioners, has kindly furnished me with a copy of the Laws in relation to the protection of Emigrants, and a volume which contains all the information on that subject desired by Mr. Merritt. He authorizes me to state that the operation of the present system is, in the main, highly satisfactory in its results.

Harbor Masters are appointed by the Senate, on the nomination of the Governor.

On all vessels of the United States, and all Foreign vessels permitted by law to enter on the same terms as vessels of the United States, which shall enter and load or unload, or make fast to any wharf, there shall be charged one cent and a half per ton, according to the tonnage of the vessels register or papers. On all other vessels, double that rate. The fees are payable in forty-eight hours after the vessel's arrival (at the Custom House) on penalty of paying double the amount and costs of suit.

All Sloops and Schooners in the coasting trade, on application to the Harbor Master for a berth, shall pay two dollars; and for adjusting any difference respecting the situation or position of any Sloop or Schooner engaged in the coasting trade, on the application of the person having charge of such vessel, two dollars to be paid by the party in fault.

With respect,  
Your obedient Servant,  
EDWARD SANFORD.

CHARLES YATES, Esq.

NEW YORK, December 9, 1850.

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DEAR SIR,

In answer to your question "as to the comparative success of our present voluntary system of Pilotage over that of the old;" I would answer, That the present is far better, inasmuch as there is more promptitude in serving vessels and much fewer accidents.

The present system is a modification, as you are aware, of all the different systems; and the only preference is that consequent on good behaviour.

Enclosed is a copy of our regulations.

I remain,  
Yours, truly,

GEO. W. BLUNT,  
Commissioner.

HONORABLE E. SANFORD.

NEW YORK, 4th September, 1850.

*Pilotage.*—As given in the accompanying table of rates.

*Harbor Dues.*—One and a half cents per ton on all vessels.

*Lights.*—No charge.

*Wharfage.*—Wharves are private property, and the rates in special cases are subject to agreement. A vessel of 400 to 500 tons generally pays \$1½ per day. A Schooner or Brig from ¼ to \$1 per day, when at work; and about half that sum when doing nothing.

*Entry Charge.*—\$5.50 on vessels over 100 tons, with cargo.

3.17	"	"	in ballast.
3.00	"	under	" with cargo.
2.17	"	"	in ballast.

*Laws establishing such Charges, and Rules and Regulations by which carried out.*—See Book herewith "Commercial Relations with Foreign Countries, and a synopsis of the Laws regulating the Foreign and Coasting Trade of the United States, &c."

*Number of Light Houses supported by the Trade of New York.*—None.

*Wharfage on Goods.*—None.

*Storage.*—Subject to special agreement; Flour generally 2c. to 3c. per barrel, per month; hhds. of Sugar 18½ cents, and the labor of taking in and turning out, generally equal to one month's storage.

*Fire Insurance.*—As per scale of charges herewith from the Fire Insurance Companies of this City.

*Commission.*—On Flour and other articles of Domestic Produce, 2½ per cent., which does not include any guarantee of Sale.



Appendix  
(T.)  
13th June.

*Facilities possessed for loading and unloading a Vessel of a given Tonnage.*—None. A vessel discharges by Stevedore's gang and her own Tackle, or if a Ship of some size, she generally employs Horse power.

*State Marine Hospital.*—Each voyage, the Masters and Mates of all vessels pay \$1.50 each, and each of the crew 50 cents.

*Clearance of Vessels.*—Foreign, over 100 tons, \$2.50; American, \$3.55.  
do under 100 " 1.50  
American, 1.50.

*Stevedore's Charge.*—Loading or unloading general cargo of a ship of 500 tons, \$100 @ \$125.

*Steam Tug.*—Hire, \$10 per hour.

Appendix  
(T.)  
13th June.

Comparative charges in Quebec and New York on a Vessel of 700 Tons, viz.:—drawing 15 feet inwards, and 18 feet outwards.

PUBLIC CHARGES.

QUEBEC.	£	s.	d.	NEW YORK.	\$ c.
Pilotage in .....	13	10	0	Pilotage in .....	37.50
do out .....	14	3	6	do out .....	40.50
Light Dues .....	14	11	8	Harbor Dues .....	10.50
Marine Hospital .....	2	18	4	Seaman's Fund and Hospital Money .....	12.50
And Police .....	2	3	9	Consul's Fee.....	\$27
Public charges in Quebec .....	£47	7	3		
do do in New York .....	25	5	0		\$101.00
Balance in favor of New York .....	£22	2	3		£25 5s.

PRIVATE CHARGES.

QUEBEC.	£	s.	d.	NEW YORK.	\$ c.
Wharfage, Discharging, viz.:—				22 Days' Wharfage, Discharging and Loading .....	44.00
7 Days Moorage, at 10s.....	9	10	0		
Landing 400 Tons, at 6d.....	10	0	0		
15 Days' Moorage, Loading .....	7	10	0		
Loading 700 Tons, at 6d.....	17	10	0		
Wharfage in Quebec .....	£38	10	0		
do in New York ..	11	0	0		\$44.00
Difference in favor of New York .....	£27	10	0		£11

Appendix  
(T.)  
13th June.

Appendix  
(T.)  
13th June.

Appendix D, No. 14.

STATEMENT relative to the Vessels engaged in the Quebec Trade, shewing the Number of Voyages made, and the Number of Vessels Lost, for the respective years, from 1840 to 1849, inclusive.

	Years.	VOYAGES.		Vessels Lost.	Per Centage of Loss of Vessels.
		Vessels.	Tons.		
	1840.....	1314	449085	19	1.446
	1841.....	1263	438849	19	1.504
	1842.....	878	298674	19	2.164
	1843.....	1249	450412	12	0.960
	1844.....	1239	453894	14	1.130
	1845.....	1499	584540	46	3.068
	1846.....	1467	572373	47	3.204
	1847.....	1215	489817	20	1.646
	1848.....	1194	457430	16	1.340
	1849.....	1243	481227	26	2.109
Total .....	10	12561	4676301	238	.....
Average .....	1	1256.1	467630.1	23.8	1.881

PORT OF QUEBEC.

RETURN of the Number of Vessels Inwards and Outwards at this Port, from 6th January, 1840, to 5th January, 1850.

Year.	INWARDS.		OUTWARDS.	
	Vessels.	Tons.	Vessels.	Tons.
1840.....	1235	430951	1314	449085
1841.....	1234	430175	1263	438849
1842.....	872	299649	878	298674
1843.....	1228	443087	1249	450412
1844.....	1232	451142	1239	453894
1845.....	1489	576541	1499	584540
1846.....	1480	568225	1467	572373
1847.....	1210	479124	1215	489817
1848.....	1188	452436	1194	457430
1849.....	1184	465088	1243	481227
	12352	.....	12561	.....

HENRY JESSUPP,  
Collector.

CUSTOM HOUSE,  
Quebec, 10th December, 1850.

Appendix

(T.)

13th June.

Appendix

(T.)

13th June.

VESSELS Wrecked and Stranded in the Gulf and River St. Lawrence, viz. :—

DATE.		NAME OF VESSEL.	AT WHAT PLACE.
Year.	Month.		
1840.....	April .....	Magnet .....	White Island Reef.
		Hibernia .....	North Pilgrim.
	May.....	Hero .....	South-West of Anticosti.
		Voyageur .....	Bonaventure.
		Chippewa .....	Cape Rosier.
		Arabian .....	do do.
		Brothers .....	Perce Rocks.
	June .....	Eleanor .....	Hare Island Shoal.
		Union .....	The Traverse (St. Rochs.)
		Minerva .....	Beaumont.
		Mountaineer .....	Kakouna.
	July.....	Quebec .....	Manicouagan Shoals.
		England .....	Coming up the River.
October .....	Cerus .....	Anticosti.	
December .....	Three Schooners .....	Grand River.	
	Marie Charlotte.....	Magdalen Islands.	
	Brig.....	do do.	
1841.....	May.....	A Bark .....	Bic.
		do .....	Anticosti.
		Annandale .....	Magdalen Islands.
	June .....	Eleutheria .....	Rivière Ouellet.
		Orwin .....	Green Island.
	July.....	Fair Isle .....	Anticosti.
		Walmsley Dale .....	do
		Townley .....	do
	August .....	Undaunted .....	Sable Island.
		Lord Cochrane .....	Labrador.
	September .....	Margaret .....	Egg Island.
		Quebec .....	Red Island Reef.
		Two Vessels .....	Anticosti.
		Full rigged Ship .....	Metis.
	October .....	Helen Stewart .....	Crane Island.
		Caroline .....	Beaumont Reef.
	November .....	Portland .....	Ste. Anns.
	Eddystone .....	St. Thomas Shoal.	
1842.....	May.....	Jane Black .....	Point des Monts.
		Kent .....	Seven Islands.
		Courier .....	Metis.
		Morning Star .....	Duncan Reef.
	September .....	Euphrosyne .....	Matane.
		Adelaide .....	Ste. Marguerite Island.
		Resolution .....	Matane.
	October .....	Argyle.....	Cape Breton.
	November .....	Welsford.....	Green Island.
		George Ramsay.....	Kakouna.
		Briton.....	Green Island.
		Gleaner .....	Goose Island.
		Aberdeen .....	Green Island.
		Enterprise .....	Manicouagan Shoals.
		Alderman Thompson .....	Anticosti.
		Emerentine.....	do.
	December .....	Bellona .....	Kamouraska.
		Thetis .....	Manicouagan Shoals.
		Johanna .....	Heron, Bay Chaleur.
1843.....	April .....	Brunette .....	St. Paul's Island.
		Quebec .....	Red Island Reef.
	May.....	Bachelor.....	West Point, Island of Orleans.
		William Ripon .....	St. Paul's Island.
		Tom Moore .....	White Island Reef.
	September .....	African .....	Cape St. Lawrence.
	November .....	Content .....	Carribou Island.
		Josephine .....	Jeremie Island.
		Neptune .....	do do
		Bernard .....	do do
		Mersey .....	Portneuf.
	Crusader.....	Cape Wapitongane.	

Appendix  
(T.)  
13th June.

Appendix  
(T.)  
13th June.

VESSELS Wrecked and Stranded in the Gulf and River St. Lawrence, &c.—(Continued.)

DATE.		NAME of VESSEL.	AT WHAT PLACE.	
Year.	Month.			
1844.....	April .....	Amaranth .....	Lost in the Gulf.	
	May.....	St. Patrick .....	Indian Harbor.	
		Lady Colebrooke .....	Scatterie.	
	July .....	Prince Albert.....	In the Gulph.	
		Hannah .....	Anticosti.	
		Warrior .....	Magdalen Islands.	
	October .....	Indian Chief .....	Cape Rosier.	
		Maria (Schooner).....	Godbret.	
	November .....	A Schooner .....	do	
		Quebec .....	Hare Island.	
		Orbit .....	Red Island.	
		Carleton .....	Manicouagan Shoals.	
		Cyrus .....	Portneuf.	
Prince George .....		Ste. Anns.		
.....		.....	.....	
1845.....	April .....	Eliza Ann .....	In the Ice (Gulf.)	
	May .....	Vanguard .....	St. Paul's Island.	
		Rhydiol .....	In the Ice (Gulf.)	
	June .....	Lampport .....	Cape Breton.	
		Rosebank .....	Scatterie.	
		Sapphire.....	Cape North Bay.	
		Thomas and Mary.....	In the Ice.	
		Aurelian.....	do	
		Coquette.....	Magdalen Islands.	
		William Henry .....	Miquelon.	
		Indemnity .....	Magdalen Islands.	
		Green House.....	Anticosti.	
		August .....	Dumfriesshire.....	do (East do)
	September .....	Osprey .....	do South-West Point.	
		Briton's Queen .....	Flat Island.	
	October .....	Eliza Ann .....	Cape Chat.	
		Leo .....	Straits of Belleisle.	
	November .....	Ann Crossman .....	Rivière Ouelle.	
		European .....	Mille Vaches.	
		Antelope .....	Ste. Anne.	
		Gaspé Packet.....	Red Island Reef.	
		Reaper .....	Mille Vaches.	
		Magnet .....	Green Island.	
		Queen.....	Dog Island.	
		Elizabeth Atkinson .....	Manicouagan Shoals.	
		Covenanter .....	Goose Island.	
		Universe.....	Brandy Pots.	
		Maria .....	Isle aux Coudres.	
		Mary Sharp .....	Crane Island.	
		Crusader.....	Kamouraska.	
		Jane .....	St. André.	
		Sir Robert Peel .....	Kamouraska.	
		Ceylon.....	Bic.	
		December .....	William Bayard .....	Cape Chat.
			Montreal.....	do
			A Schooner.....	do
			Industry .....	Pilgrim Islands.
	Jane Morrison .....		Manicouagan Shoals.	
	Stedfast .....		Magdalen Islands.	
	Arethusa.....		do do	
	Ann .....		Point St. Denis.	
	William .....		Portneuf.	
	Sir Richard Jackson.....		Manicouagan Shoals.	
	William Lloyd .....		Magdalen Islands.	
	Laurel.....		Green Island.	
	Elizabeth .....		Water-logged, and seen passing Gaspé.	
	1846.....	April .....	Athol .....	St. George's Bay.
.....		St. Andrew.....	Red Island Reef.	
		Indian Queen.....	Battures off Cocagne.	
		A Vessel.....	Water-logged off St. Pierre, Newfoundland.	
May .....		do .....	On the Banks.	
		Pekin .....	Cape Rosier.	
June .....		Eagle .....	Matane.	
		Salisbury .....	Brandy Pots.	
		Providence .....	Portneuf.	
July .....		Brig.....	St. Thomas.	
		Liverpool .....	Basque Island.	
		Montreal Packet .....	Labrador.	
		Lord John Russell.....	Cape Gaspé.	
		Wellington.....	Grand Metis.	

Appendix  
(T.)  
13th June.

VESSELS Wrecked and Stranded in the Gulf and River St. Lawrence, &c.—(Continued.)

Appendix  
(T.)  
13th June.

DATE.		NAME OF VESSEL.	AT WHAT PLACE.		
Year.	Month.				
1846.	July	Lady Peel	Basque Island.		
		Borneo	Lost in the Straits of Belleisle.		
	August	Calcutta	Little Metis.		
	September		Kate	Goose Island.	
			Hebe	Mauicouagan Shoals.	
		China	do do		
		Sir James McDonald	Kamouraska Island.		
		Hartland	Traverse (St. Rochs.)		
		St. Andrew	Beauport Shoals.		
		Harvey	do do		
		Promise	Point St. Laurent.		
		Clydesdale	Mille Vaches.		
		A Bark	do do		
		Robert Stride	Green Island.		
	October		Cove	Red Island.	
			Industry	The Banks.	
			Agnes	Pillar Rock.	
			Thomas	Mille Vaches.	
			Magnet	Anticosti.	
			Milliner	Metis.	
			Ocean	do	
			A Schooner	Malbaie.	
			do	do	
		November		Beaver	Miramichi.
				Douchfour	Cape Rosier.
				Mersey	Matane.
			Reliance	do	
			Empire	do	
			574	Anticosti.	
			Countess of Durham	Jeremie Island.	
	Marquis of Wellesley		St. Simon.		
	Lloyds		St. Anne.		
	Amy Ann		Cape Chat.		
1847.	May	Rory O' More	Metis.		
		Geddie	Matane.		
	June		Carrick	Cape Rosier.	
			Sylvia	Magdalen Islands.	
	July		Miracle	do do	
			Lucius Carey	Gut of Canso.	
			John and Mary	South-West Point, Anticosti.	
	August		Faugh-a-Ballagh	Brion Island, near Magdalen Islands.	
			Waterloo	Anticosti.	
			City of Derry	Bicquet Island.	
	September		Elizabeth	Jedore.	
			Canton	Cape Wrath.	
	October		Emerald	Cape North.	
			Leo	Ingonish Bay.	
		Mary Leonore	Fox River.		
		Schooner	do		
		do	Trinity Bay.		
		Princess Charlotte	Cape Race.		
		Mary and Margaret	Blanc Sablon.		
		Nautilus	do		
1848.	May	The Margaret Pollock	St. Michel.		
		Astoria	Little Fox River.		
		Primrose	South-West Point, Anticosti.		
	June		Lumley	English Point.	
			Lady Seaton	Magdalen Islands.	
	August		Pekin	Kamouraska.	
			Effingham	Jeremie Island.	
	September		William Wallace	Magdalen Islands.	
			A Vessel	Anticosti.	
		2 Schooners	Fox River.		
		A Brig	Point Gaspé.		
		Ann	Anticosti.		
	November		Spalpeen	Cape Rosier.	
			Florence	do	
			Wilson Kennedy	Gaspé.	

Appendix  
(T.)  
13th June.

VESSELS Wrecked and Stranded in the Gulf and River St. Lawrence, &c.—(Continued.)

Appendix  
(T.)  
13th June.

DATE.		NAME of VESSEL.	AT WHAT PLACE.
Year.	Month.		
1849..	April .....	Chieftain .....	Sunk near Bird Islands.
	May .....	Coverdale .....	Between St. Paul's and Bird Islands.
		Gleaner .....	
		Maria .....	Near St. Paul's, in the ice.
		Torrance .....	do do
		Mary Elizabeth .....	In the ice.
		Resolution .....	do
	June .....	Albion .....	Brian Island.
		Veloce .....	Going into Richibucto.
		Elizabeth .....	Brian Island.
	August .....	Blonde .....	Sable Island.
	September .....	Lavinia .....	Grand Pabos.
		Marie Louise .....	Malbaie.
		Despatch .....	English Point.
	October .....	Eldon .....	Kamouraska.
		Sir Charles Napier .....	Mingan Island.
		Elsbeth .....	Labrador.
		El Dorado .....	Red Island.
		Queen Victoria .....	Mille Vaches Shoals.
		Lerwick .....	Manicouagan do
		Agnes and Ann .....	Anticosti.
		Mary and Harriett .....	do
	November .....	Dickson .....	Kakouna.
	St. Lawrence .....	Miscou Island.	
	Ste. Helene .....	Arichat.	
	Henry Thomas .....	Gut of Canso.	

Appendix  
(T.)  
13th June.

Appendix  
(T.)  
13th June

A RETURN of the Number of Foreign Ships, what Nation, from Whence, Tonnage, Cargo, and Duty, arrived at this Port, in the year 1850 as compared with 1849, up to 1st September.

No. Cargo. Ballast.	No.	Date.	Name of Vessel.	Nation.	From.	Tons.		Cargo.	Duty.	Remarks.
						Cargo.	Ballast.			
1	1	May 15, 1850	Charlotte	United States	Matanzas	159		Sugar, Molasses, &c. cleared by license for Montreal.	£	
	2	do	Dorve	Norway	London		517	Ballast.	s.	
	3	do	Prima	do	Bergen		455	do	d.	
	4	do	Salvator	do	London		356	do		
	5	do	Catherina	do	do		426	do		
	6	do	Flora	do	Tonsberg		544	do		
	7	do	Norma	do	do		800	do		
	8	do	Christina	do	do		370	Ballast, and 15 Passengers.		
	9	do	St. Johannes	do	London		333	do		
	10	do	Norelen	do	Poisegrownd		352	do		
	11	do	Victoria	Germany	Limerick		220	do and 117 Passengers.		
	12	do	Delphine	Norway	Frederickshald		200	do		
2	12	do	Martha Andrea	do	Tonsberg		220	do		
3	2	do	Carl Johann	Sweden	Gottenburg	243		275 tons Swedish Iron and 11 Passengers, cleared by license for Montreal.		
4	3	do	Netheroy	United States	Belfast, U. S.	184		Molasses, &c., cleared by license for Montreal.		
5	13	do	Gistedalen	Norway	Bordeaux		315	Ballast.		
6	14	do	Maria Fredericka	Prussia	Hamburgh		240	do and 102 Passengers.		
7	15	do	Mississippi	United States	New York		647	do		
8	16	do	John Hancock	do	do		745	do		
9	16	do	Adelaide Metcalf	do	do	673		Burr Blocks, Turpentine, Rosin, Tobacco, Coffee, Tallow, Pitch, Tar, Varnish, &c.	194	9 4
10	17	June 10, do	Lydia	do	do		543	Ballast.		
11	18	do	Governor Hinckley	do	do	899		6 barrels Guano	Free	
12	19	do	Columbus	Norway	Dublin		388	Ballast, 189 Passengers.		
13	20	do	Cairo	United States	Boston		586	do		
14	21	do	George Turner	do	New York		518	do		
15	21	do	Saxon	do	Bath, U. S.		783	do		
16	21	do	Fortunatus	Prussia	Hamburgh	410		Merchandise, Glass Work, and 121 Passengers		
17	7	do	Sollur	Portugal	Oporto	108		Wines, &c., cleared by license for Montreal.	14	16 7
18	22	do	Unicorn	United States	New York		896	Ballast.		
19	23	do	Switzerland	do	do	570		15 hogsheads Tobacco, Burr Blocks	72	2 4
20	24	do	Auna Tift	do	do		745	Ballast.		
21	24	do	Avalanche	do	do		306	do		
22	24	do	Mary	do	Matanzas	108		Molasses and Segars, cleared by license for Montreal.		
23	25	do	Grev. Sparre	Norway	Frederickstad		259	Ballast.		

Appendix  
(T.)  
13th-June.

Appendix  
(T.)  
13th-June.

A RETURN of the Number of Foreign Ships, what Nation, from Whence, Tonnage, Cargo, and Duty, arrived at this Port in the year 1850, &c.—(Continued.)

No. Cargo.	No. Ballast.	Date.	Name of Vessel.	Nation.	From.	Tons.		Cargo.	Duty.	Remarks.
						Cargo.	Ballast.			
26		June 28, 1850	Lucifer	Prussia	New York		414	Ballast.		
27		do do	Carrick	United States	do		874	do		
10		July 2, do	Delaware	do	do	661		125 Burr Blocks	1 2 8	
28		do do	Forest Queen	do	do		385	Ballast.		
11		do do	Flora	Norway	Newport			Railway Iron	8 14 10	Remainder of Cargo removed to Kingston.
29		do do	Mississippi	Bremen	New York	313		Ballast.		
12		do do	Louis	Prussia	Hamburgh	210		General Cargo, and 61 Passengers	80 14 9	Remainder of Cargo removed to Montreal.
30		do do	Amelia	do	do			Ballast.		
31		do do	Humphrey Purrinton	United States	New York		636	do		
32		do do	Fegner	Norway	Christiana		452	do		
33		do do	Huron	United States	Boston		514	do		
34		do do	Theckia	Russia	Cork		311	Ballast, and 163 Passengers		
35		do do	Ocean	Norway	Nantes		550	Ballast.		
13		do do	Thorwaldsen	do	Newport	247		362 Tons Railroad Iron		Cargo removed to Kingston.
36		do do	Freia	do	London		377	Ballast.		
37		do do	Emil	Prussia	Gloucester		339	do		
38		do do	Schien	Norway	Rochefort		400	do		
39		do do	Oberon	do	Christiansand		273	do		
40		do do	Hercules	Prussia	Grimby		450	do		
41		do do	Odin	Norway	Holmstrand		373	do		
42		do do	Robert Peel	do	London		307	do		
43		do do	Maria Elizabeth	Holland	New York		793	do		
44		do do	Sarah Purrinton	United States	Boston		466	do		
14		do do	Fortuna	Prussia	Belfast	386		150 Tons Coals, 15 Hhd. Wine, 193 Passengers	47 16 6	
45		do do	Alert	Norway	New York		319	Ballast.		
46		do do	Victoria	do	Boston		372	do		
47		do do	Neptunus	Prussia	New York		381	do		
15		do do	Flora	Norway	Newport	282		Railway Iron	8 14 4	Remainder of Cargo removed to Kingston.
16		August 9, do	Zeolus	Prussia	Hamburgh	200		General Cargo, 53 Passengers	26 9 10	do do do Montreal.
48		do do	Kong Sverre	Norway	New York		391	Ballast.		
49		do do	Tarquini	United States	do		515	do		
17		do do	Christiana	Norway	do	340		132 Tons Coal	1 12 2	
18		do do	Argo	Prussia	Thurso	388		General Cargo, 103 Passengers	56 18 6	
19		do do	Henriette	do	Liverpool	350		do	151 3 2	Remainder of Cargo removed to Montreal.
50		do do	Albion	Norway	London		525	Ballast.		
51		do do	Froness	do	Bordeaux		297	do		
52		do do	Christiane Sophie	do	London		386	do		
53		do do	Brodrene	do	New York		421	do		
54		do do	Aukathur	do	Limerick		301	Ballast, 159 Passengers.		
20		do do	Anna	Prussia	Bristol	392		2199 Bars Railway Iron, 1 Passenger		
55		do do	Emmeline	do	Boston		386	Ballast.		Cargo removed to Kingston.
56		do do	Vinterfid	Norway	Arendal		327	do		



Appendix  
(T.)  
13th June.

Appendix  
(T.)  
13th June.

A RETURN of the Number of Foreign Ships, what Nation, from Whence, Tonnage, Cargo, and Duty, arrived at this Port in the year 1850, &c.—(Continued.)

No. Cargo.	No. Ballast.	Date.	Name of Vessel.	Nation.	From.	Tons.		Cargo.	Duty.	Remarks.
						Cargo.	Ballast.			
21	57	August 23, 1850	Eamlien	Norway	Aberwach	486	250	Ballast.	£ 179	Cargo removed to Kingston.
22		do 24, do	Suomi	Russia	Newport	598		550 Tons Railway Iron	4 6	
23	58	do do do	Weickhman	Prussia	Gloucester	449	426	do do		
24	59	do do do	Catherina	Norway	Belfast	87	357	Ballast.		Cargo removed to Kingston.
		do do do	John	Prussia	Gloucester			500 Tons Railway Iron	973	
		do do do	Otilia	Norway	Sandefjord			Ballast.	17 10	
		do do do	Santos Sequordo	Portugal	Oporto	7861	25912	Wine, Corks, and 20 Tons Salt	£ 1817	
									4	

Number of British Vessels as compared with 1849, to same date.

ABSTRACT.

YEAR.	WITH CARGO.		IN BALLAST.	
	Number.	Tons.	Number.	Tons.
1849	303	117432	480	190740
1850	288	107998	403	167332

1850.—With Cargo

In Ballast

Total, 1850

1849.—Nil

Appendix

(T.)

13th June.

Appendix

(T.)

13th June.

## Appendix D, No. 15.

QUEBEC, September 18, 1850.

SIR,

I most respectfully beg leave to remark to you, on the subject of Harbors of Refuge;

That, long ago, I have turned my attention to this subject, and should be proud to see it carried into effect.

There are two places below Quebec, which I take the liberty to call your attention to, viz. :—Rivière du Loup and Trois Salmons River.

There is a back-water at the Salmon River, (distant from Quebec fifteen leagues,) which would aid in keeping the Channel open, should it meet your intentions. The ground is flat, and good for such a Harbor, for at least a mile off. Break-waters or Piers may be erected on each side, to almost any extent, and into what water you please at low-water. And I trust you will find that a secure Harbor may be formed, so as generally to meet your wishes, for the general purposes of navigation, and a shelter formed for all classes of Shipping.

I also beg to call your attention to the second place, viz. :—Rivière du Loup.

This is a place where I trust you will find an extensive, safe, and commodious Harbor can be formed, of almost any extent. A large back-water to aid in keeping the Harbor open, and all classes of Shipping may run for it, and find shelter. Should a Harbor be formed here, a Light House on the Eastern Pier head would be necessary.

I have no doubt that, in your opinion, these two places are the only ones worth your consideration as Harbors of Refuge.

There are many others, such as Old Bic Harbor, Baie de Ha! Ha!, Green Island, Kamouraska, and Berthier; but they have no back-waters, are very confined in extent, and their improvement would be only local.

Should a rendezvous for a fleet under convoy strike you, I take the liberty of mentioning (at the Brandy Pots, opposite Rivière du Loup), is now fixed for that purpose. It was first fixed at Bic; but since the Light House was built at Green Island, the Brandy Pots has been the place used for that purpose. It is a secure Roadstead, and can be left by a fleet at any time, with the assistance of Green Island Light House.

The two Harbors of Refuge I have mentioned, I should be proud to see completed.

As for any more new Light Houses, I assure you, Sir, (in my opinion) there is no occasion. Of Buoys, we have a cumbrous number; one half of them are useless. Gentlemen on shore may, and do suppose, the more Light Houses and Buoys, the better. Seamen think differently; and at this time, the Shipping are little able to pay for them.

I am, Sir,

Respectfully,

Your obedient humble Servant,

JOHN LAMBLY.

The Honorable

W. H. MERRITT,

Quebec.

## Appendix D, No. 16.

MONTREAL, 11th October, 1850.

SIR,

On the 8th instant, I informed you by Telegraph that the Lock No. 2 had been repaired, and the navigation restored. Since that time I have been constantly employed in making up the monthly Estimates for Contractors, and now avail myself of the first leisure moment to report upon the nature of the accident to that Lock, and to make some practical remarks upon the management of this Canal, which may be applied generally to all the other Canals.

As regards the immediate cause of the accident, there is no doubt in my mind of its having occurred in consequence of bad work. The sill was not bolted down as required by the plan and specification; there was but one screw-bolt in the entire mitre-sill; the rest were all rag-bolts, the heads of which appeared to be perfectly innocent of the hammer, and the number too limited to have any effect in keeping down the sill against an upward pressure of thirteen feet head of water.

The platform upon which the sill rested was unremoved. The point of the sill had risen 14 inches, the back part two inches; the water flowed out beneath to such an extent as to render it impossible to fill the Lock. None of the bolts were broken; the rag-bolts were simply drawn out.

Having cleared away the rubbish from below, the sill was rammed down by means of heavy blocks of oak, let fall upon it from the top of the gates. It has been securely bolted down again, and made tight on the upper side. There does not appear to be any leakage through it now.

In regard to management, I feel it my duty to remark, that notwithstanding the unfaithful manner of putting down the sill, in all probability it would not have failed, but for the bad treatment it received through the ignorance and incapacity of the Lock Tender, who, to make the Gates work easier, as he thought, had them let down so low upon the roller, by means of the adjusting screw, as to cause them to

rise at the mitre, after shutting, whenever the pressure of the water came upon them, thus not only straining the Gates, but lifting the sill every time the Lock was filled. The Lock Master is a Shoemaker by trade!

The occurrence of this accident shows how improper it is to commit the management and safe-keeping of such important works to incompetent and inexperienced hands. In this case, a structure which has cost the Province £20,000, has been entrusted to the care of a Shoemaker! What can he know, or be expected to know, of the various mechanical adaptations about a Lock?

The result has been a stoppage of the navigation of 15 days, and a loss to the Government of about £200, besides the inconvenience to the Trade.

I know that I have only to bring the facts before the Commissioners, to insure a change for the better.

I merely wish to see the same principles carried out as were adopted in appointing Lock Tenders for the Williamsburg Canal; that is, to have a carpenter or mason at every Lock. The result would be, fewer accidents; and when they do happen, we shall always have at command a useful and efficient body of men to assist in making the repairs.

I have the honor to be,

Sir,

Your obedient Servant,

SAMUEL KEEFER,

Chief Engineer,

Public Works.

THOS. A. BEGLY, Esquire,

Secretary, Public Works,

Toronto.

## Appendix E.

## REPORT UPON THE SURVEYS AND EXAMINATIONS MADE, WITH REFERENCE TO THE PROPOSED COMMUNICATION BETWEEN THE RIVERS ST. LAWRENCE AND ST. JOHNS, AT LAKE TEMISCOUATA.

About the first of September last, instructions from the Department of Public Works were received by Mr. J. F. McDonald, "to proceed to the country lying between the River St. Lawrence and Lake Temiscouata, with a view of ascertaining and defining the most eligible route for connecting the same, either by Canal or Railway, or by a combination of both, as may upon full investigation appear the most desirable."

Two distinct routes and modes of communication had been previously suggested by a Committee of the House, based upon examinations made by parties from the parishes of Isle Verte and Trois Pistoles. The former route leaves the River St. Lawrence at the Harbour of Green Island, and taking a South-easterly course nearly at right angles to the River, strikes Lake Temiscouata, about three miles above the terminus of the present or Temiscouata Portage, which joins the River St. Lawrence at Rivière du Loup.

This route was proposed for a Railway. The other route leaves the St. Lawrence at the mouth of the River Trois Pistoles, and ascending the Valley of that River to its source, descends by the Ashherrish Lakes and River, (a small tributary of about ten miles in length) until it reaches the mouth of this latter stream at the head of Lake Temiscouata. This route was proposed for a water communication; but was recommended also, as offering equal advantages for a Railway.

Lake Temiscouata—a beautiful sheet of water, about twenty-five miles long, and averaging about one mile in width—lies encircled by the hills which cover the greater part of the South shore of the St. Lawrence, opposite the mouth of the Saguenay. The head of this Lake approaches within about thirty miles of the Tide-water of the St. Lawrence, and from its outlet to the River St. Johns, its waters are discharged by the Madawaska, a stream of respectable size, uniform in width and flow, which joins the St. Johns at Little Falls, thirty-six miles above the Grand Falls, and about 240 miles from its mouth, at the City of St. Johns, in the Bay of Fundy.

Mr. McDonald, arrived at Green Island about the middle of September, and commenced the survey of a line from that Harbor to Lake Temiscouata, upon the route previously explored by Messrs. Bertrand and St. Pierre, D. P. Surveyors, the former of whom accompanied Mr. McDonald throughout. The lateness of the season, and the rough and uninhabited character of the country, made it doubtful whether the surveys could be accomplished before the setting in of the winter. Another surveying party was therefore organized, under the direction of Mr. Rubidge.

In order to ascertain as speedily as possible, the probable elevation to be surmounted, between the waters of the St. Lawrence and those of the St. Johns, a level was commenced at Rivière du Loup, by Mr. Rubidge, upon the Portage Road; and continued as far as the River St. Francis, which, of all the waters emptying into the St. Johns, approaches nearest to the St. Lawrence. The dividing ridge separating the Valley of the two Rivers, was crossed (by the portage) and the waters of the St. Francis reached, in a distance of sixteen miles from Tide-water at Rivière du Loup. The information required was obtained much more speedily and cheaply upon the open portage, (which affords every facility for levelling,) than could be expected on either of the lines below, which were to be cut through an unbroken forest. At the same

time this River du Loup exploration served to test the capabilities of the present portage for a Railway route, it being evident that, if practicable, the terminus of any such line coming from Temiscouata, should be as high up upon the St. Lawrence, and consequently as near to Quebec, as possible, especially in the event of any portage Railway now constructed, hereafter becoming a portion of a continuous line from the Valley of the St. Johns to Quebec.

The profile of the Temiscouata Portage, between Rivière du Loup and the St. Francis, shews a summit elevation of 944 feet, which is not formidable for the distance; but unfortunately 300 feet of this elevation is attained in the first mile; Lake St. Francis, (which is in sight from the portage,) approaches within about twelve or fifteen miles, (in a direct line) of the St. Lawrence, and has an elevation of 860 feet above the Tide-water at Rivière du Loup; it discharges its waters into the St. Johns by the St. Francis River, which is a boundary between the State of Maine and Canada.

The continuation of the Temiscouata Portage, from the St. Francis to the Lake, is, in point of profile, much more objectionable than the section of it upon the west side of that stream. The elevation of the present travelled road, at the Grande Fourche, and Montagne Buard, cannot be less than 1500 to 1800 feet above Tide-water. Long steeps and rocky hills, where every attempt at improvement is destroyed by the frequent rains, are separated in many instances by Beaver-meadow swamps, or rocky brooks; the Spring freshets or heavy autumnal rains, (after cutting the scanty soil from the surface of the road, and leaving it bristling with boulders or a ragged quarry,) collect upon the narrow Valleys between the hills, floating the Bridge and Corduroys, (or wooden *parés* as they are here called,) until the rain subsides. The general sterility of the soil immediately adjoining the present portage, forbids all hope of such an occupation of these lands, as would insure the maintenance of the present road, while the impracticable character of the hills will always be a barrier to the extension of traffic by this route.

The Temiscouata Portage, was first surveyed by order of General Haldimand, in 1783, but was only brought into use in 1811, when troops were brought into Canada, by this route, from New Brunswick. It has been maintained by the Military authorities and the Post Office, until the expenditure of £1000 by the Provincial Government, (under the Act 11 & 12 Vic.) put it in a passable condition. Annual rations of flour are still supplied to several settlers, upon condition of their residence upon, and maintenance of the road; but in consequence of their inability or indisposition to effect this, these rations will probably be stopped. One Toll-gate is maintained (at the Green River Bridge) the receipts of which are scarcely sufficient to cover the expense of collection. The road is under the control of Commissioners, (of whom the Deputy Post Master General is one,) and, so far from the Tolls affording any fund for the maintenance of the road, I was informed by one of the Commissioners, that they are in debt to the Gate-keeper for his salary. The maintenance of this gate, notwithstanding the steady deterioration of the road, has given rise to complaints.

The Temiscouata Portage is about thirty-six miles in length, and strikes the Lake about nine miles from its head, and sixteen miles from its outlet; from its junction with the

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Lake at "Lebels" (or the Barracks), to the Dégèlé, a point on the Madawaska Road 2 miles below the Lake, there is a land route, the greater portion of which will vie with the worst parts of the Portage in its hills, and almost impassable condition. This portion of the highway, connecting the Provinces of Canada and New Brunswick, baffles all description, and is only travelled by the Postman, whom long experience and native horses bring through in safety. The inhabitants of Madawaska territory betake themselves to their canoes between the Dégèlé and "Lebels." From the Dégèlé to the St. Johns, at Little Falls, there is a well located road, in tolerable order, the distance being twenty-one miles; the lower portion of which has been recently gravelled by the Government of New Brunswick. From Little Falls to the Bay of Fundy, there is an excellent gravelled Road, upon which any Carriage may travel by day or night. In short, from the Dégèlé to the City of St. Johns, there is an excellent Summer Road, connected at Woodstock and Frederickton, with equally good highways to all parts of New Brunswick.

As it is well known that there is a good highway between Quebec and Rivière du Loup, nothing is wanting to secure a good Carriage Road between Quebec and St. Johns, but an improved or new route between the River St. Lawrence and the outlet of Lake Temiscouata, a distance of about fifty miles; such a Road is first needed, whether Canals or Railways be constructed.

After carrying the level to the St. Francis, Mr. Rubidge transferred his party to the head of Lake Temiscouata, and commenced the line descending to the St. Lawrence by the route of the Trois Pistoles River. Ascending the Valley of the Ashherrish (a small stream emptying into Lake Temiscouata) he reached the headwaters of the Trois Pistoles River, about the time that Mr. McDonald arrived at Lake Temiscouata with his level from Green Island, thus ascertaining, at the same time, the summit elevation upon both routes.

The level of Lake Temiscouata was ascertained by Mr. McDonald to be 480 feet above Spring-tides at Green Island. The head-waters of Trois Pistoles River, were found by Mr. Rubidge to be 137 feet above Lake Temiscouata. The head-waters of Trois Pistoles and Ashherrish Streams, are separated by a rocky "neck" only five to ten feet elevation, and about 350 yards in length. These waters originally were within two feet of the same level; but three of the Ashherrish "Lakes" or Ponds, having been dammed off, and a ditch cut through the "neck," thereby connecting these three Lakes with the Trois Pistoles, for the purpose of passing saw-logs, the level of these Lakes has been raised about six feet above the adjoining waters in the Trois Pistoles. The chain of Ashherrish Lakes (or Ponds) together with the Lake forming the source of the Trois Pistoles, occupies a long and narrow basin, surrounded by high hills, about seven miles in length, and of variable width, but sufficiently level and capacious to be employed as a Reservoir for the supply of a Canal.

The surface of this Reservoir, when filled, would stand about six hundred and twenty feet above the River St. Lawrence, and the lockage required to connect that River with Lake Temiscouata, by this route, would exceed seven hundred and fifty feet, being about 200 feet more than the required lockage on the St. Lawrence, from the Sea to Lake Superior.

The Trois Pistoles, unlike its neighbouring stream, flows at right angles to the ridge which divides the waters of the St. Lawrence and St. Johns. There can be little doubt, therefore, that this route possesses the lowest summit to be found between those waters. The highest elevation upon the Road Survey on the Trois Pistoles route was 870 feet, being 250 feet more than the summit by the water communication upon the same route; but the average elevation would not vary from 500 to 600 feet above tide-water. From the summit water-level at Ashherrish Lakes, the exploration did not descend by the route of the River Trois Pistoles, but a profile was taken

of the most eligible ground for a Road, as pointed out by the guides.

The highest elevation attained upon the Green Island Survey was 1219 feet; the average elevation of the central portion for fourteen miles, ranges about 1000 feet.

The profile of ground, and character of soil upon Green Island route, as far as observed, are superior to those of the present Portage, and upon the Trois Pistoles route they appeared much superior to either.

The profiles of the River du Loup, Green Island, and Trois Pistoles dividing ridges, will afford fuller information as to the topography of those routes.

#### THE RIVER ST. JOHN.

The character and extent of any communication with Lake Temiscouata, must depend very greatly upon the nature and capabilities of the route beyond this Lake, viz.: the navigation of the River St. Johns, and the prospect of its early improvement; and more especially upon the probable extent of future traffic upon this route. To obtain reliable information upon these points, I descended from Lake Temiscouata by the Madawaska River into the St. Johns, and followed down that River to tide-water (returning by the same route) and arrived at Lake Temiscouata at the same time that the Green Island Survey was brought to that point. From the head of Lake Temiscouata to the Grand Falls of the River St. Johns, a distance of eighty-five miles, there is but one obstruction to a navigation for boats of a light draught. This is at the junction of the Madawaska with the St. Johns, and is caused by the "Little Falls," a rapid having a fall of eleven feet. The route from the head of the Lake to this point is very direct, and the Madawaska affords at all times as much depth of water as the St. Johns above Grand Falls. With the exception, perhaps, of a sand bar at the outlet of Lake Temiscouata, the Madawaska has the appearance of a Canal, seldom flooding its banks, or varying in its width. The St. Johns, between Little and Grand Falls, has three or four bars, upon which the water in Midsummer is reduced to two feet, and between these points it overflows its banks to a considerable extent, irrigating the "intervals," and producing a current which is a serious impediment to the up-trade.

By the aid of a Lock at Little Falls, there would be no difficulty in a Steamer of light draught plying between Lake Temiscouata and the Grand Falls, in the present state of the Channels of the Madawaska and St. Johns, with perhaps the exception of a month or six weeks at Midsummer. This interruption will be avoided, if the plan proposed by the Government of New Brunswick, be carried out, viz.: that of damming up several of the principal Lakes upon the St. Francis and Madawaska, and reserving the surplus until the Midsummer.

Steamboats of the capacity of 100 tons are plying upon the tributaries of the Ohio, whose draught, when light, is only seventeen inches, and with a load of 100 tons does not exceed two feet.

A Steamer was launched above the Grand Falls, during the prosperous era of the New Brunswick Lumber Trade; but has since been withdrawn for lack of support. This boat ascended to the mouth of the St. Francis. A Horse-boat was put upon Lake Temiscouata, at the same time, but has been equally unsuccessful.

The descending Trade of the River is wholly composed of timber and sawed lumber, which is rafted. There is therefore no downward freight; and the passenger trade being insufficient to support steamers, a description of craft called "tow-boats," has been found most suitable to the navigation of this river and its branches. These boats are

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about 100 feet in length, fifteen in width, and with a freight of 100 barrels, draw about twenty inches of water. They are raised at the bow and stern; the load is placed altogether in the centre, the cabin being at the stern; and a pair of horses, when they are not towing, in the bow; thus constructed they are dragged up rapids (with the aid of setting-poles) which would try the power of a good steamer, and over many bars and shoals they are hauled, when a steamer could get no hold for her wheels. These boats are hauled up the Little Madawaska, when the Madawaska is not too high; and when the current is too strong they are hauled past the falls upon the portage. They have been hauled up the St. Francis as far as Pohenagarnook on Boundary Lake. With respect to their charges, although much slower, they are generally cheaper than the steamers below the Grand Falls, where the two modes of transport come into competition.

### THE GRAND FALLS.

The Grand Falls of the St. Johns are situated about 200 miles, by the river, from its mouth, and about 100 miles from the River St. Lawrence at Green Island. The River, here, has cut its channel through the rock in the form of a horse-shoe. The distance from the basin at the head, to the one at the foot of these falls, is, by the river, about one mile; but by the portage it is only half a mile. For some distance before it reaches the falls, the river flows between steep and high banks, which at the main Falls approach within a few hundred feet of each other, and form a perpendicular wall of rock, which is continued down to the lower basin, increasing in height, as the level of the river descends. The first Fall is about seventy feet, (varying with the state of the river) and the remainder of the descent, forty-five feet, is distributed in what is called the "Gorge," a wild collection of chutes and eddies incapable of improvement, and very destructive to timber. The lowest route by which a cut could be made would involve a maximum cutting of about seventy feet. The up-stream bank of the lower basin is extremely precipitous. On the most favorable profile (which is in a "Gully"), the elevation is 180 feet, in a distance of 1690 feet; there is no appearance of rock in this profile, (although it would probably be met with in the centre) but from the appearance of the bank, and the great cutting required, "Slips" are to be apprehended.

The second profile shows the rock cutting to the depth of thirty feet, and an equal amount of earth on top; the length of this route is about one mile, and that of the first about four-fifths of a mile.

A plan of these Falls, and the profiles of the most favorable sections between the two basins, are annexed; as this point is evidently the key to the whole communication.

The simple passage of these falls is so destructive that timber is depreciated ten per cent. thereby. As the rise of the water is of so short duration, parties having large quantities of timber are obliged to risk it in the Falls; but small lots are hauled over the portage and put in the water again, at a cost of 2s. per ton, or one half-penny per cubic foot. All sawed lumber and shingles are hauled over—the horses working to the breast in the water—the load being floated on and off. The cutting is so formidable that no attempt at sliding has been made. The timber hauled over the portage is drawn up 100 feet, and then dragged down a hill of 220 feet in height.

All goods coming up, of course, must be dragged up this hill. The fall between the upper and lower basin being 115 feet, and the range of water, between extreme high and low-water marks, being twenty feet in the upper and twenty-five feet in the lower basin, with a formidable cutting on the summit level; no proposition to "Lock" past the obstruction has, in the present state of the trade, been seriously entertained. A portage Railway has been

proposed, but it is probable that the lumbering interest will determine the character of the improvement which will be adopted here.

A timber slide, with an inclined Railroad worked by water power, upon which the tow boats could be transferred (without unloading) from one basin to the other, is in my judgment the means best adapted to the character and present traffic of this River.

### GRAND FALLS TO FREDERICTON.

The River St. Johns below the Grand Falls, is navigable throughout for steamers of light draught at certain stages of the water. From the City of St. Johns, at the mouth of this river, the ocean-tide is felt as high up as Fredericton, a distance of eighty miles. Spring-tides at St. Johns rise thirty feet, and as there is little difference in the time of the passage of the steamers between St. Johns and Fredericton, whether on the upward or downward trip; the level of the River at Fredericton, allowing for the current and the difference between the tides in the Bay of Fundy and in the St. Lawrence, can hardly be considered more than fifty feet above tide-water in the St. Lawrence.

The level of Lake Temiscouata is 480 feet above the St. Lawrence, and the descent in the Rivers Madawaska and St. Johns (including the eleven feet of Little Falls) has not been rated higher than sixty feet; this would make the upper basin at the Grand Falls 420 feet above the St. Lawrence, and the lower basin 305 feet, or 300 feet, allowing 120 for the height of the Falls. It may be here remarked, that the height of the Grand Falls varies by different measurement, according to the state of the River, and its effect on the relative positions of the upper and lower basins.

Estimating the lower basin at 300 feet above tide-water in the St. Lawrence, and the River at Fredericton fifty feet above the same point, there would be left a descent of 250 feet in the 125 miles between the Grand Falls and Fredericton, or an average fall in the river of two feet per mile.

At two points, the velocity of the current is stated by Gesner, at six and eight miles per hour, respectively.

The average descent in the Ohio River, is a fraction under six inches per mile; and the average velocity of the Mississippi is three miles per hour. The strength of the current is such that the time required to ascend from Fredericton to Grand Falls, with a good pitch of water, is generally three times as great as that required to descend the same distance.

From Cincinnati to New Orleans, the downward trip requires five days, and the upward one seven days.

The character of the River St. Johns between Fredericton and the Grand Falls, is described in extracts from official reports made in 1826 and 1849, to the Government of New Brunswick, attached to this Report. In the former of these Reports a tabular view of the River is presented, in which the ascent is put down only at 177 feet three inches, or an average of seventeen inches to the mile in these 125 miles. From an examination of Mr. Foulis' Report, I have not been able to ascertain whether he carried a continuous level from Fredericton to the Grand Falls, or levelled only the Rapids, estimating the remainder; but the altitude of Lake Temiscouata and the descent of the Grand Fall, having been determined by two independent examination in the last season, I am inclined to believe that the descent in the St. Johns must be greater than Mr. Foulis' estimates. Steam communication is regularly kept up between Fredericton and Woodstock, except when interrupted by low-water in

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midsummer; and when loading offers, boats proceed upwards to the Tobique, 21 miles below the Grand Falls. The navigation above Tobique, depends very much upon the state of the water, the power, and the draught of the boat.

At high-water the current is too strong, and at low-water the Channel is too shoal, for Steamers of the power and draught now employed on this River. This is also the case during the Freshets and Midsummer, between Woodstock and Fredericton.

The Government of New Brunswick are now engaged in the improvement of this portion of the River: £10,000 have been voted for this object, to be expended at the rate of £2,000 per annum. The basis of these operations is a depth of three feet water in "moderately swift" rapids—there being now less than two feet at low-water over several of the bars.

By confining the Channel and reserving the Lakes at the head of the St. Johns, (as reservoirs during the dry season) there is little doubt that this result may be accomplished, provided the relative position of the bed of the stream undergo no material changes. From the appearance of the River, as well as the Report of Captain Bent, Royal Engineers, and Mr. Grant, Civil Engineer, it is to be feared that the ice-freshets piling on the present shoals, or jamming elsewhere, by temporarily damming the River, will cause it to cut new channels through the soft "interval" lands which add so much to the richness and beauty of the valley of the St. Johns. At low-water these additional channels would so spread the volume of the River as to re-produce the present deficiency for navigation.

From a consideration of the character of the River St. Johns above Fredericton, I am led to the conclusion that its navigation by steam, limited as it will be, under any circumstances to seven months, will be too precarious and expensive to be considered sufficiently permanent, or to become sufficiently extended, to warrant any very extensive preparations, upon the Temiscouata Portage, with a view to that particular description of navigation.

Considering that the Southern coast of New Brunswick is provided with Winter Harbour, through which she may import and export at any period of the year, there is little doubt that in a few years the Locomotive will come into competition with the Steamers above Fredericton, and it is not difficult to foresee which of the two will ultimately succeed.

## TRAFFIC.

There are several important considerations bearing upon the proposition for opening a communication between the Provinces of Canada and New Brunswick, by the route of the Temiscouata Portage.

1st. The extent and the particular wants of the District, which would become tributary to such a communication.

2nd. The probability of any through business between ports on the Atlantic and those on the St. Lawrence, being carried on by such a route, in competition with the route by sea. And if not:

3rd. Inasmuch as there would be no return traffic, how long will the Agriculture of New Brunswick permit the importation of Canada's Flour for consumption upon the upper St. Johns?

The character of the navigation upon the River St. Johns requires Boats of the lightest construction and draught of water, to stem the strong current of that River. Such Boats do not venture upon the St. Lawrence below Quebec; there must, therefore, be tranship-

ment (even if Canals were constructed between the St. Lawrence and Lake Temiscouata, and around the Grand Falls of the St. Johns), wherever this communication leaves the St. Lawrence.

A Boat which would navigate the St. Lawrence between Quebec and Green Island would be, generally speaking, competent to proceed by sea to Halifax and St. Johns, the time required to run round by the sea would be eight or ten days, from Green Island to St. Johns; and to descend by Temiscouata, four or five days, according to the state of the water, and at least double that time to ascend by this route.

For the whole season, no advantage could be claimed in point of time, for the inland route, upon the "trip" around and back.

A Tow Boat, whose load is nine tons, takes about three weeks time to ascend by Fredericton to Little Falls, and charges, for the distance of 160 miles, 8s. currency per barrel; the charge is 5s. per barrel from Fredericton to the Grand Falls.

After making every allowance for improved communication, this route could never compete with the sea for the return Trade from Quebec.

On the important question of Insurance, the sea-route has the preference, as no insurance can now be had upon the Johns up or down. Inasmuch, then, as the navigation by sea would continue longer, and unlike the St. Johns would be uninterrupted in Midsummer, there is no probability, in my judgment, that the inland route could compete with the sea for the "through" business. And as there would be a second transshipment, from the inland route at St. Johns, for produce destined for other Ports on the Bay of Fundy, the sea route would stand much higher with those Ports. From St. Johns to Fredericton, the freight of a barrel of flour ranges from 4d. to 6d. (an average of 5d. currency) for a distance of about eighty miles. From Fredericton to Woodstock, a distance of sixty-five miles, the freight upwards, per Steamer and Tow Boats, is 2s. to 2s. 6d. per barrel, while it is only one-half or one-fourth of these rates downwards. From Woodstock to the Grand Falls, seventy-two miles, the upward freight is about 5s. per barrel. These may be called the "way" rates. Large supplies coming "through" in Tow Boats are carried cheaper. The freight of the flour brought up the St. Johns in bond, for the lumbering establishments on Fish River, is 7s. 6d. per barrel from Boston to the Grand Falls, which would leave about 6s. 6d. for the freight on the River St. Johns.

From the foregoing it would seem that our export of flour by Lake Temiscouata would not be extended down the St. Johns below Fredericton, and that the supply of that Town would, as at present, be received by sea through St. Johns.

The annual importation at the City of St. Johns is about 66,000 barrels; of which about 20,000 barrels are sent up the River, only about 2,000 barrels of which reach the Grand Falls. Although flour can be brought to the Grand Falls from 2s. 6d. to 5s. per barrel cheaper by the Temiscouata Portage than from St. Johns, the consumption there is supplied chiefly from below. The quantity being small, and the market for the produce of the upper Country being in the City of St. Johns, they naturally procure their supplies there, even at an enhanced cost.

The consumption for the "Little Falls" and the Madawaska Territory, is supplied chiefly from the Temiscouata Portage. And from the accompanying Statement of Thomas Jones, Esquire, of Rivière du Loup, who is one of the Commissioners of the Temiscouata Portage. I would estimate the number of barrels at present exported by this route to be about 1000. This would make the consumption of the upper St. Johns (above the Grand Falls) about 3,000 barrels per annum.

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The population of this section is about 8,000 souls, equally divided between the Madawaska settlement and the State of Maine, and is composed chiefly of Acadians. Sufficient hay and oats seem to be raised by this population for local consumption and the Lumber Trade. Their imports, besides flour, are estimated as follows:—

Pork .....	1000	Barrels.
Salt .....	1000	Bushels.
Molasses.....	100	Hhds. (of 1200 lbs. each.)
Cod Fish.....	100	do do
Nails .....	100	do do

The following are some of the prices by retail at the Grand Falls:—

Flour.....	45s.	per barrel.
Pork .....	100s. to 125s.	do.
Oats and potatoes	1s. 3d. to 2s.	per bushel.
Hay .....	30s. to 50s.	per ton.

The above prices for flour could only be in retail, as this article, purchased in Boston, can be laid down at the Grand Falls for 32s. 6d, covering all charges.

The population upon the River St. Johns above Fredericton, including the Aroostook settlement in the State of Maine, would number at the present time about fifty thousand souls.

Without attempting to ascertain precisely how great an area and how large a population would become tributary to the Temiscouata route, enough has been shewn to warrant the conclusion that neither a Canal or Portage Railway could be supported by this trade, inasmuch as there could scarcely be any return trade, and our exports would be confined to a small quantity of articles, limited also in number.

#### CONCLUSION.

That the prosecution of the Lumber Trade upon the River St. John, upon the prosperity of which such a communication as is proposed would, for years to come, be dependent, will be continued and extended I have no doubt. The State of Maine will shortly be restricted to the Allegash and Wallowastook, or Upper St. Johns Rivers, for her supplies of lumber; and must soon transfer the capital and establishment from the Atlantic Rivers to these waters. New Brunswick, moreover is particularly rich in mineral resources, of great extent and variety, which, added to her happy commercial position, eminently fits her to become a general manufacturing country after her people shall have acquired an ambition of wider range than saw-logs and squared timber.

Like the New England States there seems to be little doubt that she is likely to become a permanent importer of bread stuffs. On the other hand, the particular District to be reached by the Temiscouata route, contains the largest tract of excellent land to be found in that Province; provided, in addition to the River, with an excellent road and a local cash-market, at the highest prices for agricultural produce. Settlements are progressing steadily in the neighbourhood of the Grand Falls, and a respectable village (now the County town), has grown up there within the last seven years. This District is not therefore likely long to require or permit a very extensive importation of the products of agriculture.

The supplies of foreign merchandize and manufactures for the upper St. Johns, could be sent in from the St. Lawrence, during the season of navigation in successful competition with the route up the St. Johns, but only until a Railway reaches the Grand Falls from the southern coast.

Although neither a Portage Railway or Canal working in connection with steamers on the St. Johns can now be

sustained, it is highly desirable that the communication between the two Provinces should immediately be placed upon the most practicable footing. The character of the present communication by the Temiscouata Portage, from the River St. Lawrence to the Dégèlé, or outlet of Lake Temiscouata, a distance of fifty-four miles, is of a character wholly unsuited to traffic of any kind. The remainder of the land route from Quebec to the Bay of Fundy is a good carriage road.

One of the first steps towards an improved communication will probably be the abandonment of the present Portage.

The examinations made thus far were in reference to the pre-determined routes and projects. It is by no means established that either of those routes or projects is the best which the country offers, or the most adapted to the particular trade.

The River St. Francis crosses the Temiscouata Portage about sixteen miles from River du Loup, and enters the St. Johns about thirty-six miles above Little Falls. This River is supplied from a Lake of the same name, about three miles in length, which lies between the Portage and the St. Lawrence. The head of this Lake would probably be found not more than twelve or fifteen miles from the harbour of "Green Island," the best port on the South shore below Quebec, and which can be made without encountering the risk of the Red and Green Island reefs and currents. This harbour may be called the foot of the River navigation (as the St. Lawrence, immediately below it, widens into a single channel of twelve to fourteen miles) and is accessible to the River and Lake Craft, being the only one in the neighborhood in which a Lake Vessel could float at low water, in shelter, within a reasonable distance of the main shore.

To reach Lake St. Francis from Green Island, a summit of about 900 or 950 must be crossed, which would be within 100 feet as low a route as would be adopted for a road anywhere between the waters of the St. Lawrence and St. Johns.

From the St. Francis Lake the route must descend in the valley of that stream, until it could be taken either to the Dégèlé, or by the present route from "Lebels," avoiding the whole of the present Portage, and the hilly portion between the Cabind and the Dégèlé. This would complete the land communication, if an eligible route can be found; but the chief object in taking this route would be to make use of the St. Francis for descending trade. Already canoes loaded with four barrels have left the Portage (within sixteen miles of the St. Lawrence) and descended by the stream, without transhipment, into the St. Johns; on the other hand tow-boats have been dragged up the stream, by horses, into Pohenagamoak or Boundary Lake. It would therefore seem that a little improvement would make this river navigable for tow-boats from the St. Francis Lake to the St. Johns, which (if accomplished), as it would shorten the land carriage to about one-third of the present distance, would reduce the cost of transport at least fifty per cent.

But if the employment of this River be found impracticable, no attempt to open a Road by this route should be made, unless the nature of the route and the character of the adjoining land afforded some guarantee that it could be settled and maintained at some future day by a fixed population. If the route be not sufficiently level, or the land sufficiently good to promise this, Trois Pistoles route is one in which these conditions could, I think, be obtained. The objections to it are, that it lengthens the route between all points on the St. Lawrence above it and the St. Johns; while as a point of connection with the St. Lawrence it is inferior both to Green Island and the River du Loup.

I would therefore respectfully recommend that the St. Francis be examined, with a view to its being made passable to tow-boats; and that a line for a good gravelled road be marked out, in accordance with the foregoing



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conditions, between the St. Lawrence and Lake Temiscouata, there to connect with steamers, whenever the travel and traffic shall have called them into requisition, and effected the improvement at the Grand and Little Falls.

More than this I fear would not be advisable, until the approach of some Railway from the Southern coast of New Brunswick, holds out some prospect of uniting the St. Lawrence with the Bay of Fundy, by an unbroken line of Railroad; and opens to this route more extended prospects than are afforded it by the limited trade and population of the upper St. Johns.

Such a road would possibly find the best route for entering the Valley of the St. Lawrence, to be at the St. Francis Lake; and would certainly find the best terminus on the St. Lawrence, to be the Green Island Harbour.

The choice of routes in the Temiscouata District is so limited, that the best line for a Turnpike, would probably be the best for a Railway, when required. The location therefore of any road should be made under the rigid test of the Spirit-level.

## ST. ANDREWS AND QUEBEC RAILWAY.

Although the probable result would not, in my judgment, warrant a large expenditure at the present time, upon a proposition as imperfect as any class of improvement working in connection with, and dependent upon the St. Johns River, I would by no means be understood to hold, that there is no mode of connecting the Provinces more desirable than the one I have proposed.

There is a proposition before the public, which, if carried out, would place the communication between the two Provinces upon the most perfect footing, and at the same time become a highway of communication with all the world, winter and summer, independent of all transit duties or regulations, and not owing its continuance to the policy or caprice of a foreign power.

The St. Andrews and Quebec Railway, leaves the Atlantic at Passamaquoddy Bay, and running north, strikes the River St. Johns at Woodstock; thence northward, crossing at the Grand Falls, it would strike the St. Lawrence at Green Island, connecting the two Tides within a distance not exceeding 250 miles.

The following is from the President of the Company:—  
“Our Charter is for a Railway from St. Andrews to the Canadian Boundary. We have a grant from our House of Assembly, of five miles deep on each side of the Railway, which will give us 250,000 acres, a large proportion of very valuable lands. We have subscribed in England and this Province, the larger amount of the Stock; and, in addition, we intend to ask the Legislature this winter for a loan of Debenture Bonds, to the amount of £50,000.

“The first ten miles will be completed in two months; we have Iron and a Locomotive on the way out for these ten miles; during next summer we hope to have the greater part of the line to Woodstock finished. Upon completion to Woodstock, the Legislature of New Brunswick have guaranteed six per cent. on £100,000 for twenty-five years.

At the head of the London Board are,—The Right Honorable the Earl of Fitz William, The Right Honorable Lord Ashburton; and the managing London director, is Benjamin Sharpe, Esquire, (brother of the Bankers Goslee & Sharpe,) who is a large Stockholder; we have ascertained that a remarkably fine line for a Railway, can be obtained from Woodstock to the Grand Falls, and thence to the St. Lawrence, where a terminus may be made for the present, to receive produce from Upper Canada in Steamboats or otherwise; and ultimately a Railroad will be built from Rivière du Loup to Quebec,

the width of our gage is five feet six inches from centre to centre.”

From the description given of the present trade of the River St. Johns, it would seem that there was not much prospect of the early extension of this road beyond Woodstock. It is only by its extension to the St. Lawrence, that it can be made profitable. But the Legislature of New Brunswick have wisely considered this road as a means of developing the resources of the upper St. Johns, rather than as an outlet to existing ones. Confiding in the marvellous creative power of Railways, they do not seek immediate dividends, and by making use of the Locomotive to plant, they know that they by no means impair its efficiency hereafter to harvest; thus they gain at least a generation over time.

As there is no charter or organization for the Canadian portion of this road, it is not likely that any attempt will be made to extend this line above Woodstock, unless it be taken up as an inter-colonial question; and Canada tender aid proportional to that afforded by New Brunswick. It cannot be expected that such an investment would be immediately and directly remunerative; but indirectly, and not very remotely, there are considerations which entitle this project to our serious and liberal reflection.

*First.* Looking upon a Trunk Line of Railway from Quebec to the extreme west of Canada, as a thing determined upon, there can be no doubt, supposing this New Brunswick Road were made, that the intermediate 120 miles from Quebec to Green Island, passing as it does through the best part of the Province below Quebec, would be simultaneously constructed. Canada would therefore have an unbroken Railway connection with the Atlantic, lying altogether in British Territory.

*Second.* By means of connection with European and North American Railways, we would have a connection with all the cities and ports of the Lower Colonies, and a route to Halifax as short as the one by Portland.

*Third.* It would create a seaport and a commercial centre at the foot of the River and the head of the Gulf navigation, and concentrate a trade now dissipated amongst numerous hamlets, possessing neither harbors nor wharves; whose inhabitants, from the scanty extent of arable land, and a rigorous climate, are unable profitably to pursue Agriculture, who can acquire wealth and comfort only, from the pursuit of that commerce to which their position invites them.

*Fourth.* The narrow strip of the Province east of Melbourne, can never expect that foreign aid to their Railways, which the centring of so many roads at Montreal will give to the Railways west of that point. The connection with the European and North American Railway (in New Brunswick) would give to this section much of the European travel from Halifax to Canada, and points west of Canada, which foreign aids the eastern section will so much require, while it will give one of the shortest communications with Halifax for the same points, and a route the most attractive.

*Fifth.* It would bring out sawed lumber, shingles, and the bulky, numerous, and useful manufactures of wood, from both sides of the upper St. Johns, for shipment on the St. Lawrence, both on the route to the Western and Eastern markets, and by affording this choice of markets, and promoting these manufactures, it would create an additional demand for Canadian flour and provisions.

The Grand Falls is an obstacle so formidable, that necessity only drives the Lumber above it. The cost of hauling manufactured lumber past this point is four shillings, per M. feet, board measure, exclusive of detention, breakage, and depreciation. The cost of taking sawed lumber from Little Falls to St. Johns, is twelve shillings and six pence, per M. feet, board measure, to which must be added five per cent. for losses. Lumber is carried over the Ogdensburg Railroad, 118 miles, for twelve shillings.

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and six pence, per M. feet, seasoned pine. Inasmuch as the distance from Little Falls is only one half this length; that the lumber could be shipped dry, (thereby enhancing its value), that 5 per cent of loss on the River route would be saved; and that there would be again in time and no interruption from mid-summer droughts, it is reasonable to look for a handsome support to the Railway from this trade, when by the operation of the Road it will have been sufficiently extended. At present, the value of sawed lumber and shingles sent from the Upper St. Johns, is about \$50,000, and of squared timber 3,000,000 cubic feet, value about \$150,000. The Grand Falls has been the key which has hitherto preserved the Timber District of the Upper St. Johns in almost a virgin state; and from its capabilities and position with reference to tide-water, its extension cannot be doubted.

*Lastly*, this Railway would be a powerful competition to the sea-route, as it would substitute 250 miles of road for over 1000 miles by water, saving all the insurance and  $\frac{1}{4}$ th of the time. It would supply the interior of New Brunswick and Maine with Canadian breadstuffs, and in the Spring and Fall would do nearly all the business of the Bay of Fundy and of Nova Scotia.

It would give us a short and economical means of carrying on a trade with the West Indies, delivering the perishable products of that clime, by rapid transit to the steamers of the St. Lawrence; and by enabling us to carry on this trade in winter, it would establish what we now have not, a direct trade with these Islands in summer. The single drawback to the St. Lawrence route is, its inability to afford a perennial supply of its products to foreign markets. Whenever we establish a trade by the River in summer, we must be prepared to maintain that trade by means of our Railway during the long winters of our climate. In addition to a Railway in our own territory (which is a first consideration) we require a commercial fleet, in our interest, to bear away our products when the Railway shall have carried them beyond our own frozen harbours.

The Lower Colonies have shipping capital; they have formed connections and trade in all parts of the world, at all seasons of the year.

The time has come when the lines of connection between us must be tightened; the time has past when every route and every communication is to be weighed and compared by its shortness, directness, or cheapness between the West and Britain. For Britain is no longer our market for Western products; she is a third-rate customer for our wheat and flour—the great staples of export West of the Ottawa. We sent last year, for the first time since the British market has been opened to us, more flour to the British North American Colonies than to Britain, and there is every reason to believe that the disparity will widen in favor of our Colonial brethren.

This enterprise, therefore (however feeble or chimerical its present position) deserves our careful consideration, in common with every similar proposition, to connect our River with the winter ports on the Atlantic; and to afford new outlets below our Canals on the St. Lawrence. It should therefore be closely watched, and deserves to be a subject of conference with the Sister Provinces. The Provincial aid demanded by the Lower St. Lawrence should be husbanded, and applied to the more perfect undertaking, in preference to the incomplete and inefficient connection hitherto proposed.

I have the honor to be,

Sir,

Your obedient Servant,

THOMAS C. KEEFER.

P.S.—I am indebted to John Grant, Esq., Civil Engineer, Fredericton, New Brunswick, for many valuable maps of the Upper St. Johns; and to the authorities of that Province for much interesting information.

Also, to Dr. J. C. Taché, M. P. P. for Rimouski, who has given much time and attention in forwarding this improvement; to Thomas Jones, Esq., River du Loup, and to John E. Barry, Esq., Green Island, for valuable assistance.

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## LIST of PAPERS accompanying this REPORT.

- No. 1.—Traffic on Temiscouata Portage, by Thomas Jones, Esquire, from 1844 to 1850.
- 2.—Extract from Report of Captain Bent and Mr. Grant, on Improvement of River St. Johns.
- 3.—Extract of Report of Robert Foulis, on River St. Johns, with Tabular Views of its Rapids.
- 4.—Agricultural Map of New Brunswick, shewing the position and relative quality of her Soils.
- 5.—Geological Map of New Brunswick, shewing the position of her Minerals.
- 7.—Map of the country between the St. Lawrence and the St. Johns, shewing the Surveys made.
- 8.—General Map, shewing the route of communication between Canada and New Brunswick, and its position with respect to other routes from the St. Lawrence to the Atlantic.

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## No. 1.

STATEMENT of the Traffic between Rivière du Loup and Madawaska, from the 1st August, 1844, to 1st October, 1850, with Notes, &c., by Thomas Jones, Esquire, submitted to Mr. Keefer, at the request of the Honorable W. H. Merritt.

YEARS.	Pork, barrels.	Flour, barrels.	Oatmeal, barrels.	Biscuit, barrels.	Pease, barr'ls.	Fish, barr'ls.	Cod- fish, cwt.	Ironware Castings, &c. cwt.	Dry- goods. bales.	Cordage, cwt.	Stoves.	Molas- ses, punch- eons.	Oats, bushels.
1844 ...	1170	2296	442	475	20	30	406	805	47	70	74	12	7151
1845 ...	841	1391	704	75	72	21	400	160	59	30	15	14	9958
1846 ...	622	2612	377	25	9	71	277	249	219	70	79	10	29059
1847 ...	420	2076	251	.....	.....	25	129	50	132	.....	.....	20	10970
1848 ...	324	555	42	52	.....	27	68	8	85	35	.....	.....	1235
1849 ...	80	461	.....	.....	.....	9	.....	.....	98	.....	.....	7	2065
1850 ...	371	390	76	.....	.....	.....	85	12	52	.....	.....	7	.....
7	3828*	10221	1892	629	101	183	1365	1284	692	205	168	70	60438

The above does not include what the people of Madawaska may have carried across the portage. A great quantity of Hay, Salt, and other goods too numerous to mention, has also been sent across the Portage. During the above period, a great quantity of goods of various descriptions was brought in boats from St. Johns for persons above the Grand Falls. The falling off in the traffic for the last three or four years is owing to the price of timber, falling in St. Johns, which has caused numerous failures in New Brunswick. But this year the price of timber in St. Johns is improving, and the traffic across the Portage is increasing in proportion, notwithstanding high rates of transport, and the very bad state of the roads.

The lumbering operations above the Grand Falls, are likely to last a number of years, as the River St. Johns is supplied by numerous streams from all parts of the country, which streams are sufficiently large to float timber, which is generally plentiful about them; were the communication improved by a Turnpike or otherwise, I have no doubt that the traffic would increase amazingly. The St. Francis could, at very little expense, be rendered navigable for flat-bottomed boats, from its mouth, up to the present Portage Road. Goods might be sent by that River to the Lumbering Establishments—say to Fish River and other places on the upper St. Johns—and so shorten the distance considerably, and save a great deal of expense in the transport. A team can make a trip from Rivière du Loup to St. Francis and back, on good roads, in one day. I might make many other remarks in favor of this route, but time will not permit me at present. Persons living at the mouth of the St. Francis, have, for the last three or four years, been in the habit of hauling their goods across the Portage from Rivière du Loup to St. Francis, and thence down the River in Canoes, carrying four barrels. I have sent some barrels by that route, as late as a fortnight ago.

## No. 2.

EXTRACTS from the Report of Captain Bent, R.E., and Mr. Grant, C.E., upon the improvement of the River St. Johns.

(Laid before the House of Assembly, March 4th, 1850.

FREDERICTON, 12th November, 1849.

SIR,

In pursuance of the instructions of Your Excellency, dated 27th July last, we have the honor to submit our Report on the General principles which, in our opinion, should guide the Provincial Authorities, in carrying into effect the appropriation of the grant of £10,000, voted for the improvements of the navigation of the St. Johns River, between Fredericton and the Grand Falls.

We have confined our attention to the consideration of the most effectual and economical method of rendering the river navigable for Steamboats of small draught, during the summer season. It is found that a Boat going with full speed in a narrow channel, up a rapid, will generally require from ten to twelve inches more water than she draws at other times; we have, therefore, fixed three feet six inches as the minimum depth requisite in such localities, and three feet in the moderately swift.

There was less water in the river at the time we took the soundings over the bars and shoals, (August, 1849,) than during average years; but in seasons of great drought, the flow of water is considerably reduced. On comparing the results of our enquiries, we have assumed a probable level, below which it rarely falls, viz :

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when there is only one foot ten inches found over Bear Island Bar, and reduced the other depths accordingly.

As the operations proposed tend, in almost every instance, to lengthen the course of the channel when the water is rapid, by deflecting it from one side of the river to the other, the average velocity of the current will be lessened. And, as experience has established, that at no one locality is the ascent too rapid for boats passing upwards, we have, in most cases, omitted taking the difference of level of the water at the top and bottom of the several obstructions, and assumed as correct the dimensions given in the printed Table, which accompanied the Report of Mr. Foulis, D.P.S., dated 21st August, 1826, having no reason to doubt the accuracy of his surveys.

The rise and fall of the ocean-tide is felt for eighty-four miles, namely, as far as the head of Savage Island; from whence to Spring Hill, a distance of one and a half miles, the river is divided into a series of Islands, shoals and sandbanks, all of which undergo changes, more or less every year; whereby the navigable channels are constantly shifting: a passage where deep water is found one year may be shoal the next. At the first thaw the floating ice accumulates and packs at the head of Hat's Island, backing the water until it overflows at the "Intervals," on the left Bank, sometimes to a depth of sixteen feet, when the constantly increasing volume of water and masses of ice find vent for themselves, by cutting passage through them. These excavation have the local designation of "Thoroughfares."

Simultaneously with these operations, the coarse gravel and boulders brought down by the floods, are deposited at the head of the ice obstruction, and form bars which are gradually raising the bed of the old or right channel, which is now considerably higher than of one of those Thoroughfares.

From the deep water in the basin at the foot of the Grand Falls, to "Cuffeman's Bar," a distance of about forty miles, the general characteristic of the River is, that it flows between high sloping banks, and is divided into a series of pools or reaches, sometimes by natural dams, where ledges of stratified rock extend across the bed of the river: at others, its course is blocked up by numerous reefs, and detached masses of rock. The Rapids occur where the water flows over the top of the natural dams, escapes through narrow passages in these barriers, or discharges in crooked channels between the collection of erratic blocks.

The River between "Cuffeman's Bar" and Fredericton, presents entirely new features. The banks in many places, rising in successive steps or terraces from one level surface to another, evince that the bed of the River stood formerly at a much higher level than at present. There is, in many places, to be seen the traces of channels the stream has of late years cut for itself, through the alluvial deposit which then took place, (now called "Intervals,") in some places forming Islands, and at others, when the current sets against it, washing it down, until the sunken remains assume the appearance of shoals or bars in the course of accumulation.

The floating ice and high floods being the chief agents of the changes going on every Spring, the permanent success of any work seems problematical, and which may before many years be rendered useless, in consequence of the deepest discharge of the river being through some other "Thoroughfare," instead of the Grand Pass, as at present.

We are extremely diffident when offering any suggestions for the improvement of this part of the River, and recommend a fresh survey, in order that it may be ascertained how far the existing channels may be depended upon, and what further changes may be expected to take place.

A boulder measuring 6'0 x 4'0 x 3'6, was conveyed by the ice last year, and deposited in the middle of the stream, a short distance above the Maductic Falls, ninety miles below the Grand Falls.

In conclusion, we have to observe that, whilst in temperate climates it is practicable, by means of artificial works, so to regulate a River, that it may acquire a fixed regimen, any such result is almost hopeless in British North America—the floating masses of ice, and high freshets, being antagonistic forces much too powerful to contend with. We are, therefore, necessitated to conform as much as possible to the natural features of the stream, and improve the Channel which discharges most water in Summer.

It is, at the same time, to be observed, that no possible care or foresight, can provide against the occurrence of occasional contingencies, which can only be averted or ameliorated by attentive observance of the changes whilst in progress.

We have the honor to be,  
Your Excellency's  
Most obedient humble Servants,

GEORGE BENT, Captain, R. E.  
JOHN GRANT, G.E.

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## No. 3.

EXTRACTS from a Report on a Survey of the River St. Johns, from Fredericton to the Grand Falls, by Robert Foulis, C.E. and D.P.S.

The River St. Johns, I consider, might be navigable from Fredericton to the Grand Falls, by boats furnished with steam-propelling power, built for the purpose, in the months of May, June and July. From this period to the end of August, or the beginning of September, the water will be too shallow in many places (unless improvements be made) to float Vessels drawing 18 inches of water, with safety. In September, navigation may be recommenced, and continued for some time in November—say in all, about five months in the year.

The lands on the River are generally good; the soil for the most part being composed of fine rich loam, which, were it but even imperfectly cultivated, yields excellent crops.

The banks on both sides of the River seem everywhere to be as thickly settled as those from St. Johns to Fredericton; from Tobique to Salmon River, the settlements are fewer and more remote; and from thence to Grand Falls, seven miles, there are no settlements.

ROBERT FOULIS,  
C.E. and D.P.S.

St. Johns, N.B.,  
August 21, 1826.

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A TABULAR VIEW OF RIVER ST. JOHN, FROM FREDERICTON TO THE GREAT FALLS.

DISTANCES OF PLACES.	Miles.	Chains.	Links.	Ascent from Level, in inches.	No. of Rapids.	Velocity of Current in Rapids, per 66 feet.	Medium Velocity of Current, per 66 feet.	Depth of Channel.	GEOLOGICAL.
From Fredericton to confluence of Tide below Chapel Bar	4	77	59				72"	From ..... 6 0 to 11 ft.	Sand, gravel, appearance of freestone, soci- dental blocks of granite.
do Confluence of Tide to French Chapel	5	15		43	2	22"	58"	do ..... 1 9 to 8	Gneiss—clay, slate, roofing slate.
do French Chapel to Cliffs Bar	7	52		129	3	28"	1' 26"	do ..... 2 9 to 10	do —gravel, clay.
do Cliffs Bar to head of Bear Island Bar	5	70	40	227	2			At Bear Island, from 1 9 to 7 1/2	do —red granite.
do Bear Island to Mackawickak	8	54			4	30"	46"	From ..... 2 6 to 9	Variety granite.
do Mackawickak to Meductic	4	68	50	56	2		60"	do ..... 5 0 to 10	Large grained granite veined with quartz.
do Meductic to Eel River	9	25		220	3		48"	do ..... 2 9 to 8	Graphite and porphyritic granite.
do Eel River to Griffith's Island	9	48		168	4		55"	do ..... 2 0 to 7	Volcanic stones, detached.
do Griffith's Island to McMullan's	12	26		144	4		50"	do ..... 1 9 to 6 1/2	do cellular.
do McMullan's to Presqu'Isle	8	77			3		45"	do ..... 3 0 to 8	Gneiss—trap.
do Presqu'Isle to Riviere du Chate	14	71		375	7			do ..... 3 0 to 7	Limestone, slate.
do Riviere du Chate to Tobique	12	71		765	3		42"	do ..... 2 6 to 9	Trap.
do Tobique to Great Falls	21	12			8			do ..... 2 0 to 33	Transition limestone.
Total Distance.....	125	39	47	2127	45	Total length, 10 1/2 miles.			
Perpendicular Height of Great Falls ..				74 feet.				Depth of Water in Upper Basin .....	20 feet.
Descent through Rocky Cham.....				46 feet 6 inches.				do Lower do .....	33 feet.
Total Descent of Falls.....				119 feet 6 inches.				Length of Cut necessary for Tunnel from Upper to Lower Basin .....	886 yards.
Height of Hill at Portage, from Level of Upper Basin .....				120 feet 7 inches.					
do do .....				240 feet 1 inch.					

ROBERT FOULIS,

## Appendix F.

RIMOUSKI, 26th December, 1850.

SIR,

I herein transmit to you the information you requested from me on the subject of the Lower St. Lawrence, information which I have endeavored to make as ample as time would admit of. I shall, in the first place, reply to your questions relative to the navigation of the River. I shall then impart to you such statistical information as I have been enabled to procure; then the explanations of the three plans, sketches of which you requested me to forward, and which I annex to this Report; and finally, I shall conclude with such remarks as I may have to make respecting the construction of our landing places.

I repeat your questions before replying to them:

*1st question.*—what are the most frequent causes of shipwrecks in the St. Lawrence?

*Answer.*—The most frequent causes of shipwrecks are doubtlessly, the carelessness of Masters of vessels, the want of Light Houses and Signals on certain parts of the coast, and the defective organization of the body of Pilots. I speak only of such causes as are subject to our control. The greatest proof I can afford in support of my first assertion is the fact, that there does not happen one shipwreck of our small coasting crafts to five of sea-going vessels, notwithstanding that the latter are better adapted to resist storms and are better provided with sailing facilities, and that the number of coasting Schooners arriving at and sailing from the Port of Quebec, is greater than that of large vessels. In vain, it may be said that our small craft can find shelter in harbors inaccessible to large vessels, for most of our harbors can admit craft of any size, as you may have yourself ascertained.

Moreover, in the River, these vessels can ride at anchor along the coast during storms, which smaller Boats could not withstand. It is a fact that masters of vessels very seldom make use of the lead below Bic, and to this neglect of a most indispensable precaution in hazy weather, are to be attributed most of the shipwrecks, which, for the most part, happen below Rimouski; that is to say, after having got over the most dangerous portion of our inland navigation.

I shall have occasion to dwell upon the second cause, I have assigned, in the ensuing reply respecting Light Houses.

One word now, respecting the defective organization of the body of Pilots.—There hardly exists, at the present moment, any regulation on the subject. Pilots are certainly superintended, and fined or dismissed from their vocation for ill-conduct, or for any accident which may happen through their fault, but beyond that there is no control. The Pilots proceed out in search of vessels, in a peculiar description of Boat, either "Chaloupes" or Schooners, and sail down the stream into the Gulf, exposed to every description of hardship and danger, which is the cause of their being frequently worn out by fatigue and

loss of rest, before embarking on the vessel which they have to Pilot.

Another evil that results from this practice is, that stationed as they are altogether at a place where the Gulf is from twenty to twenty-five leagues wide, vessels passing during hazy weather or during the night, ascend unperceived, and frequently get involved in the dangerous portions of the River, without Pilots. The same event occurs during every North-easterly gale, which brings up a great number of vessels, and frequently compels the small Pilot Boats to run into harbor for shelter.

This explains why it is that with a greater number of Pilots than are necessary, numbers of vessels every year traverse a portion of the harbor of Quebec, without Pilots, and are frequently obliged to have recourse to the inhabitants along the coast to pilot them; and such cases are so numerous that it has been found necessary to distinguish the class of persons so employed by a particular name; thus it is said, "such a vessel was piloted by an assistant." As long as this system prevails, both the Pilots and the trade must suffer by it, and our navigation continue defective.

It is indispensable, that the Pilots should be incorporated, and stations should be chosen in the lower part of the River, such as, for instance, between Isle Verte and Isle aux Basques, at Bic; and at the Island of St. Barnabas and at Cape Colombier, on the Northern coast, where Schooners of large measurement, fitted out at the expense of the Corporation, should be kept cruising with a sufficient number of disposable Pilots; by this means a vessel which might have escaped one cruiser, could not pass them all without procuring a Pilot, and such Pilot, being perfectly restored by rest, would be prepared to enter forthwith upon the accomplishment of his rude and laborious duties. Moreover, Masters of vessels, when leaving the Pilotage limits, would at such stations find men capable of furnishing them with all such information as they frequently require. Again, I say, as long as some such system is not put in practice, both the trade and the body of Pilots, must suffer by it.

Nevertheless, whatever may be the precautions taken, or the ability and attention of Masters of vessels and Pilots, some shipwrecks must always happen; but when the causes I have enumerated shall have been removed, the number will decrease, for, as you know, the navigation of the St. Lawrence, is less dangerous than that of other Rivers, where as many and more shipwrecks occur; but where the trade nevertheless, are charged but a third or fourth of the rates of Marine Insurance exacted here.

Whence arises this? was your enquiry at the sight of our beautiful River.

Probably from the difficulty, which persons have, to get rid of a prejudice.

*2nd question.*—At what place do you consider it necessary that Light Houses should be erected?

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*Reply.*—The two first places where, in my opinion and in that of the Pilots, it would be important to erect Light Houses, are the Point of Petit Metis on the South, and the Manicouagan Shoal on the North; two places of sorrowful celebrity for accidents. These two points, equally dangerous, are situate almost opposite to each other, so that during a strong wind and dark night, vessels in wishing to avoid one go ashore on the other. They are the Scylla and Charybdis of our great River. It is always beneficial to have Lights distributed along both coasts, especially in the lower part of the River; for, at such places, where the distance from the one side to the other is very great, the fogs never cover the whole surface, but prevail sometimes on the North, and sometimes on the South side, so that a vessel might be unable to distinguish a Light, situate at only a couple of leagues distant, while she could easily perceive one on the opposite coast, placed at a distance of several leagues. Nevertheless, as a general principle, the Southern coast must always be preferred for the erection of Light Houses, because soundings can be taken at a great distance from the shore, the bed of the River gradually shelving to a depth of 50 or 60 fathoms, within an average limit of two leagues, whilst on the Northern bank, soundings can only be had in the vicinity of the Rocks.

The Manicouagan Light, to effect its object, should be a floating beacon, which, according to some Pilots, would meet with difficulty; but nothing is easier than to construct a Light on the point of Petit Metis.

The other Lights, which it would be necessary to erect, would be—one on Cap Rosier, in the District of Gaspé; one on the Brandy Pots, one on the Grand Island of Kamouraska, and one on the Bellechasse Islets.

It appears to me that a Cannon of a heavy calibre, placed on one of the Caribou Islands, would also be of great utility; for numerous shipwrecks occur in the vicinity of these Islands, and especially on the "Pointe aux Anglais," situate about a half league lower. There are settlements on the Caribou Islands.

There is no doubt but that other Lights will hereafter be deemed useful; but those which I have just indicated must apparently suffice for the present.

That important object should not be neglected, particularly as experience has shewn us that shipwrecks in the St. Lawrence have diminished in proportion to the increase in the number of Light Houses.

*3rd Question.*—Do you think it necessary that Harbours of Refuge should be constructed?

*Reply.*—I do not consider it necessary to construct Harbours of Refuge, which moreover would cost infinitely more than their worth. Sea-room is what Vessels most require in a storm, and all our ideas of improving the extensive navigation of the St. Lawrence must be controlled by that consideration. In certain rare instances, where Vessels have been dismantled, the natural Harbours and the Landing Wharves, which it is proposed to construct, may afford them shelter.

I may here remind you with propriety, of the observation I made to you on board the "Doris," and the truth of which you have had yourself an opportunity of judging, respecting the incorrectness of our Marine Charts, in regard to those Harbours which are not sufficiently known or studied.

*4th Question.*—Do you think that the use of Steamers for towing Vessels in the lower St. Lawrence would prove beneficial?

*Reply.*—There is not the shadow of a doubt that the establishment of a line of Tug Steamers, of great strength, between Pointe des Monts and the point at which the currents produced by the ebb and flow of the tide, begin to be regularly felt, that is to say—any place below Isle Verte would be of immense advantage, particularly during the season of long and frequent calms, and would be the means of enabling most of the Vessels, which now make but two trips across the Atlantic during the season, to accomplish three, as they now frequently spend a fortnight in traversing the distance alluded to. It is evident that as a natural consequence, the price of freight would be diminished.

ESTIMATE of the Population of both sides of the Lower St. Lawrence, not including the District of Gaspé.

The last general Census that we have was taken in 1844, so that it is impossible to determine the present population of Lower Canada, otherwise than by calculations.

The following are those that I have adopted, in order to arrive at the amount of the population required.

I take, in the first place, the population given by the Census of 1844. I then say that the six Counties in question, losing nothing by Emigration, their increase must be the surplus of births over deaths during the six years since elapsed, and the Emigrant population settled in those Counties since that period.

I shall explain these several principles, reduce them into figures, and then award to each County its estimated share of population.

I take the Census of 1844 as it is (although it is probably much less than the true number), because it is the only basis on which it is possible to ground a reasonable calculation.

I said that the Counties on the Lower St. Lawrence lose nothing by Emigration, for the Committee appointed in 1849, to enquire into the progress of Emigration, could not, after the most laborious investigations, establish the absence of more than 555 persons of all ages, from those six Counties—a number more than counterbalanced by that of the

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persons temporarily absent; an item which is not added to the total of the population in the Census of 1844.

I said that the present population of these Counties is the population of 1844—adding the excess of births over deaths, and the increase by Emigration into these Counties. This Emigration I set down at 7000 souls. This estimate, which may surprise those who are not in a position to witness the astonishing progress of that Emigration, directed towards the Saguenay and the lower part of the County of Rimouski, will cease to be surprised when it is known, that in the Parish of Rimouski, which is not one that has increased the most in proportion, the number of births in 1850 reach 232; while they amounted to 159, only, in 1844. It is on similar data that I have been enabled to arrive at an approximation of the amount of Emigration. Saying, for instance: The number of births in 1844 bore the same relation to the population of that year, as the number of births in 1850 bears to the present probable population. Thus, the Parish of Rimouski gives the following proportion:—159 : 2799 :: 232 : x = 4147—population sought.

Having no general Return of births and deaths for the years 1848, 1849, and 1850; I have taken the excess of births over deaths in the year 1847, as the mean between 1844 and 1850, and now reduce the whole to figures.

SOUTH BANK OF THE RIVER.

Names of Counties.	Population in	Excess of Births in
	1844.	
Bellechasse.....	14549	295
L'Islet.....	17003	549
Kamouraska ..	17465	545
Rimouski .....	17630	819

NORTH BANK.

Montmorency.....	8434	176
Saguenay .....	13475	345
<b>Grand Total.....</b>	<b>88556</b>	<b>2729</b>

The Population thus was in 1844,..... 88,556  
 Excess of Births in 1847, taken as an average, and multiplied by 6, the number of years elapsed,..... 16,374  
 Amount of Emigration during the 6 years, 7,000

Gives a present population of..... 111,930

This calculation, correct as an approximation when applied to all these Counties taken collectively, ceases to be so if applied to the different Counties taken separately; for almost the whole body of Immigration from without, besides a certain number of Immigrants coming from the Counties of Bellechasse, L'Islet and Kamouraska, was directed toward the Saguenay and Lower Rimouski, where Parishes have sprung up since the last Census. In order to ascertain the number of the population of each separate County, I take, in the first place, the population of 1844, to which I add the excess of Births over Deaths during the six years, taking the year

1847 as an average, and I obtain the following result:—

Names of Counties.	Population of 1844.	Excess of Births.	Population, According to this Calculation.
Bellechasse .....	14549	1770	16319
L'Islet .....	17003	3294	20297
Kamouraska .....	17465	3270	20735
Rimouski .....	17630	4914	22544
Montmorency .....	8434	1056	9490
Saguenay .....	13475	2070	15545
<b>Total .....</b>			<b>104930</b>

But, as I have just remarked, the above result errs, inasmuch as that the two streams of Immigration alluded to, are not brought into account. To effect this, I have proceeded, in the first place, to compute the distribution of the number of Immigrants according to my own personal knowledge and information I have obtained from my friends; then, to establish the proportion of the number of Births to the known population of a period, with the number of Births to the required population of another period, from which I have ascertained the progression up to 1850. This done, I have taken the mean of these calculations and computations, and have attained the following numerical results, which show the probable estimate of the present population of each of the Counties in question.

I have assigned to the County of Montmorency the numbers above obtained, as that County neither loses nor gains by Emigration:—

Names of Counties.	Population in 1850.
Bellechasse ..	16000
L'Islet .....	19700
Kamouraska ..	19610
Rimouski .....	25390
Montmorency ..	9490
Saguenay ..	21800
<b>Total.....</b>	<b>111930</b>

It must be observed that in the population of the County of Saguenay, is not comprised the numerous Tribe of Montagnais Indians.

The following is the probable amount of the population of each Parish on the borders of the River. The difference between this amount and that of the total population of each County, will give that of the Parishes situate in the rear of the Coast Settlements.

SOUTH SIDE GOING DOWN.

County of Bellechase ...	Beaumont .....	1350
	St. Michel .....	2250
	St. Valier .....	1870
	Berthier .....	1060
County of L'Islet .....	St. Thomas.....	3900
	Isle aux Grues .....	750
	Cap St. Ignace .....	2720
	Islet.....	3450
	St. Jean Port Joli .....	3480
	St. Roch des Aulnets.....	3400

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SOUTH SIDE GOING DOWN.—(Continued.)		
County of Kamouraska...	St. Anne.....	3000
	Rivière Ouelle .....	3500
	St. Denis.....	2000
	Kamouraska .....	2800
	St. André .....	3350
	Part of Rivière du Loup ...	1100
County of Rimouski .....	Part of Rivière du Loup.....	2000
	Kakouna and St. Arsène ...	3600
	Isle-Verte .....	2600
	Trois Pistoles .....	3100
	St. Simon .....	1400
	St. Fabien .....	1000
	Bic .....	1100
	Rimouski .....	4000
	Ste. Luce.....	1800
	Ste. Flavie .....	1700
	Metis and Townships.....	1500
	Matane and Townships.....	1530
NORTH BANK.		
County of Montmorency	Island of Orleans, 5 Parishes	4500
	Ange Gardien .....	1000
	Chateau Richer .....	1300
	Ste. Anne .....	900
	St. Joachim and St. Féréal	1700
County of Saguenay.....	Petite Rivière .....	500
	Baie St. Paul .....	3100
	Isle aux Coudres .....	800
	Eboulemens .....	2100
	Malbaie .....	3300
	Saguenay Territory .....	10000

The Parishes which are situate in the rear of those on the Banks of the River, and the population of which is not above indicated, are on the South side of the River descending; St. Gervais, St. Lazard, St. Geneviève, St. Charles, St. François, St. Pierre, St. Paschal and St. Hélène; on the North, the Parishes of St. Agnès, St. Iréné and St. Urbain.

Around the Church of each Parish, a village is grouped, which gradually increases with its population. The most extensive of such villages are St. Michel, and St. Thomas; the largest of all, L'Islet, Kamouraska, Rivière du Loup, L'Isle Verte, and Rimouski, on the South side; and those of Baie St. Paul and Malbaie on the North.

Territory comprised in the Counties of Bellechasse, L'Islet, Kamouraska, Rimouski, Montmorency and Saguenay.

The area contained within the limits of these Counties, forms about one-fifth part of the whole Canadian territory, and of this immense extent of country almost all of which is of a good soil and advantageously situated; about 1,343,160 arpents are the property of private individuals, of this about 391,755 arpents are every year cultivated, the rest remains under timber, or as pasturage or wild land.

Fortunately, there are no extensive proprietors of wild land here, and it is to be hoped that the Government at whose disposal these lands are, will not allow them to be engrossed by speculators and monopolizers. No part of this vast territory is entirely unproductive; all that is not occupied by the agricultural population, is turned to advantage by the lumber trade or fur trade, and this latter branch of commerce, in the Saguenay Territory alone, gives

employment to a population of more than 3000 souls.

The soil is every where of good quality, in many places excellent, and in several localities of almost unequalled fertility. In the lower part of the River the land receives an additional richness from the sea by means of the marine plants which are driven on shore by high winds, and which form the best of manures. In general the country is undulated with hills and hillocks, occasionally mountains, but those of no great size, and it may be said that there is hardly any land unsusceptible of cultivation.

No country in the world is more splendidly watered, and it is impossible to find elsewhere water-power equally extensive. The woods most commonly found are the maple, elm, ash, black-birch, white-birch, beech, cedar, pine, red-pine, fir, poplar and the aspen; these are the forest trees. The smaller trees most frequently met with are the wild cherry, the willow, senice tree, hazel tree and alder tree.

New land produces as much as twenty bushels of wheat to the acre, and sometimes more in certain localities. After a few years cultivation the average production is ten bushels per arpent, or about twelve Winchester bushels per acre, but this productiveness is far from exhibiting the utmost capability of the soil. Settlements have been made within the last few years, and still continue to be made on the excellent Crown Lands, and a good number of Townships are in progress of clearing, particularly those of Ixworth and Stonebridge in the County of Kamouraska; and those of Whitworth, Viger des Sauvages, Macpés, Neigette, McNider, Matane and St. Denis in the County of Rimouski, without counting the numerous settlements in the Saguenay.

It is difficult to assign a value to the lands, for our inhabitants generally do not sell but devise to their children; it must consequently be based upon the price of sales, which generally take place under adverse circumstances, prices which also vary with the times and almost never attain the true value. A good lot of two arpents front by forty in depth, in standing timber, sells at from £15 to £20. Improved land sells generally at £4 per arpent, and sometimes much higher. A residence in the vicinity of the water adds always to the value of a lot, on account of the comforts it affords, (for, above all things Canadians, and especially those resident along the lower St. Lawrence, aim at happiness) and the facilities for fishing and shooting and procuring the manure which the sea furnishes in the shape of seaweeds and other marine plants.

#### IMPORTANCE AND PRODUCTIONS OF THE COUNTRY ON THE LOWER ST. LAWRENCE.

It is sufficient to have journeyed along either Bank of the St. Lawrence, and to have witnessed the mode of life of our Agriculturists, to become convinced that they are producers to a considerable amount. Nothing is more beautiful, than the long range of white houses which unfolds itself to the eye of the traveller who visits our Section, and if the following axiom of the Statistician be true, viz. :— "That there is an intimate connection incontestably proved by figures, between the moral enlightenment of the mind, and the light of day which penetrates into houses, so that on every occasion, when travelling through a country, the houses are observed to be well ventilated and to have many doors and

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windows, it may be concluded that instruction and civilization are spread among the population; if this axiom be true, and it appears to me an impossibility to deny its truth, our Country population is then one of the most civilized and enlightened, although that species of instruction which consists in knowing how to read and write, is less generally spread among the departing generation than among the population of many other parts of America; but it is erroneous to believe that civilization and education belong to a people only in proportion to the number of persons knowing how to read and write, and especially with a population like ours, possessing in an eminent degree that sociability of character and communicative disposition, so essential to the diffusion of knowledge.

I state this because, as this Document must become public, and be published in the English language, it will serve as a reply to the thousand and one falsehoods which are intentionally circulated, and persisted in with infernal malevolence, by certain Journals and persons. I appeal to you respecting the courtesy and good education of our inhabitants; far be the idea from me of wishing to draw a contrast with any other population, and least of all with the population of Upper Canada. We would be the last to refuse to do justice to your honest and manly yeomen, after having been received at their hospitable tables, and listened to their expressions of good will.

I now come to figures. In the following calculations, I have taken as a basis the population as generally adopted in statistics:—

The average superficies occupied, is about.....	12	Arpents.	} To each Inhabitant.
Superficies in culture...	3½	do	
Average production in grains of all description .....	20	do	
The superficies sown, averaged for 1844.....	4½	do	

The great number of new Settlements has reduced this last average to about 3½ for 1850. The average of 4½ remains the same, or nearly so, for the Counties of Montmorency, Bellechasse, Islet and Kamouraska, and reduces in proportion the average for the Counties of Saguenay and Rimouski, where a large population is employed in the Lumber Trade.

The number of the different species of Cattle, bears the following proportion to the population:—

Horses .....	1 to 4 8-9.
Horned Cattle.....	1 to 1
Sheep .....	2 to 1.
Swine .....	1 to 3½.

According to calculations based on data collected by myself in my own neighbourhood, I find that the last proportion is much under the reality, which confirms me in my opinion of the imperfect nature of our statistics.

Population being the basis of these calculations, it follows that the number of the population of each County and of each Parish, is the gauge of the importance of such Counties and Parishes, with the general differences which follow, the proportion of the population being borne in mind:—

It is the County of Rimouski that possesses the greatest number of Arpents of occupied Land, and the County of Kamouraska the least.

It is the County of Bellechasse that possesses the greatest number of Arpents annually under seed, and the County of Rimouski the least.

It is the County of Rimouski that produces the most Wheat; and that of Kamouraska the least.

It is the County of Kamouraska that produces the most Barley and Rye, and that of Bellechasse the least.

It is the Counties of Bellechasse, Islet, Kamouraska and Montmorency, that produce most Oats, and those of Rimouski and Saguenay the least.

It is the County of Saguenay that produces the most Peas, and that of L'Islet the least.

It is the County of Kamouraska that possesses the greatest number of Horses, and that of Montmorency the least.

It is the County of Bellechasse that possesses the greatest number of Horned Cattle, and that of Rimouski the smallest.

It is the County of Kamouraska that possesses the most Sheep, and those of Montmorency and Rimouski the least.

It is the Counties of L'Islet and Kamouraska that possess the greatest number of Pigs, and those of Saguenay and Montmorency the least.

Almost the whole of the Lumber Trade is confined to the Counties of Rimouski and Saguenay; which are also those which produce the most Oil, Furs, and greatest quantity of Salmon.

The County of Kamouraska is that which furnishes the most Fish; the County of Montmorency produces the most Vegetables for the Market, and that of Bellechasse the greatest number of Live Stock.

The Parish of Rimouski is that in which there is the greatest number of Saw Mills, and which produces the most Wheat. Those of Rivière du Loup and Kakouna receive most visits from strangers. Those of Kamouraska, St. Denis, and Rivière Ouelle where the greatest quantity of fish and number of porpoises are taken. Trois Pistoles and Bic, where Seals are killed in greatest number, with the exception of the Indian Posts in the County of Saguenay. Matane, where most porpoises are killed; and Isles aux Grues, LeCap, Isle aux Coudres, Kamouraska, Isle Verte, and Rimouski, which produce the most Game.

The value of Imports into the six Counties may be estimated at £200,000. The articles so imported are all such as come from abroad, or are manufactured in other parts of the Country.

These articles are either sold by our Merchants, or are brought by the Inhabitants themselves, which renders an exact valuation impossible.

In these importations is included a certain quantity of Flour and Pork, for the Lumbering establishments.

The Exports reach in value the sum £322,000, as an approximation, which sum is apportioned as follows among the different articles so exported:—

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Agricultural Produce,.....	£150,000
Timber for the English market,	150,000
Furs and Skins,.....	16,000
Oil and Fish,.....	6,000

The item "Agricultural Produce," may be thus divided among the various products of Agriculture :

Butter of best quality,.....	5-12
Pork and other Meats,.....	2-12
Grain and other produce,.....	5-12

It must be observed, that the Counties of Rimouski and Saguenay, which export almost all the Lumber, send infinitely less Agricultural produce than the Counties of Bellechasse, L'Islet, Kamouraska, and Montmorency. These latter Counties, moreover, supply the Lumbering establishments of the Saguenay with a great quantity of Hay and Oats, and other produce. In the item of Furs and Skins, about £15,000 belong to the County of Saguenay alone. The Furs which form the principal bulk of this item, are the following:—Bears, Beavers, Red, Silver, and Black Foxes, Otters, Martin and Mink, and a certain quantity of Seal skins, and the skins of the Elk and Moose Deer.

I cannot, of course, give all these calculations as mathematically correct; they are but approximations. But I have no reason to believe that they are beyond the true amounts.

However, here are Tables rigorously exact as to their contents, which will place you in a position to judge of the value of my calculations, referring, at the same time, to the Census of 1844.

You will find in these Tables export articles mentioned in some, and omitted in others, and *vice versa*; which shews that none of them arrives at the real amount of the exports from the localities they refer to. In these cases, I have calculated by analogy, and, in default of any recent information, I have had recourse to the Census of 1844.

Exports from St. Arsène and St. George de Kakouna, in the year 1850.

Produce.	Quantities.	Average Price.	Value.		
			£	s.	d.
Butter.....	47382 lbs .....	6d. ...	1184	11	0
Pork .....	20000 do .....	4d. ...	838	6	8
Flax Seed .....	500 minots....	5d. ...	125	0	0
Barley.....	1500 do .....	2s. 6d. ...	187	0	0
Oats .....	3000 do .....	1s. 3d. ...	150	0	0
Amount Spent by the Travellers.....			1125	0	0
<b>Grand Total</b> .....			<b>£ 3292</b>	<b>17</b>	<b>8</b>

The amount received at Rivière du Loup, as laid out by travellers, is the same as that received at Kakouna.

Grain produced in the Parishes of Kakouna, in 1850.

Produce.	Quantities.	Value.		
		£	s.	d.
Wheat .....	9142 Bushels ...	2285	10	0
Barley .....	8671 do .....	1083	17	6
Rye .....	12501 do .....	2177	13	6
Oats.....	19248 do .....	1203	0	0
Peas.....	7351 do .....	1470	4	0
<b>Totals</b> .....	<b>56913 do</b>	<b>£ 8220</b>	<b>5</b>	<b>0</b>

Produce registered in the Parish of Trois Pistoles, in 1848.

Produce.	Quantities.	Value.		
		£	s.	d.
Wheat .....	10223 Bushels ...	2555	15	0
Rye .....	9946 do .....	1740	11	0
Barley .....	5600 do .....	700	0	0
Oats .....	6523 do .....	407	18	9
Peas .....	6100 do .....	1220	0	0
Potatoes .....	47700 do .....	2981	5	0
Hay .....	150000 Bundles ...	1875	0	0
Flax .....	2679 lbs .....	133	19	0
Maple Sugar .....	10000 do .....	125	0	0
Wool .....	6900 do .....	690	0	0
Butter .....	20689 do .....	517	4	6
<b>Total Value</b> .....		<b>£ 12946</b>	<b>8</b>	<b>3</b>

Exports from Trois Pistoles, for 1850.

Produce.	Quantities.	Value.		
		£	s.	d.
Butter .....	500 Tubs .....	750	0	0
Barley .....	1000 Bushels .....	125	0	0
Oats .....	300 do .....	18	15	0
Flax Seed.....	200 do .....	50	0	0
Potatoes .....	1000 do .....	50	0	0
Wood .....	100 Cords .....	62	10	0
Potash .....		100	0	0
Live Stock .....		100	0	0
Oil and Salmon .....		100	0	0
Furs and Skins .....		50	0	0
Deals and Boards .....		5000	0	0
<b>Total Value</b> .....		<b>£ 6396</b>	<b>5</b>	<b>0</b>

The Imports for the Parish of Trois Pistoles are valued at £4,080. The prices attached to the products are the ordinary prices. It must be observed that the grain, potatoes and hay used by the inhabitants as food for themselves and to fatten their cattle, obtain by such application of the same a triple value.

For the preceding Tables I am indebted to Messrs. Dionne and Beaulien for Kakouna—to Dr. Dubé for those of Trois Pistoles. The following information I obtained through the kindness of Messrs. Heath and Barry, and those of Bic from Mr. Sylvain.

The Saw Mill Establishment at Isle Verte annually imports to the amount of £3000; exports in Lumber, £5,600; employs on an average 85 men per day; pays in Cash, about £1200 per annum; despatches generally five Ships for the English market, 24 Schooner Loads for Quebec, and receives 7 Schooner Cargoes.

Three Merchants are, moreover, residing at Isle Verte, who import and export to a considerable extent.

The Establishment at Bic consists of two Saw Mills, one Flouring Mill, and a Carding and Fulling Mill.

The Imports in the year 1850, amounted to £2,700  
The Exports, in Deals and Squared Birch Timber to Europe ..... 3,900

This establishment employs forty men constantly, and on an average 60 men a-day, each year.

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13th June.

There are no manufactures, properly so called, except that of leather, with which all our Parishes are provided; one Tool Factory and a Foundry, both in the Parish of St. Thomas; but domestic manufactures are more numerous here than in any other Country in the world; each house has its spinning and weaving apparatus, and you will permit me to believe that those manufactures are the best. The number of ells of linen manufactured in the six Counties may be estimated at 230,000, that is to say, a little more than 2 ells to each inhabitant, and the number of ells of woollen fabric, at 320,000, or a little less than 3 ells to each inhabitant.

The County of Kamouraska manufactures most of these fabrics.

Here follow two Returns or Tables made by the Customs Establishment at Rimouski, one for 1848 and one for 1850, with which Mr. M. Gauvreau had the kindness to supply me.

YEAR 1848.

Place of Loading.	No. of Vessels.	Deals.	Slaves.	Cords of Laths.	Logs.	Tonnage.	Duties Received.		
							£	s.	d.
Rivière Blanche	7	50589	3050	8½	238	1676	26	3	1
Matane	5	51200	2935	4		1609	19	17	10
Tartigon	3	36341				1365	14	17	6
Metis	2	22894	2330			781	9	13	6
Bic	4	48944	800			1596	20	7	10
Rimouski	2	28669	1520			970	11	0	0
Trois Pistoles	6	64897				1974	28	10	1
Isle Verte	4	41412				1435	18	18	4
Rivière du Loup	2	25258		4		881	11	18	3
Sault au Cochon	5	45191		3		1562	21	2	7
Portneuf	5	45171				1564	22	3	4
Spring Brook	1			24	894	265	3	6	3
Escoumains	1	10068		5		300	4	7	6
<b>Totals</b>	<b>47</b>	<b>470134</b>	<b>10635</b>	<b>48½</b>	<b>1132</b>	<b>14878</b>	<b>£211</b>	<b>16</b>	<b>5</b>

N.B.—It must be observed that 6 vessels loaded at the upper part of the County of Rimouski, were not registered at Rimouski, and must have taken 60000 Deals. This does not in any way affect the changes made at the Saguenay, where a Custom House has been established, the returns of which shew about double the above amounts.

Vessels entered at the Custom House at Rimouski, from the 11th May, to the 28th October, 1850:—

- 25 vessels (British) measuring.....8506 tons.  
Carrying..... 328 men.
- 6 vessels (American) measuring..... 3181 tons.  
Carrying..... 90 men.
- 2 do (Norwegians) measuring..... 621 tons.  
Carrying..... 24 men.

Total 33 vessels; 12308 tons; 442 men; £265 Light House dues.

Places where the above mentioned vessels received their cargoes.

Number of Vessels.	Where Cargoes Received.
5	Portneuf.
5	Sault au Cochon.
2	Escoumains.
1	Kamouraska.
1	L'Isle Verte.
6	Rivière du Loup.
3	Bic.
3	Trois Pistoles.
1	Rimouski.
1	Metis.
1	Tartigon.
4	Rivière Blanche.

N.B.—6 or 7 vessels were laden at Isle Verte, Rivière du Loup, Trois Pistoles and Sault du Cochon, and 2 at Portneuf, and left without taking permits at Rimouski.

Statement exhibiting the number of Vehicles and Travellers, coasting vessels and their Passengers, coming from or going to more than ten leagues (30 miles) from the Parish of Rimouski; noted at the River and Port of Rimouski, from the 17th July to the 1st December, 1848.

Months.	Vehicles.	Travellers.	Schooners.	Passengers.	Freight.			Total Travellers.
					£	s.	d.	
July	67	124	4	21	40	0	0	145
August	127	259	8	42	80	0	0	301
September	77	149	10	66	100	0	0	215
October	55	110	6	70	60	0	0	180
November	41	62	29	124	290	0	0	186
	(a)	(b)	(c)		(d)			
<b>Grand Total</b>	<b>365</b>	<b>704</b>	<b>57</b>	<b>323</b>	<b>£570</b>	<b>0</b>	<b>0</b>	<b>1027</b>

Remarks.—(a) Many vehicles escaped without being noted. To take indiscriminately all the vehicles that pass through the Village of Rimouski, about 100 on an average pass each day. (b) The two-thirds of the travellers come from more than thirty leagues distant. (c) No "Batteaux" or Pilot Boats which run into the harbor or come for provisions to Rimouski, are included in the above, but merely coasting vessels, freighted expressly for that place. (d) Not being able to ascertain the exact amount of freights, they have been assigned an average value of £10 each.

Comparative Statement of the Revenue of the Post Office at Rimouski, for the years 1845-46-47 48 and 1850, as shewn for the first six months, (5th January, to 5th July,) in each year.

1845.	1846.	1847.	1848.	1850.
£29 6s. 9½d.	33 7s. 3d.	39 5s. 9d.	51 15s. 5d.	53 18s. 4½d.

Increase of business in the Circuit Court of the Circuit of Rimouski during the years mentioned.

Years.	Total Cases.	Appealable Cases.
1844	124	21
1845	128	23
1846	147	47
1847	198	57
1848	296	86

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There are three terms each year, and the September Term of 1850 alone shewed 220 cases—125 of which were under £6 5s.

The three last Statements that I have inserted are intended to give you an idea of the movement and trade that take place here. The first of these Tables is a copy of a recapitulation of certain statistics, taken daily, in 1848, by Mr. Tourangeau, under instructions from the Department of Public Works, the details of which were transmitted to and form part of the records of that office.

Before entering upon another subject I may add, that the markets for our produce are:—For our Timber, England, and the River St. John and Quebec, the latter especially for our Agricultural Produce. That our only access to New Brunswick is over a bad road which will admit of carts only half laden. That we possess no public improvements made by the Government, having received from the date of our existence (for the 6 Counties) about £20,000 while we yearly contribute to the public chest £22,000—£5,000 of which to the Territorial Revenue Fund, £800 to that of Light Houses, and £17,000 to the Customs Revenue, without including what is paid from other sources.

Explanation of the Maps which accompany this Letter.

The Map of Rimouski, which you requested of me, shews you the plan upon which our Parishes are laid out, in ranges of almost all the same depth of 40 to 42 arpents, and running as nearly as possible parallel with the windings of the River. The Parish of Rimouski is one of the most irregular in the laying out of its Ranges of Concessions; this arises from the circumstance of the River being there very sinuous, and the great river Rimouski running obliquely through the Parish, has compelled the Seigniors to limit and bound their Concessions by the River. The highways and roads have also been laid down in order that you may judge of our local means of communication and of their number.

You will find that this locality alone has ten saw mills and one flouring mill. A glance at this map will enable you to appreciate the fitness of the proposed site for a wharf, a site which you, Captain Boxer and Mr. Keefer found so advantageous, protected as it is at the bottom of a safe Bay, in the rear of an Island, and flanked by points which protect it from the wind. It must not be forgotten, the Island of St. Barnabé presents at both extremities a harbour for all vessels, and that such harbour would be contiguous to that which would be formed by the erection of a wharf. I have pointed out the number of fathoms of water found there at low water.

The sketch of the County of Rimouski will explain to you what you were desirous of knowing, as to the bearing of the chain of mountains, the number and courses of our Rivers, the point at which the waters which run into the Rivers St. John or Restigouche diverge from those which fall into the St. Lawrence. I have pointed out the plan and extent of the Settlements along the Bank. I have left this sketch free from any names or other inscriptions, as you desired, and I have added a small sketch of Metis, and another of "Bic," which you so much admired.

The plan of the proposed Pier at Rimouski, points out the number of feet in depth of the water within

a large radius, the line of low-water mark, and the length necessary in order to secure, at the extremity of the Landing, a depth of ten feet at the lowest tides. The site, as I have just remarked, lies at the bottom of a Bay; and such a position is always infinitely more advantageous than on points of land, when we have the rare fortune to find sufficient water; this is easily understood. Points of land being extended out into the stream, are naturally more exposed to the wind and the current, the waves and the ice. Here a Vessel would never be compelled to leave the Wharf, or to go from one side to the other, and might at all times get in or out, there being ample space to make a wide tack, as well within as beyond the Pier. Another advantage is, that the construction of this Pier will involve no expense for the purchase of land or making a Road, as the end of the Pier will abut on the Highway, a few feet from high water mark.

The Pier, according to my plans, taken from actual inspection, would be 1340 feet long, running North-West, with an arm 360 feet long, running West. I suggest an arm of that length, in order to afford a sufficient space presenting the same depth of water. The breadth of the Wharf would be 20 feet to the extent of 1118 feet, and the rest 30 feet broad, with a slope of 1 inch to the foot. I make the greatest length of the Pier but 20 feet wide, because all such Piers being generally much longer than is necessary for the accommodation of Vessels, all that part thereof which from the shore stretches to the nearest point where Vessels can approach the Wharf at low water, is in reality but a Road—a means of attaining that Point; then what necessity is there to give it a greater breadth than is sufficient to enable two vehicles meeting thereon, to pass each other with ease. The height of the Pier, at its extremity, would be 29 feet, that is to say, three feet lower than the height mentioned in the plans made by Mr. Rubidge for the other localities, and which is consistent with the circumstances of the places; for it is ascertained that above the strong current at Isle Verte, the high tides rise sometimes to a height of 20 feet, while below Isle Verte they never attain a higher range than 17 feet. At the part of the Pier where its width is increased from 20 to 30 feet, steps would be placed for the use of Small Boats.

The following is the estimate of the cost of the work according to the prices of the materials on the spot. The stone necessary is to be found within a circle of thirty Arpents from the site of the Pier, and Cedar abounds in that and the adjoining Parishes:—

558 feet, average height 11 feet, 12,276 cubic feet of Cedar facing, timber squared, @ 5s. ....	£255 15 0
1771 cross-pieces, joists for the frame, @ 2s. ....	177 2 0
Stone—279 x 11 x 20, deducting one-sixteenth for the space occupied by internal frame work, 236½ Toises @ 15s ...	177 10 0

Total expense of materials for the first	
558 feet.....	£610 7 0
560 feet, average height 20'6 = 22960 @ 5s.	478 6 0
2732 pieces @ 2s.....	273 4 0
Stone—280 x 20 x 20'6 — ¼, 439 Toises, @ 15s. ....	329 5 0

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Total for materials for the second, 560 feet .....	1080	15	0
	£1691	2	0
582 feet, average height 27'6 = 32018 feet at 5s	£667	0	10
3700 pieces of 30 feet, @ 3s	555	10	0
Stone—582 x 30 x 27'6— 1/6, 1851 Toises, @ 15s	1388	5	0
Total for materials of the last, 582 feet	£2610	15	10
Grand total for materials	£4301	17	10
For Carpenter's work, including the purchase of deals for flooring and Pegs .....	1198	2	2
Total cost of the Pier.....	£5500	0	0

In compliance with your request, I have to make the following observations respecting the other proposed Piers, and submit my estimates of the probable cost of those Works, according to the preceding calculation. I believe that but few localities will be found to afford, in an equal degree with Rimouski, facilities for procuring materials; but the difference cannot be very great, affecting principally the stone; and at any rate it will be impossible for me to estimate them with accuracy. They may, however, be easily ascertained, to a nicety.

The choice of Sites made by Messrs. Rubidge and Killaly, has, in my opinion, been made with discernment and justice, and this part of the Country is indebted to those gentlemen for the interest they have taken in these important improvements.

As the Piers at Malbaie, Eboulemens, and Rivière du Loup, like that of Rimouski, which I have just described, are intended to occupy sites sheltered on all sides but one, they should have but one projection at the end; but such projection should be made much longer, and, in my humble opinion, they should not be less than 250 feet in length. The additional expense this would occasion must be looked to, when it is considered that such Piers, so constructed, would form safe and convenient Harbours, where Vessels of all sizes could find shelter; coasting Vessels and Steamers being able to approach them at the lowest water, and large Ships at high tides.

The direction in which this portion of the Work should run, depends upon local circumstances; thus, at Malbaie, its direction should be towards the North; at the Eboulemens, towards the South-west about; at Rivière du Loup, towards the South-east; forming an angle, running-in slightly acute. To effect this, the Pier should be placed a little more Westerly than it is on the map. To obtain the required depth at the entry of the Pier, the total length of 880 assigned to that at Rivière du Loup does not appear to me to be sufficient, because the slope of the Beach from low-water being sudden, the depth of water diminishes rapidly; and a glance at the Plan of this Pier will shew that there is a depth of but six feet water in front of the Steamer sketched thereon; whilst there is a depth of ten feet in its rear. From this last point the increase in depth is more gradual, and would not add much to the height of the solid work. I would also observe, that open Crib-work would not suit in places where the tide rises and falls, on account of the ice in Winter.

Taking these alterations into account, the following are my estimates of the probable cost of these

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Works. There are, unfortunately, no Plans made for Malbaie and Eboulemens, two favorable localities; consequently, I cannot allude to them, not being aware of the length or average height necessary.

Having made the Estimate for the Rimouski Pier, according to the value of each material, it is easy for me to find the total cost. In that portion of the structure in which one-half is solid work, and the other frame work, the cost per cubic yard is 2s. 6d.; the remaining portion, 2s. 8d., not including the item for workmanship.

*Pier at Rivière du Loup.*

650 x 14 x 21'2 = 7115 cubic yards, at 2s. 6d.....	£889	7	6
550 x 30 x 34'6 = 22626 cubic yards, at 2s. 8d.....	3016	16	0
Labor, &c.....	1089	17	0
Total cost.....	£4996	0	6

*Pier at Point aux Orignaux.*

240 x 11 x 20'11 = 2045 cubic yards, at 2s. 6d.....	£255	12	6
410 x 27 x 32'3 = 13228 cubic yards, at 2s. 8d.....	1763	14	4
Labor, &c.. .....	563	13	2
Total cost.....	£2583	0	0

*Pier at L'Islet.*

Head—200 x 32 x 22'8 = 5373 cubic yards, at 2s. 8d.....	£716	8	0
600 x 27 x 32'3 = 23090 cubic yards, at 2s. 8d.....	3078	13	4
1270 x 9 x 20'9 = 8784 cubic yards, at 2s. 6d.....	1098	0	0
Labor, &c.....	1365	18	8
Total cost.....	£6259	0	0

*Pier at Berthier.*

500 x 23 x 31'11 = 13594 cubic yards, at 2s. 8d.....	£1812	10	8
Labor, &c.....	505	9	4
Total cost.....	£2318	0	0

*Pier at St. Michel—(For 6 feet water.)*

Head—250 x 28 x 32'4 = 8382 cubic yards, at 2s. 8d.....	£1117	12	0
100 x 28 x 32'4 = 3353 cubic yards, at 2s. 8d.....	447	1	4
1000 x 12 x 21 = 9333 cubic yards, at 2s. 6d.....	1166	12	6
Labor, &c.....	785	14	2
Total cost.....	£3517	0	0

RECAPITULATION.

Pier at Rimouski .....	£ 5500	0	0
do at Rivière du Loup .....	4996	0	0
do at Pointe aux Orignaux .....	2583	0	0
do at L'Islet .....	6259	0	0
do at Berthier .....	2318	0	0
do at St. Michel .....	3517	0	0
	£25,173	0	0

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Landing Places, of a cheap description, might be constructed and be found of considerable advantage at the following places, viz:—at any place on the Island of Orleans, at Point St. Roch, which Mr. Rubidge mentions in his Report of 1847, before referred to, and at L'Isle Brulée; this latter for the benefit of the beautiful and fertile Parishes of Kamouraska, St. Paschal and St. André. From Rivière du Loup to Rimouski the distance is twenty leagues.

It is absolutely necessary that a wharf should be erected at some point between these two places; at present this subject is connected with one of yet greater importance, I allude to the establishment of a communication between the River St. John and the St. Lawrence, and I do not feel in the least degree tempted to believe that the Government will so far forget the dictates of duty as to abandon that great undertaking. I shall have occasion to speak of the matter elsewhere. Another subject of lively interest to our population is the opening of Roads through the Crown Lands; on this point I refer you to the Report of the Committee on Emigration in 1849.

Two public roads constitute our means of communication with New Brunswick—the Temiscouata Road, which runs from Rivière du Loup to the Lake, and from thence to New Brunswick, and that which runs from Metis to the Bay of Chaleurs. These Roads are in a horrible state, and urgently require repairing. I do not resist the temptation I feel to submit to you a gross estimate of some improvement of this nature, most of which have been recommended by Mr. Killaly.

I feel convinced that the amounts set down, if expended with economy and discretion, will be sufficient to attain the object proposed:—

For Postage Roads between Matane and Cap Chat .....	£1000
Repairs to the Temiscouata Road .....	1000
do to the Metis Road .....	1000
Roads through the Townships of Viger des Sauvages, to Boisbouscache, Macpés, and Neigettes .....	4000
Communications with the Saguenay .....	8000
At Eboulemens and Malbaic, 2 Piers, say...	7000

Landings at the Island of Orleans, St. Roch des Aulnets and Isle Brulée, say .....	3000
	£26000

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This sum added to the £28,173 for the construction of the Piers, to which I have above alluded, and to the 5 per cent. generally allowed for expenses of management, forming a sum of £56,900, would certainly not be more than is justly due to the inhabitants, of whom I have constituted myself the zealous though inefficient advocate. One word before closing, as to the probable result of such improvements. At our last interview you expressed to me your strongest doubts as to the effect produced in favor of the formation of new Settlements by the opening of Roads. It will be sufficient for me to state to you in reply, that on the 24th October last, the road from Metis to Matane, was offered to competition by small Contracts, that on the 25th November it was finished, on the 1st December, it was perfectly good and accepted, with the exception of a few spots; and that on the 15th December, of the eight leagues of land through which this road runs, not one inch belonged to the Government, many of the new proprietors having already commenced clearing, so that fifteen days after the completion of the Road, the Government found itself in the receipt— from the rent of lands alone—of interest, until the payment of the principal, on a larger sum of money than that expended. The Road is, I believe, the least costly one, and one on which the Contractors have fared the best.

This is attributable to the system adopted, and on which I shall have occasion to report to your department.

Pardon the imperfections of these details, which have been collected in haste, and in the midst of numerous occupations, and believe me,

Yours, truly,

J. C. TACHE.

To the Hon. W. H. MERRITT,  
C. C., P. W.,

Toronto.

## SUPPLEMENTARY RETURN

OF THE

COMMISSIONERS OF PUBLIC WORKS,  
FOR 1850.

To His Excellency the Right Honorable the Earl  
of ELGIN and KINCARDINE, Governor General,  
&c. &c. &c.

The Commissioners of Public Works have the honor to report, That many representations have been made to this Department, from time to time, relative to the extensive tracts of valuable timbered lands that are traversed by the River St. Maurice and its tributaries; the benefits to be derived from which have been heretofore, and are still, lost to the Province, owing to the existence of certain obstructions in the river, that prevent the safe passing of lumber.

From the general enquiries made of parties acquainted with the River St. Maurice, the obstructions in it, the extent of country traversed by it, and the quantity and class of timber to be had from it, the Commissioners find, that the area of territory for the produce of which this River with its tributaries would form the outlet, may be assumed to be from five to six millions of acres; that the country for the first eighty or ninety miles from its mouth, does not afford much timber available for the making of lumber, but from that point, for many miles towards its source, and along the courses of its tributary streams, there are extensive tracts, on which is to be found very fine white and red Pine and other marketable timber. The removal of the obstructions in the main river was represented to be not difficult, although at present they form an insurmountable barrier against the running of lumber, inasmuch as even saw-logs, in passing them, are stated to be deteriorated twenty per cent.

Taking into consideration the great facilities and impetus given to the timber trade on the Ottawa, by the construction of Slides on that River, and the very remunerative revenue accruing therefrom, the Commissioners had it in contemplation to recommend to the favorable consideration of Your Excellency the expediency of their being authorized to have such a survey and examination of the St. Maurice made, at the public expense, as would enable them to report on the propriety of adopting the same course in that section of the country as had been followed on the Ottawa, with such beneficial effects upon the improvement and revenue of the Province.

In the early part of this year, the subject was warmly urged on the attention of the Commissioners of Public Works, by Mr. Polette, M.P.P. for Three Rivers, Mr. Turcotte, Mr. McDougall, and by other gentlemen who take a deep interest in the welfare of that part of the Country; and they offered, on their part, to be at all the expense of the necessary examinations and survey; to provide the provisions, men, canoes, &c., &c., on the condition that the Commissioners would send one of their officers to make the survey.

Under these circumstances, and being deeply impressed with the importance of the proposed works, as tending materially to encourage enterprise, advance the settlement of the Country, and yield an ample revenue for the expenditure, even assuming the area of the timber territory to be but one-fourth of the extent already stated, the Commissioners made an arrangement with the gentlemen above named, of the nature proposed, and directed Mr. Joseph F. McDonald to proceed to Three Rivers, giving him instructions for his guidance, a copy of which (A) is hereunto appended. The Commissioners also directed Mr. Merrill, who is in charge of the Ottawa Slides, and who has a good deal of experience in such matters, to meet Mr. McDonald on the St. Maurice, and to give him such suggestions or assistance as his practical acquaintance with the proper location and working of Slides would enable him to do.

Mr. McDonald lost no time in performing the duty assigned him, and a copy of his detailed report (B) is hereunto added. He not only particularly examined the various parts of the river to which his attention was directed by the gentlemen interested, but also such other places as, in his and Mr. Merrill's opinion, required improvement.

The general result of his examination, and the tenor of his report, may be stated in a few words:—

That the mouth of the River St. Maurice, with the several Islands, offer every facility for the booming and rafting of timber.

That at two or three places in the River St. Maurice, the pitch is such as almost wholly to destroy any lumber which it may be attempted to pass.

That for all practical purposes "single-stick" Slides will be more advisable, and their construction will be attended with considerably less cost than "Crib Slides."

That the chief works required are Booms at the mouth of the St. Maurice, and Slides, Booms, Piers, Dams, &c., at Shawenegan, Grai Falls, Grande Mere Falls, and some removing of Boulders in sundry places.

The cost of the above, Messrs. McDonald and Merrill, estimate at £13,619 16s. 2d., but the Commissioners would be disposed to say £14,000, in order to cover contingencies.

The principal tributaries to the St. Maurice are the Little Shawenegan, Lac de la Pêche, Mattawin, Rat River, Rivière au Lait, and Vermillion River, entering the St. Maurice on the right; and Bête Puyante, Batiscan, Wissoneau, Little Bostonais, Bostonais, Croche, Frenche, and Bonhomme Pier-riche, on the left. All favorable for the descent of



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lumber, except the Little Shawenegan, in which are high falls. The forest on either side of all the above is represented to abound in timber of the best description. The information which Mr. Macdonald also furnishes, as to the saw-logs and lumber, which came under his observation, is very satisfactory.

In conclusion, the Commissioners would respectfully recommend that the sum of Fourteen thousand pounds be inserted in the estimates, "to cover the cost of constructing such works on the River St. Maurice as will most tend to facilitate the passing of lumber, the settlement and improvement of the Country, and the increase of the revenue," on the same principle as has been adopted on the Ottawa, namely, to render the main river available for the running of lumber, at the public expense, leaving the improvements required on the tributaries, to be effected by the parties lumbering on them, or by associated Companies, as on the Rivers du Moine, Madawaska, &c., &c.

Respectfully submitted.

JOSEPH BOURRET,  
Chief Commissioner.  
HAMILTON H. KILLALY,  
Assistant Commissioner.

Department of Public Works,  
4th August, 1851.

## A

PUBLIC WORKS, TORONTO,  
30th May, 1851.

SIR,

You are requested, upon receipt of this, to make preparations for immediately going to Three Rivers, taking your surveying instruments with you, and, on your arrival there, to report yourself to Messrs. Turcotte and Polette. Those gentlemen are in expectation of your arrival, and will have prepared provisions, canoes, assistants, and all that you may require upon the making of a survey of parts of the St. Maurice River, with the view of shewing the nature and cost of such works as might be necessary to render the running of timber down that river safe and practicable.

The places which, the Commissioners are informed, only require expenditure for this purpose are, first, at the Grai Rapids, about sixteen miles from the mouth of the River; and, secondly, the Falls of Shawenegan, about six miles above the before mentioned Rapids.

You are to understand that, the expenses of the survey, and all costs attending it, are to be borne by the parties interested; and you will, therefore, fully consult and advise with them, as to the necessary outfit, provisions, &c., &c.

The Commissioners, having confidence in the mechanical skill and experience which Mr. Merrill has acquired in such works, from his connection with those on the Ottawa, have sent him instructions to join you on the St. Maurice, that you may both consult as to the exact nature, extent, and position of the works which may be considered necessary, having due regard to strict economy, as far as the proper efficiency, safety, and easy maintenance of the work will admit of. It will also be obvious to you, that an important part of your duty will be, to get the most authentic and reliable information you can procure, as to the nature of the tri-

butaries of the St. Maurice; the facilities, or otherwise, which they afford for the running of timber—the extent of the area of territory which they, as well as the main river, traverse—the nature and abundance of the timber growing thereon—the prospect of lumbering being carried on extensively, were the necessary works constructed—and, in short, to report fully upon all matters connected with the subject, and which it is desirable that the Commissioners should be put in possession of, in order to enable them safely to advise the Executive.

Mr. Merrill, having consulted with you as to the plan and details of the proposed structures (which, it is presumed, can be done in two or three days), will return to his duties on the Ottawa, while you proceed with your survey and examination.

(Signed,) T. A. BEGLY,  
Secretary.

J. F. McDONALD, Esquire,  
Chambly.

## B

CHAMBLY, July 10th, 1851.

SIR,

In accordance with your instructions, dated 30th May last, I made immediate preparations and proceeded to Three Rivers, with Surveying and Leveling Instruments, &c.; where I arrived on Friday morning the 6th June. I waited on Mr. Turcotte, and was by him informed that Mr. Polette, M.P.P. for Three Rivers, was absent from Town. That he, Mr. Turcotte, would introduce me to Mr. McDougall a gentleman who takes a lively interest in the improvement of the St. Maurice, and by whom all the preparations would be attended to. The necessary arrangements were promptly made, but it was considered advisable to wait the arrival of Mr. Merrill, who by my instructions, I expected to meet at Three Rivers. As Mr. Merrill, did not, according to expectation, arrive in the down boat on Saturday night, it was decided that Mr. McDougall and myself, with the necessary Staff, should proceed up the River to the Shawenegan Falls, where I would commence the Survey, having first made such arrangements as would enable Mr. Merrill, to follow on his arrival. The heavy rains during the three first days of the week rendered it impossible to do any work with Instruments, and consequently nothing was done till Thursday, beyond looking out the most eligible site for a Slide, and the necessary Booms, &c. Having completed the survey of the Shawenegan Falls, as far as I considered it advisable to do, previous to coming to a decision as to the extent and nature of the improvements required, I proceeded on Saturday the 14th of June, to the Grai Falls, where I was joined by Mr. Merrill on that day; Mr. Merrill explained that he did not receive his instructions till the Thursday previous, and consequently could not sooner join me. Having consulted with Mr. Merrill, it was considered necessary to examine the River up as far as the Grande Mere, and to decide on the nature and extent of improvements most suitable to the capacity of the River.

The St. Maurice River, at its *deboche*, is broad and divided by a number of Islands, offering great facilities for the construction of Public Booms, to retain and to raft timber, in such positions as not to interfere materially with the navigation of the river; the current here is trifling during high water in the St. Lawrence, but increases greatly as the St. Law-

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rence lowers. The river, as far up as the Gabelle Rapids, is favourable for the descent of lumber either in cribs or by single sticks at all seasons of the year, with the exception of the Forges Rapids, where it might require to remove some boulders, to enable rafts to descend safely in low water; other portions of the river in this distance, also indicate boulders in the bottom; but these could, I imagine, be easily avoided by descending rafts.

The Gabelle Rapids offer the first difficulty to the descent of lumber in cribs. Rafts of sawn timber have been run down in safety, but the risk was considered so great as to induce the proprietors of the mills at the Grai Falls, to continue their plank slide to a Bay below them. Single sticks can be driven past these rapids without much difficulty; but a great improvement would be effected by constructing guide booms to direct the timber into the best channel between the Islands and reefs which form the rapids. From the head of Gabelle Rapids to the Grai Falls, the current is rapid but safe for the descent of lumber at all seasons. The Grai Falls is a serious obstacle to the descent of timber, even by single sticks; the river here is divided by numerous rocky Islands, between which the water finds its way in almost every imaginable direction, forming cross currents by which timber is driven upon the Islands and against the rocks, receiving great injury, and sometimes is totally destroyed by being broken or ground on the rocks by the action of the water; the height of the fall is about 22 feet, but varies according to the height of the water in the river.

From the head of the Grai Falls to the Shawenegan Falls, the river is deep and the water smooth, with the exception of Chevalier Point Rapids, where the current is rapid, and where timber sticks on shoals and rocks, but no improvement will be required, as little difficulty is found in driving timber past.

The Shawenegan Falls are situated about 21 miles above the mouth of the River St. Maurice, and presents the second serious difficulty to the descent of lumber, the fall is 135 feet in a distance of nine hundred feet, measuring across the neck of land, but the distance is much greater by following the course of the current round the point towards the South; the fall varies, being greater at low than at high water. The Falls are divided into three branches, the South branch joins the middle and main branch below the first fall, the two forming one grand pitch, and falling into a small rock-bound bowl beneath, creates violent whirlpools; where timber is retained and ground upon the rocks to its very great injury, and sometimes its total destruction. The current then takes a northerly direction, forming nearly a right angle with the main pitch, and descends with great velocity through a narrow rock-bound channel into the large basin below. The north branch separates from the main branch above the first fall—joins the main stream below all the Falls and about 600 feet above the lower basin. Lumber and saw-logs are sometimes broken in two by the violence with which they are precipitated against the rocks in descending these Falls. During high water a small portion of water finds its way across the point as shewn on the plan, but this becomes dry in low water. From the Shawenegan Falls to the Hêtres Rapids, the river is deep without much current.

The Hêtres Rapids are not considered to cause much detention or expense in descending timber, but the rapids are divided by numerous Islands. Great improvement could be effected by the construction of guide-booms which would lead timber into the best channel. From the Hêtre Rapids to the Grande

The Grande Mere is divided into three falls by Islands which separate them immediately at the fall, which is almost perpendicular, and from thirty to forty feet high, we were not requested to make estimates of the cost of Sliding this Fall, as it is considered to offer less difficulty to the descent of lumber than either the Shawenegan or Grai Falls, this is certainly true, but any scale of improvement which may be adopted for this river, will be far from satisfactory unless the same will be extended to the Grande Mere Falls, the cost will be about two thousand six hundred and forty-seven pounds eight shillings and two pence; and I would strongly recommend that amount to be added to the estimate, if the grant should meet with the approbation of the Government.

On duly considering the natural obstruction which the River St. Maurice presents to the descent of lumber in cribs, by the height of the Falls to be slid, the number of Rapids which would require to be improved—the short distance of smooth water existing between the falls and rapids—the great outlay necessary for the construction of crib-slides down such high falls, and for the improvement of all the rapids, beyond what would be necessary for the construction of single-stick slides; and taking into consideration the high Tolls which must necessarily be imposed on lumber passing down to remunerate the Government for the outlay; and on the other hand, considering the natural facilities, strong current, clear shores, where timber seldom rests, the short distance, 27 miles, from the Grande Mere to the St. Lawrence, and the comparatively small outlay which would be necessary for the construction of single-stick slides, and the improvement of the rapids, Mr. Merrill and myself have come to the conclusion that we would consult the best interests of the Government, and also of those intending to make timber on this river, by recommending the construction of single-stick slides of six feet in the clear, and the construction of public Booms near the outlet of the St. Lawrence.

The Gentlemen of Three Rivers, interested in the improvements, directed our attention particularly to the Shawenegan and Grai Falls, being the greatest obstacles to the descent of lumber, and the places only which require improvement at present

The plans herewith transmitted shew the two localities, and the places where it was found most suitable for the construction of single-stick slides, with the necessary Piers, Booms, &c. In addition to that shewn on the plans, a Guide Boom will be required from the head of the Fall's Island, above the Shawenegan, to the south main-shore; and also the necessary public Booms at the outlet of the River. These are not shewn on the plans, but the costs are included in the following estimates, viz:—

SHAWENEGAN SLIDE, BOOMS, PIERS, DAMS, &c.						
	Feet.	s.	d.	£	s.	d.
Cribs, Dams, and						
Boom Timber ...	39,610 @ 3	7½	1237	16	3	
	Cubic yards.					
Filling do with						
stones, ...	3,172 @ 3	6	555	2	0	
	Cubic feet.					
Timber in Slide and						
Bulkhead ...	21,149 @ 0	10	801	4	3	
	Cubic yards.					
Rock Excavation ...	500 @ 5	0	125	0	0	
	lbs.					
Bolts ...	1,773 @ 0	4½	33	4	10½	
Chains ...	28,385 @ 0	4	473	1	8	
Two Anchors ...	@ £10		20	0	0	
			£3325	8	11½	

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GRAI FALLS.						
	Cubic feet.	s.	d.	£	s.	d.
Timber in Cribs, Piers, and Booms	67,489 @ 0	7½	2109	0	7½	
	Cubic yards.					
Filling do with stones	8,102 @ 3	6	1417	17	0	
	Cubic feet.					
Timber in Slide and Bulkhead	13,828 @ 0	10	576	3	4	
	Cubic yards.					
Rock excavation	801 @ 5	0	200	5	0	
	lbs.					
Bolts, nuts, &c.	1,406 @ 0	4½	26	7	3	
Chains	14,800 @ 0	4	246	13	4	
Three Anchors	@ £10		30	0	0	
			£4606	6	6½	

PUBLIC BOOMS AT OUTLET OF ST. MAURICE.

	Cubic feet.	s.	d.	£	s.	d.
Timber in Booms	28,675 @ 0	9	1075	6	3	
	lbs.					
Chains for mooring	71,505 @ 0	4	1191	15	0	
Ten Anchors @ £12	10s.		125	0	0	
			£2392	1	3	
Grande Mere Falls, say			£2647	8	2	
Amounting to			£12971	4	11	

GRAND TOTAL.

Shawenegan Falls	£3325	8	11½
Grai Falls	4606	6	6½
Public Booms at outlet	2392	1	3
Grande Mere, say	2647	8	2
Superintendence and Contingencies, 5 per cent.	648	11	3
	£13619	16	2

I intended to recommend the construction of a Pier at the head of the Grai Slide of 1000 feet long, but Mr. Merrill is of opinion that timber can be got to the Slide by constructing a Pier of only 500 feet, and by substituting a Boom instead of a Pier for the other 500 feet. I have accordingly included in the estimate the cost of a pier 500 feet long. These improvements can only be effected during low water and if it be the intention to have them in use for next Spring, the timber should be got out immediately, and such portions of the work as can be done during summer or fall, be commenced as soon as possible to ensure its completion in time.

With reference to that part of your letter, "It will be obvious to you that an important part of your duty will be to get the most authentic and reliable information you can procure as to the nature of the tributaries of the St. Maurice, the facilities or otherwise, that they afford for the running of timber growing thereon, the prospect of lumbering being carried on extensively were the necessary works constructed, &c."

I inquired of those persons most likely to be in possession of the information you require, but I found few persons who had personal knowledge of the tributaries of the St. Maurice, the extent of area they traverse, the quantity or quality of the lumber to be found there, except those who have traversed these forests in search of Game, or who have been employed as voyageurs for the Hudson's Bay Company, from whom I have learned the tributaries to be, Little Shawenegan, Lac de la Pêche, Mattawin, Rat River, AuLait, and Vermillion, entering the main river on the right, and Bête Puyante, Batiscan,

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Wissoneau, Little Bostonais, Bostonais, Croche, Frenche, and Bonhomme Pierriche, entering the main river on the left. All these tributaries are said to be favourable for the descent of lumber, except the little Shawenegan, on which there are high and rough Falls; and the forest on each side to abound in lumber of the best description; the extent of territory through which they traverse, I have not been able to ascertain, but most of them have been ascended by a person with whom I had conversation, to a distance of thirty miles; and at that distance from their entrance into the main river they presented the same favourable appearance. Both sides of the main river are well timbered for a distance of fourteen leagues above the River Vermillion.

I have had an opportunity to examine a quantity of saw-logs from thirty to forty thousand, got out last winter by Messrs. Baptist and Gordon, these were got out principally on the main river and on the Little Shawenegan River; the whole of these logs were of very superior quality, free from knots, shakes or rots, and of large average size. I also examined a quantity (about 600 pieces) of Red Pine, which was got out by Mr. Grant, on the River Mattawin, which was of an excellent quality, but of small size, and I was informed by him that the longest distance he had to haul to the river, did not exceed seven arpents. Mr. Grant asserts that he has traversed the forests on both sides of the St. Maurice River, and that an abundance of White Pine can be had in every direction, but that the cost of getting it down the river, unless some improvements be made, will render its manufacture unprofitable, that if the Government would make the necessary improvements to induce a number of persons who would assist each other in driving the timber down the river, to embark in the business, he has no doubt all parties will be well remunerated.

Messrs. Gordon and Baptist, and Mr. Grant, are the only persons who have made lumber up the St. Maurice River this season, but others are now transporting provisions beyond the Vermillion River, for the purpose of getting out lumber the coming winter, and a number of persons who have been deeply engaged in that business in other parts, are ready to commence at once on this River, should the action of the Government be favourable as regards the contemplated improvements.

From all the information I have been able to obtain, I am of opinion that the territory traversed by the St. Maurice and its tributaries, is very imperfectly known beyond their immediate boundaries; the impediments to the descent of lumber to the St. Lawrence, are such as to have discouraged persons from entertaining the hope of prosecuting its manufacture with the prospect of success; and consequently, there was no inducement for persons to explore these forests with a view of ascertaining the quantity or quality of the lumber to be found there. Judging from its geographical position, lying as it does in the same latitude and between two points—the Saguenay and the tributaries of the Ottawa—which have proved to abound in lumber of the best description, leaves little reason to doubt the existence of lumber in the same abundance, and of as good quality in this, I may say, unexplored territory.

I have the honor to be,

Sir,

Your obedient Servant,

(Signed,) J. F. McDONALD,  
Civil Engineer.

T. A. BEGLY, Esquire,  
Secretary Public Works,  
Toronto.