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APPENDIX, No. 5,

TO THE

SIXTEENTH VOLUME.

APPENDIX TO THE SIXTEENTH VOLUME

OF THE

JOURNALS

OF THE

LEGISLATIVE ASSEMBLY

OF THE

PROVINCE OF CANADA.

From the 25th February to 16th August, 1858, both days inclusive,

IN THE TWENTY-FIRST AND TWENTY-SECOND YEARS OF THE REIGN OF OUR SOVEREIGN LADY

QUEEN VICTORIA.

Being the 1st Session of the 6th Provincial Parliament of Canada.

SESSION, 1858.

Printed by Order of the Legislative Assembly.

VOL. 16.

PROVINCE OF CANADA.

A DETAILED STATEMENT of BONDS and SECURITIES which have been Recorded between the 26th February, 1857, and the 25th February, 1858; prepared in compliance with the 15th sec., 4 & 5 Vic., cap. 91.

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	s. d.		
Allan, George.....	Clerk, 7th Division Court, County of Wellington.....	Garret Molloy..... William S. Sutherland.....	250 150	0 0	February 2, 1857 ..	2589
Armour, John	Clerk, 3rd Division Court, County of Haldimand	James McIndoe..... John Salmon Minor.....	400 200	0 0	February 15, 1854 ..	2666
Aldrick, Solomon	Bailiff, 3rd Division Court, County of Grey.....	David L. Layton..... John W. Layton.....	50 25	0 0	February 23, 1857 ..	2694
Armstrong, Edward.	Bailiff, 1st Division Court, County of Carleton.....	William Walker..... Henry Farar.....	400 200	0 0	April 3, do ..	2700
Armstrong, Frederick	Bailiff, 5th Division Court, County of Grey.....	William Acheson..... William Ludlow.....	100 50	0 0	May 14, do ..	2755
Armour, John.....	Clerk, 3rd Division Court, County of Haldimand.....	John Jarron..... J. S. Minor.....	400 200	0 0	do 4, do ..	2766
Allen, John.....	Bailiff, 6th Division Court, County of Lambton	Rev. George J. R. Salter. Thomas Forsyth.....	200 100	0 0	June 12, do ..	2772
Armstrong, John Wesley.	Clerk, 5th Division Court, County of Grey.....	George Armstrong..... George Brownlee.....	150 75	0 0	May 14, do ..	2760

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	s. d.		
Austin, George Frederick.	Land Surveyor.	Benjamin Hall. John Monk.	500	0	August 3, 1847.	2894
Ambrose, Charles Thomas	do	William Herrat. Charles Ambrose	500	0	June 17, 1844.	2805
Ausfin, William Augustus	do, Lower Canada.	F. W. G. Austin. Henry Charles Austin	250	0	May 12, 1852.	3000
Askin, John B.	Agent for Sale of Public Lands, District of London.	James Ingersoll. James Hamilton. James Givins. Lawrence Lawrason	1000 250 250 250	0 0 0 0	October 4, 1839.	3087
Askin, Duncan McGregor.	Clerk, County Court, County of Middlesex.	Thomas Scatcherd. James Daniell.	500 250	0 0	September 21, 1857.	3092
do, do	Deputy Clerk of the Crown, County of Middlesex.	Thomas Scatcherd. James Daniell.	1800 900	0 0	do 7, do.	3109
Allan, George	Clerk, 7th Division Court, County of Wellington.	Garrett Molloy. Sinclair Sutherland	500 250	0 0	October 2, do.	3133
Abbot, Amos	Bailiff, 1st Division Court, United Counties of Leeds and Grenville.	John Ross, junior. Charles Vanornam	620 310	0 0	do 26, do.	3201
Armstrong, Thomas	Bailiff, 1st Division Court, County of Waterloo.	Joshua Winn. Daniel Kelly	310 800	0 0	do 26, do.	3201
			500	0	September 29, do.	3269

Allehin, John	Clerk, 5th Division Court, County of Waterloo.	William Puddicombe. Henry Puddicombe	1000 500	0 0	November 16, 1857.	3314
Armstrong, Edward	Bailiff, 1st Division Court, County of Carleton.	Robert S. Montgomery. Henry Farrar	500 400	0 0	October 6, do.	3327
Armstrong, Robert	Bailiff, 9th Division Court, United Counties of York and Peel.	John Crumbie. Henry Rutledge	200 200	0 0	do 26, do.	3365
Anderson, Michael John	Landing Waiter and Searcher in Her Majesty's Customs.	James John Dickinson. John Macdonell	200 100	0 0	November 16, do.	3381
Armstrong, Arthur	Clerk, 6th Division Court, United Counties of York and Peel.	Joseph Parry. Richard Perry	200 100	0 0	October 31, do.	3405
Agar, Thornhill Archer	Clerk, 7th Division Court, United Counties of York and Peel.	Charles Unwin, senior. Charles Unwin, junior	200 100	0 0	do 3, do.	3413
Atkins, Fordyce W	Bailiff of the several Division Courts, County of Elgin.	Samuel Garney. Daniel Gunn	500 250	0 0	January 1, do.	3415
Askew, Charles	do do do	James Farley. John King	250 500	0 0	March 26, do.	3416
Austie, Paul	Clerk, 10th Division Court, County of Middlesex.	William Rowland. James Pond	100 50	0 0	October 3, do.	3428
Brodby, James	Bailiff, 5th Division Court, County of Wellington.	William Broddy. John Clark	250 125	0 0	February 5, do.	2590
Bennett, Philo	Surveyor in Her Majesty's Customs	James Begg. Dudley Marill	125 300	0 0	do 14, do.	2592
Bastien, Francois De Sales	Registrar, County of Vaudreuil, Lower Canada	Emery Latond. Joseph Alfred Bastien. Ambroise Fournier	150 150 1000	0 0 0	March 6, do.	2595

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.			Date of Bond.	No. of Bond.
			£	s.	d.		
Beaudry, George Aimé	Registrar, County of Chateauguay, Lower Canada.	Vital Baillargeon. Louis Beaudry	1000	0	0	March 7, 1857	2599
Burns, Thomas	Clerk, 2nd Division Court, County of Lincoln	James Taylor Richard Miller	400	0	0	February 14, do	2609
Bongard, Conrad J.	Bailiff, 8th Division Court, County of Prince Edward	John Bongard E. W. Wright	100	0	0	do	2637
Barton, Samuel E.	Bailiff, 3rd Division Court, District of Prince Edward	James Carpenter Henry Dunning	150	0	0	July 11, 1849	2639
Burke, George Robert	Clerk, 1st Division Court, County of Carleton	Agar Yielding William Hunton	75	0	0	April 14, 1854	2662
Bryson, John A.	Clerk, 2nd Division Court, County of Carleton	William R. R. Lyon Joseph Hinton	200	0	0	January 12 do	2664
Buchan, David	Bursar of the University and College at Toronto	John McMurrich Skeffington Connor	2000	0	0	May 6, 1857	2674
Burton, Richard Graves	Land Surveyor, Upper Canada	J. O. Heward Francis H. Heward	1000	0	0	July 8, 1852	2675
Benson, James	Bailiff, 8th Division Court, United Counties of Huron and Bruce	Archibald McVicar Peter McVicar	500	0	0	January 28, 1857	2697
Benson, William	Surveyor in Her Majesty's Customs	Duncan McFarland James Rea Benson	250	0	0	May 2 do	2711

Bruce, John Strachan	Landing Waiter and Searcher in Her Majesty's Customs.	Alexander McDougall George Carleton Wood	100	0	0	May 16, 1857	2714
Brownson, Andrew Bates	Bailiff, 7th Division Court, United Counties of Huron and Bruce	John Davidson Alexander Johnson	50	0	0	December 15, 1856	2715
Bennett, Philo	Collector in Her Majesty's Customs	Dudley Marillis Jeremiah H. Harris	500	0	0	June 16, 1857	2752
Bay, Andrew	Land Surveyor, Upper Canada	Henry John Williams William Buchanan	250	0	0	April 7, 1855	2774
Boulbee, William	do do	Alfred Boulbee Henry Cawthra	250	0	0	January 8, do	2775
Burchill, John	do do	David B. Reid John McNabb	250	0	0	April 12, 1852	2776
Bristow, Arthur	do do	Frederick William Cumberland Thomas Ridout	250	0	0	do	2777
Browne, John O.	do do	James L. Robinson John B. Robinson	500	0	0	November 18, 1848	2806
Bridgland, James W.	do do	Alfred Patrick Thomas Vaux	500	0	0	April 3, 1844	2807
Booth, Norman	do do	Robert Horison Benjamin Chafey	500	0	0	August 29, 1846	2808
Brough, Allan Park	do do	William Hume Blake Secker Brough	500	0	0	October 21, 1844	2813
Black, James, junior	do do	John C. Becket James Black, senior	500	0	0	April 24, 1849	2814
Brown, David R.	do do, Upper Canada	James West Read Burritt	250	0	0	October 16, 1850	2815

A DETAILED STATEMENT of BONDS and SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	s. d.		
Bell, Robert	Land Surveyor	Asa Clothier Thomas Maley	500	0 0	June 12, 1843	2950
Burnham, Asa A. — George S. Boulton — Sidney Smith	Bond conditioned for the payment, within six months from date, of the sum of £2,500, Sterling.		5000	0 0	August 28, 1857	2958
Bunnell, George Simmons.	Clerk, 7th Division Court, United Counties of Northumberland and Durham	Robert Mant Boncher Donald Campbell	500 250	0 0 0 0	do 21, do	2950
Beaton, William	Clerk, 7th Division Court, United Counties of Prescott and Russell	Samuel Simpson Gabriel Burgeon	200 100	0 0 0 0	July do, do	2951
Begue, Alexis Fidèle	Clerk, 2nd Division Court, County of Wentworth	John McKenzie James Riley	200 100	0 0 0 0	do 14, do	2954
Brown, John Smith	Land Surveyor, Upper Canada	David Brown, junior Charles C. Brown	250	0 0	May 11, do	2973
Balmer, Robert	Clerk, 2nd Division Court, County of Halton	David Duff William Wass	250 125	0 0 0 0	June 6, 1856	2985
Bennitt, Thomas	Bailiff, 7th Division Court, County of Waterloo	Peter Neff Charles Hendry	500 250	0 0 0 0	July 16, 1857	2997
Baker, George James	Bailiff, 2nd Division Court, County of Halton	William Baker W. Ely Hegarman	250 125	0 0 0 0	June 6, 1856	2999

Bouchette, Charles Joseph	Land Surveyor, Lower Canada	Joseph Bouchette François J. V. Regnaud	250	0 0	October 24, 1849	3001
Bertrand, Louis Achille	do do	Ephrem Hudon François Joseph V. Regnaud	250	0 0	do do	3002
Beckwith, Adolphus John	do do	Thomas Merigold Lewis Bradley	500	0 0	June 19, 1821	3003
Bostwick, John	do do	James Mitchell John Harris	500	0 0	May 20, 1819	3004
Boyce, George	do do	Peter Carroll Anthony B. Hawke	500	0 0	April 21, 1835	3005
Bartley, Onesiphorus	do do	Rev. William Bettridge William Lapenotière	500	0 0	December 30, 1839	3006
Ball, George Augustus	do do	John C. Ball William M. Ball	500	0 0	March 25, 1834	3007
Blythe, Allan	do do	Allan N. McNab James Henderson	500	0 0	April 20, 1836	3008
Burrows, Thomas	do do	Robert Drummond John Mowat	500	0 0	September 26, 1831	3010
Bruce, George	do do	William Bruce, M. D. William Brown	500	0 0	November do, 1832	3009
Bruce, John Strachan	do do	Alexander Fraser Donald W. B. MacAuley	500	0 0	do 11, 1835	3011
Ball, Jesse P.	do do	Charles S. Murray William Chisholm	500	0 0	April 1, 1833	3012
Blakely, John	do do	John Roddy Philo Sherman	500	0 0	July 22, 1830	3013

A DETAILED STATEMENT of BONDS and SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	s. d.		
Bower, Thomas S.	Land Surveyor.	Charles Curtis Farran William Brown.	500	0	September 8, 1826	3014
Black, Hugh.	do	Andrew Robinet James McNab.	500	0	February 7, 1820	3015
Burt, John	do	John Bishop Peter McVollom	500	0	September 16, 1823	3016
Benson, Samuel M.	do	Ezekiel Benson. Alexander Burnside	500	0	November 1, 1819	3017
Burke, Joseph William	do do, Upper Canada.	Edwin Hay Kirtland William Morrison.	250	0	October 21, 1857	3076
Boulton, William Somerville	do	Charles W. Heath Brooks W. Gossage	250	0	do 13, do	3078
Burnham, Asa A.	Treasurer, United Counties of Northumberland and Durham.	Zaccheus Burnham Mark Burnham.	1000 500 500	0 0 0	January 29, 1852	3081
Bockus, John	Clerk, 4th Division Court, United Counties of Stormont, Dundas, and Glengarry	Hiram Baker Joseph Adams	100 50 50	0 0 0	September 28, 1857	3124
Baker, Alfred Alexander.	Clerk, 1st Division Court, County of Wellington	William Herrat Arthur Hogge.	600 300 300	0 0 0	do do do	3125

Box, Richard	Bailiff, 3rd Division Court, County of Perth	Thomas Woolway John Campbell	200 100 100	0 0 0	October 5, 1857	3129
Blake, Oliver	Clerk, 2nd Division Court, County of Norfolk.	Daniel W. Freeman William Bowly	500 250 250	0 0 0	do 3, do	3143
Box, William	Bailiff, 8th Division Court, United Counties of Leeds and Grenville	James Bilton William H. Fredenbergh	330 165 165	0 0 0	November 11, do	3191
Brennan, William	Bailiff, 7th Division Court, United Counties of Leeds and Grenville	Samuel W. Kilborn David Stewart	210 105 105	0 0 0	October 2, do	3194
Bowen, William	Bailiff, 6th Division Court, United Counties of Stormont, Dundas, and Glengarry	William Keeler William Strader	100 50 50	0 0 0	do 3, do	3202
Broddy, James	Bailiff, 5th Division Court, County of Wellington	William Broddy John Clark	400 200 200	0 0 0	do 27, do	3218
Barber, Aaron S.	Bailiff, 1st Division Court, County of Norfolk	Henry Groff James A. Lyons	400 200 200	0 0 0	do 9, do	3229
Beal, Barzilla	Bailiff, 2nd Division Court, County of Norfolk	James Beal Hiram Beal	200 200 200	0 0 0	do 19, do	3231
Black, James	Bailiff, 2nd Division Court, County of Perth	James Hill Thomas Babb.	200 100 100	0 0 0	do 27, do	3238
Bossé, Ovid	Registrar, 2nd Registration Division, County of Saguenay	Jean Harvey David McLaren John Guay	1000 500 500	0 0 0	December 9, 1853	3260
Bickerton, Francis	Clerk, Provincial Penitentiary of Canada, appointed 2nd August, 1834	Thomas Overend James Hickey	1000 500 500	0 0 0	November 19, 1857	3262
Bennitt, Thomas	Bailiff, 7th Division Court, County of Waterloo	Charles Hendry Peter Neff	800 500 500	0 0 0	do 16, do	3271

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	s. d.		
Bullen, William F.	Clerk, 4th Division Court, County of Middlesex	Calvin J. Ladd Charles S. Harris	200 100 100	0 0 0	October 5, 1857 ..	3277
Barker, Christopher R.	Clerk, 3rd Division Court, United Counties of Huron and Bruce	James Le Gear Malcolm McPherson	500 500	0 0	do 29, do ..	3287
Burke, George Robert	Clerk, 1st Division Court, County of Carleton	Agar Yeilding William Hunton	400 200	0 0	December 1, do ..	3292
Bryson, John Alexander	Clerk, 2nd Division Court, County of Carleton	William Hinton George Brown	200 200	0 0	October 13, do ..	3298
Beaton, William	Clerk, 7th Division Court, United Counties of Prescott and Russell	Farquhar Robertson Eliphalet Cobb	200 100	0 0	do 15, do ..	3305
Buchanan, Gordon	Clerk, 4th Division Court, County of Essex	John Buchanan Jeremiah H. Lockhart	300 150	0 0	do 24, do ..	3313
Botsford, Alanson	Clerk, 2nd Division Court, County of Essex	Henry McKenny John G. Kollage	600 300	0 0	November 4, do ..	3315
Brush, Thomas Hardy	Bailiff, 2nd Division Court, County of Essex	John G. Kollage James Noble	300 150	0 0	do 11, do ..	3323
Brooksbanks, Roger	Bailiff, 2nd Division Court, County of Brant	William Patton Walker Capron	150 75	0 0	do 17, do ..	3344
Brine, Joseph	Bailiff, 2nd Division Court, County of Huron	Francis Fowler Malcolm McDermid	500 300	0 0	October 17, do ..	3344
			300	0	November 13, do ..	3351

Benson, James	Bailiff, 8th Division Court, County of Bruce	John Richards Joseph Walker	500 250 250	0 0 0	November 3, 1857 ..	3353
Brecoffe, George L.	Bailiff, 7th Division Court, United Counties of Stormont, Dundas, and Glengarry	Edward Brouse Nelson U. Bowen	100 50	0 0	do 10, do ..	3375
Brown, George	Clerk, 7th Division Court, United Counties of Lanark and Kenfrew	Robert R. Smith Donald Cameron	300 150 150	0 0 0	October 15, do ..	3379
Burrows, Edwin A.	Clerk, 1st Division Court, United Counties of Frontenac, Lennox, and Addington	Thomas Kirkpatrick Alexander Campbell	750 350 350	0 0 0	do 2, do ..	3390
Barr, James	Clerk, 4th Division Court, County of Oxford	John McKee Hiram Van Vankenburgh	500 250	0 0	do 28, do ..	3406
Burns, Thomas	Clerk, 2nd Division Court, County of Lincoln	Richard Miller Joseph P. Boomer	200 100	0 0	November 2, do ..	3409
Broddy, Robert	Bailiff, 11th Division Court, United Counties of York and Peel	William Broddy John Fitt	200 100 100	0 0 0	October 22, do ..	3450
Begue, Alexis F.	Clerk, 2nd Division Court, County of Wentworth	John McKenzie James Riley	300 150	0 0	September 26, do ..	3469
Barlow, William Wilson	Clerk, 4th Division Court, County of Wentworth	Walter Armstrong John Carruthers	200 100 100	0 0 0	do 25, do ..	3471
Cooke, Edward	Bailiff, 7th Division Court, United Counties of Frontenac, Lennox, and Addington	William Beamish Peter McKim	600 300 300	0 0 0	June 27, 1856 ..	2556
Cameron, Duff	Landing Waiter and Searcher in Her Majesty's Customs	David Farrar Timothy H. Buckley	500 250 250	0 0 0	March 3, 1857	2594

A DETAILED STATEMENT of BONDS and SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	s. d.		
Cannon, John Evans	Landing Waiter and Searcher in Her Majesty's Customs	Martin Zimmerman James Oswald	200 100	0 0	September 28, 1857	2602
Chalmers, John	Clerk, 3rd Division Court, County of Middlesex	Duncan M. Askin James Warren	200 100	0 0	January 7, do	2607
Cope, Ransom M	Bailiff, 4th Division Court, County of Waterloo	John Young Thomas Todd	500 500	0 0	March 25, do	2615
Chapman, Reuben J.	Treasurer, County of Prince Edward	Gideon Striker Robert Ramsay	400 200	0 0	April 6, do	2620
Cook, Thomas	Clerk, 2nd Division Court, County of Prince Edward	Lewis Hicks Nelson Hodge	100 50	0 0	September -9, 1854	2624
Cotter, Richard C. H.	Clerk, 4th Division Court, County of Prince Edward	Owen Robin Hector Howell	50 50	0 0	January 13, do	2626
Cadman, Joshua M.	Clerk, 7th Division Court, County of Prince Edward	James Jacques Clark Whitten	100 50	0 0	do 14, do	2629
Cowan, William	Clerk, 5th Division Court, County of Carleton	Robert Craig William Craig	200 100	0 0	do 10, do	2663
Campbell, Duncan	Clerk, 2nd Division Court, County of Haldimand	Joseph Hursell Henry Lawrence	400 200	0 0	February 7, do	2665
Choquet, Louis, junior	Preventive Officer in Her Majesty's Customs	Louis Choquet, senior Jean B. Séquin	50 25	0 0	May 1, 1857	2668

Cobb, Eliphalet	Bailiff, 7th Division Court, United Counties of Prescott and Russell	Zephaniah S. M. Hersey Charles S. Ouimette	200 100	0 0	May 2, 1857	2695
Clarke, William	Bailiff, 6th Division Court, County of Carleton	Peter Pailgishie James Blair	100 50	0 0	April 24, do	2708
Cayley, Robert	Collector in Her Majesty's Customs	John L. Ranney John B. Damon	1000 500	0 0	May 28, do	2713
Costello, Daniel	Bailiff, 1st Division Court, County of Brant	Amos Grandin Batson Southworth Cole	200 100	0 0	February 3, 1854	2717
Cameron, John S.	Clerk, 6th Division Court, United Counties of Prescott and Russell	Thomas Kinsby John Wilson	150 100	0 0	do 6, do	2723
Cooke, John	Clerk, 6th Division Court, United Counties of Huron and Bruce	Robert P. Jones G. A. Higgins	1000 500	0 0	May 18, 1857	2728
Carter, George	Clerk, 4th Division Court, United Counties of Huron and Bruce	William Hodgins Gilbert Carter	1000 500	0 0	do 6, do	2781
Crann, John	Bailiff, 6th Division Court, County of Wentworth	George B. Rosseau Adam Marr	200 100	0 0	do 12, do	2757
Chepp, James	Clerk, 6th Division Court, County of Wentworth	James McIntyre Neh. Ford	200 100	0 0	do do, do	2754
Culbertson, Thomas	Bailiff, 7th Division Court, County of Renfrew	Donald Cameron Robert B. Smith	200 100	0 0	do 4, do	2769
Cronkhite, David	Bailiff, 7th Division Court, County of Lambton	George Bell Johnston James Baby	1000 1000	0 0	do 9, do	2770
Carroll, William	Land Surveyor	Samuel Solmes David Stinson	500	0 0	April 22, 1842	2821

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued.)

Name of Principal	Office or Appointment	Names of Sureties	Penalty.			Date of Bond	No. of Bond.
			£	s.	d.		
Conger, John O.	Land Surveyor.	David Stinson Albert Warden	500	0	0	April 25, 1844	2892
Cromwell, Joseph M. O.	do	Josiah Richey William Richards	500	0	0	September 8, 1846	2896
Caddy, Edward C.	do	John Thomas Caddy A. H. Godard	500	0	0	December 7, do	2897
Campbell, William H.	Clerk, County Court, United Counties of Leeds and Grenville	James L. Schofield George Sherwood	1000	0	0	June 24, 1857	2867
Cameron, Duncan	Deputy Clerk of Crown and Pleas, County of Brant	Peter Ball Long Edward Burke Wood	400	0	0	August 6, do	2961
Colcuhoun, James	Deputy Clerk of Crown and Pleas, County of Waterloo	William Davidson Henry S. Huber	200	0	0	do	2962
Campbell, William H.	Deputy Clerk of Crown and Pleas, United Counties of Leeds and Grenville	James L. Schofield George Sherwood	1000	0	0	July 27, do	2966
Chatterton, R. D.	Deputy Clerk of Crown and Pleas, United Counties of Northumberland and Durham	James Cockburn George McKenzie Clerk.	800	0	0	do	2967
Comer, Thomas	Clerk, 5th Division Court, United Counties of York and Peel	William Bourcier Charles H. Howard	400	0	0	do	2967
			400	0	0		
			200	0	0		
			100	0	0		
			100	0	0		

Chisholm, John Brant	Bailiff, 1st and 5th Division Courts, County of Halton	James G. Chisholm Oscar H. Chisholm	100	0	0	July 28, 1856	2998
Campbell, Robert	Bailiff, 6th Division Court, County of Halton	Hugh Cotter John Cotter	50	0	0	do	2998
Clements, Edgar	Land Surveyor, Upper Canada	James Fitzgibbon William V. Davenport	250	0	0	June 16, 1857	2998
Curry, Robert	do	Thomas Duncan John Brody	125	0	0	do	2998
Callaghan, Patrick	do	John P. DeLahay M. Scollard	125	0	0	October 30, 1852	3018
Carroll, Peter	do	Charles Ingersoll Isaac Carroll	500	0	0	March 18, 1852	3019
Caldwell, Thomas	do	Elijah Secord Matthew Crooks	500	0	0	February 15, 1853	3020
Clapp, Gilbert S.	do	Thomas Harris John Smith	500	0	0	October 7, 1828	3021
Campbell, William	do	Reuben Sherwood Alexander Burnside	500	0	0	November 20, 1816	3022
Chapman, Amos	do	Thomas Cummings George Lawe	500	0	0	March 19, 1885	3023
Campbell, Alexander	do	John Radenhurst George Ridout	500	0	0	January 24, 1823	3024
Clementi, Vincent M.	do	Vincent Clementi Frederick Ferguson	500	0	0	March 6, 1806	3025
Carroll, Daniel	Bailiff, 1st Division Court, County of Oxford	William Hooke, junior Thomas Youngs	250	0	0	September 18, 1830	3026
			250	0	0	October 13, 1857	3075
			250	0	0	September 1, do	3095

A DETAILED STATEMENT of BONDS and SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	d.		
Carthew, Edward	Collector in Her Majesty's Customs	William Hewat William Clarke	500 250	0	October 30, 1857	3107
Creasor, John	Bailiff, 1st Division Court, County of Simcoe	John Atkinson Daniel McKeenan	400 200	0	do 1, do	3111
Carson, Charles	Bailiff, 8th Division Court, County of Simcoe	William Campbell Thomas Spears	300 150	0	do do	3113
Coulter, John	Bailiff, 5th Division Court, County of Perth.	Henry Coulter James Whaley	200 100	0	do 10, do	3116
Cockburn, J. Alexander	Clerk, 8th Division Court, United Counties of Stormont, Dundas and Glengarry	Peter Cockburn William Johnstone	150 75	0	September 29, do	3128
Cadenhead, John	Clerk, 4th Division Court, County of Wellington	Brebrer Cadenhead Alexander S. Cadenhead	500 250	0	October 1, do	3132
Cadenhead, John	Clerk, 6th Division Court, County of Wellington	Charles Allan James M. Frazer	500 250	0	do 17, do	3137
Chamberlin, Thomas	Clerk, 7th Division Court, County of Norfolk	Horatio Misener Andrew Misener	300 150	0	do 9, do	3148
Coleman, James	Clerk, 3rd Division Court, County of Perth.	George Tracey, senior P. P. Harding	300 150	0	do 6, do	3149
Craig, John	Clerk, 5th Division Court, County of Simcoe	James Patton Thomas Craig	200 100	0	do 1, do	3160

Cossey, William	Clerk, 4th Division Court, County of Perth	Alexander Mitchell Avery Miller	250 125	0	October 15, 1857	3161
Chalmers, John	Clerk, 3rd Division Court, County of Middlesex	James Nichols Charles P. Burch	100 50	0	November 10, do	3164
Connor, Benjamin	Bailiff, 9th Division Court, County of Wellington	James Connor John Simpson	400 200	0	September 28, do	3209
Crone, William	Bailiff, 4th Division Court, County of Simcoe	John Tyson William B. Hamilton	350 175	0	October 30, do	3239
Cooke, Edward	Bailiff, 1st Division Court, United Counties of Frontenac, Lennox and Addington	William Beamish Stephen Breecher	400 200	0	do 9, do	3241
Cobb, Eliphalet	Bailiff, 7th Division Court, United Counties of Prescott and Russell	Samuel Simpson Gabriel Bergeron	200 100	0	do 15, do	3248
Chamberlain, Charles	Bailiff, 4th Division Court, United Counties of Frontenac, Lennox and Addington	Thomas Chamberlain John Hosey	500 250	0	do 6, do	3257
Costello, Daniel	Bailiff, 1st Division Court, County of Brant	George C. Keachie Joseph D. Clement	300 150	0	November 26, do	3265
Cooke, Edward	Bailiff, 7th Division Court, United Counties of Frontenac, Lennox and Addington	William Beamish Stephen Breecher	400 200	0	October 9, do	3266
Cope, Ransom M.	Bailiff, 3rd Division Court, County of Waterloo	William Roseburgh Thomas Turnbull	800 500	0	September 25, do	3272
Cope, Ransom M.	Bailiff, 4th Division Court, County of Waterloo	John McNaughton William Robinson	800 500	0	November 21, do	3274
Cowan, William	Clerk, 5th Division Court, County of Carleton	Robert Craig Johnston E. Fenton	200 100	0	October 19, do	3289

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued)

Name of Principal	Office or Appointment	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	s. d.		
Cushman, Sturgis M.	Clerk, 1st Division Court, United Counties of Prescott and Russell	David Pattee	200	0	October 15, 1857 ..	3299
Cameron, John S.	Clerk, 5th Division Court, United Counties of Prescott and Russell	Chauncy Johnson, jun.	100	0	do do ..	3304
Colcleugh, George	Clerk, 4th Division Court, County of Waterloo	John Wilson	100	0	do do ..	3309
Clark, William	Bailiff, 6th Division Court, County of Carleton	Laughlin McMillan	800	0	November 17, do ..	3324
Cronkrite, William	Bailiff, 2nd Division Court, County of Halton	William Hall	500	0	October 16, do ..	3329
Culbertson, Thomas	Bailiff, 7th Division Court, County of Renfrew	George Oliver	400	0	August 25, do ..	3332
Campbell, Robert	Bailiff, 6th Division Court, County of Halton	Daniel McDonell	200	0	November 6, do ..	3342
Cool, John	Bailiff, 10th Division Court, United Counties of York and Peel	James Blair	250	0	do 23, do ..	3364
Campion, Joseph	Bailiff, 8th Division Court, United Counties of York and Peel	William C. Sumner	125	0	October 28, do ..	3366
		Hiram Cronkrite	125	0	November 4, do ..	
		Robert R. Smith	100	0		
		Donald Cameron	50	0		
		Samuel J. Carter	500	0		
		Hugh Cottor	250	0		
		John Clark	200	0		
		Andrew Starrett	100	0		
		Joseph Dennis	100	0		
		William Tynell	200	0		

Clapp, Gilbert S.	Clerk, 4th Division Court, United Counties of Frontenac, Lennox, and Addington	Truman Beeman	750	0	October 6, do ..	3392
Campbell, Hugh	Clerk, 12th Division Court, United Counties of Frontenac, Lennox, and Addington	William Lanphier	375	10	do 5, do ..	3399
Comer, Thomas	Clerk, 5th Division Court, United Counties of York and Peel	James Campbell	500	0	do 23, do ..	3414
Cowan, Seth L.	Clerk, 2nd Division Court, County of Oxford	John A. Greenwood	250	0	November 11, do ..	3424
Campbell, William	Clerk, 2nd Division Court, County of Elgin	William Boucher	200	0	December 28, do ..	3425
Canfield, David	Clerk, 5th Division Court, County of Oxford	Charles H. Howard	100	0	November 30, do ..	3432
Carroll, Daniel	Bailiff, 1st Division Court, County of Oxford	Jeremiah Cowan	500	0	do do do ..	3435
Cowan, Thomas	Bailiff, 2nd Division Court, County of Oxford	Manual Freeman	250	0	do 11, do ..	3442
Cooke, John	Clerk, 6th Division Court, United Counties of Huron and Bruce	Isaac Campbell	1000	0	December 14, do ..	3458
Carter, George	Clerk, 4th Division Court, United Counties of Huron and Bruce	Charles Fraser	1000	0	do 7, do ..	3459
Chey, James	Clerk, 6th Division Court, County of Wentworth	John McDonald	500	0	September 26, do ..	3472
Downes, John P.	Clerk, 1st Division Court, County of Prince Edward	Charles Eli Chadwick	250	0	March 3, do ..	2623
		William Hook	200	0		
		Thomas Youngs	250	0		
		Emanuel Freeman	500	0		
		Jeremiah Cowan	250	0		
		Robert D. Jones	500	0		
		George A. Higgins	250	0		
		Richard Carter	1000	0		
		James Carter	500	0		
		Neh. Ford	400	0		
		James McIntyre	200	0		
		David B. Stevenson	200	0		
		David Smith	100	0		
			50	0		

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	s. d.		
Dorland, John T.	Bailiff, 5th Division Court, District of Prince Edward.	Willet A. Dorland Thomas Garrett	100 50	0 0	23, 1849 ..	2641
DeLorimier, Louis G.	Clerk, Circuit Court, Montcalm Circuit.	Norbert Dumas J. F. Pelletier.	250	0 0	do	2669
Dunn, Paul.	Bailiff, 1st Division Court, County of Grey	George Spencer George Butchart.	200 100	0 0	do	2690
Dixon, Thomas	Bailiff, 2nd Division Court, County of Grey	John Vayson William Reay	100 50	0 0	April	2693
Davis, John F.	Clerk, 2nd Division Court, County of Simcoe	Joseph Bingham Angus Gunn	300 150	0 0	July	2732
Dorothy, John	Landing Waiter and Searcher in Her Majesty's Customs	Simon F. Urquhart William Steers	100 100	0 0	June	2749
Dupras, Dosithee	Registrar, County of Two Mountains, Lower Canada	Oscar Barcelo Joseph Piché	2000	0 0	do	2753
Dennis, John S.	Land Surveyor, Upper Canada	Joseph Thirkell William Thirkell	500	0 0	December 11, 1841 ..	2843
Deané, Michael	do	Hugh B. Cane.	500	0 0	May	2844
Daniell, J. Dawson	do	Thomas Cheevers Slanous Daniell William Hawkins	500	0 0	January	2845

Devine, Thomas	do	John McCann James McAulay	500	0 0	June	2846
Deane, W. H.	do	James Whiteford Benjamin Fraick	500	0 0	May	2847
Donnelly, P. S.	do	Alphonso Wells Pierre H. Morin	500	0 0	January	2848
Driscoll, Alfred	do	Edmund A. Meredith Norris Goddard	250	0 0	July	2849
DeCerr, John	do	Thomas Farrell Leonard Farrell	250	0 0	do	2974
Dremsan, William	do	James W. Fitzgerald Brooks P. Lister	250	0 0	do	2984
Dean, Orrin	Bailiff 5th Division Court, County of Northumberland.	Francis Barnett Channely K. Dean	600 300	0 0	do	2994
DeCerr, Edmund	Land Surveyor, Upper Canada	Clement Dixon Philip Young	300	0 0	May	3027
Denison, John	do	Samuel M. Benson Ulick Howard	500	0 0	March	3028
Dennehy, Thomas J.	do	Richard H. Thornhill Wellesly Richey	500	0 0	September 29, 1836 ..	3029
Dumais, P. Horace	do	Philip Fontaine Felix Gauthier	250	0 0	October	3074
Dixon, Anthony	Collector in Her Majesty's Customs	Thomas Kyre John Sutherland	500 250	0 0	do	3106
Donaldson, James	Bailiff, 6th Division Court, County of Simcoe	Andrew Moffatt Athenis King	150 75	0 0	do	3112

A DETAILED STATEMENT of BONDS and SECURITIES, &c.—(Continued.)

Name of Principal	Office or Appointment	Names of Sureties	Penalty.			Date of Bond.	No. of Bond.
			£	s.	d.		
Davies, John F.	Clerk, 2nd Division Court, County of Simcoe	Thomas Clarkson Thomas Drifitt	400	0	0	October 1, 1857	3151
Dowdall, Patrick	Bailiff, 5th Division Court, United Counties of Leeds and Grenville	William McIntyre John Freil	200	0	0	do	3200
Doren, Solomon	Bailiff, 6th Division Court, United Counties of Stormont, Dundas and Glengary	James Greir Robert Lowery	100	0	0	do	3203
Dunkin, Thomas	Bailiff, 3rd Division Court, United Counties of Stormont, Dundas and Glengary	Myron Hitchcock Pierpont E. Adams	100	0	0	do	3221
Dillabough, William	Bailiff, 7th Division Court, United Counties of Stormont, Dundas and Glengary	George L. Breoffle John Rennick	100	0	0	do	3217
Dewar, Roderick	Bailiff, 2nd Division Court, United Counties of Stormont, Dundas and Glengary	Murdoch Dewar Roderick McLeod	100	0	0	do	3225
Duclos, Francis	Bailiff, 4th Division Court, United Counties of Prescott and Russell	Michael McKinley Abner Hagar	200	0	0	November 9, do	3250
Dunnings, Alphens G.	Bailiff, 5th Division Court, United Counties of Prescott and Russell	Hiram Dunning Duncan Cameron	200	0	0	do	3258

Daily, Patrick	Bailiff, 6th Division Court, County of Essex	James Daily, senior James Daily, junior	150	0	0	October 30, do	3273
Davidson, William	Clerk, 1st Division Court, County of Waterloo	William Fisher William Mitchell	75	0	0	do	3298
David, Eleazer D.	Registrar and Treasurer, Trinity House, Montreal	Moses Eleazer David Thomas Kennedy Ramsay	1000	0	0	December 7, do	3387
Dean, John	Bailiff, of the Several Division Courts, County of Elgin	John Edmonds Daniel Gunn	2000	0	0	October 28, do	3437
Davis, Samuel	Bailiff, 1st Division Court, County of Wentworth	Joseph Hannon James G. Davis	1000	0	0	November 25, do	3465
Elliott, John F.	Collector in Her Majesty's Customs	James Dougall Samuel S. Macdonald	150	0	0	March 5, do	2598
Ellis, William Henry	Land Surveyor, Upper Canada	William Ellis Mathew T. Cain	1000	0	0	April 28, do	2653
Eastwood, John	Clerk, 9th Division Court, United Counties of Huron and Bruce	William Smith James T. Conaway	250	0	0	February 19, do	2719
Byre, Thomas	Clerk, 5th Division Court, County of Northumberland	Austin B. Carpenter Peter McCallum	1000	0	0	May 9, do	2759
Eager, William L. P.	Deputy Clerk of Crown and Pleas, County of Halton	Robert Miller John McFarran	300	0	0	September do, do	2983
Ellis, Charles Richard	Landing Waiter and Searcher, in Her Majesty's Customs	Robert Lynd Oliver Hammond	125	0	0	do	2945
Eager, William L. P.	Clerk, County Court, County of Halton	Robert Miller John Thompson	62	10	0	do	2955

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.			Date of Bond.	No. of Bond.
			£	s.	d.		
Emerson, John	Land Surveyor, Upper Canada	John Smith. John Roddy	500	0	0	October 30, 1853	3030
Elmore, Publius V.	do	Alexander Burnside Ezekiel Benson	500	0	0	May 16, 1821	3032
Esten, James H.	do	Honorable J. C. P. Esten. John H. Esten	250	0	0	October 30, 1857	3077
Egan, Michael R.	do	James Fitzgibbon William Lee	500	0	0	August 6, 1821	3033
Edin, Francis	Bailiff, 8th Division Court, County of Wellington	William Clark. Peter Grieve	400	0	0	September 28, 1857	3210
Eastwood, John	Clerk, 9th Division Court, United Counties of Huron and Bruce	James Kelly James T. Conaway	200	0	0	November 4, do	3285
Empey, M. Peter	Clerk, 6th Division Court, County of Waterloo	Hartman Schnarr Moses Springer	1000	0	0	October 13, do	3311
Earl, Denismore G.	Bailiff, 5th Division Court, United Counties of York and Peel	George Prossor John Prossor	200	0	0	December 18, do	3369
Freeman, D. W.	Clerk, 3rd Division Court, County of Norfolk	James A. Lyons William Hardy	400	0	0	February 9, do	2588
Finn, Patrick	Bailiff, 1st Division Court, County of Lincoln	J. M. Lander George A. Clement	200	0	0	January 31, do	2611

Farrell, James	Bailiff, 4th Division Court, County of Carleton	John Kirby John Moran	100	0	0	March 16, 1854	2659
Fenton, John	Clerk, 3rd Division Court, County of Carleton	Henry McBride W. B. Bradley	50	0	0	January 11, do	2661
Fox, Edward	Land Surveyor, Upper Canada	James Manning James Lovell	200	0	0	October 4, do	2676
Fulton, George	Bailiff, 10th Division Court, United Counties of Huron and Bruce	Lewis H. Smith Allen S. Fisher	250	0	0	January 31, 1857	2707
Ferguson, Israel	Clerk, 7th Division Court, United Counties of Peterborough and Victoria	Sidney McKenzie Stedman L. Beebee	250	0	0	February 20, do	2725
Foley, James	Clerk, 2nd Division Court, County of Peterborough	William Foley Robert Richardson	150	0	0	April 2, do	2737
Frazer, Simon	(Bond) Sheriff, County of Carleton	Daniel McLacklin Hugh Frazer	150	0	0	May 28, do	2742
Fletcher, Edward T.	Land Surveyor, Upper Canada	Alphonso Wells John Oliphant	1000	0	0	April 27, 1842	2850
Fleming, S. H.	do	James Black Donald Cameron	500	0	0	do	2851
Fraser, Charles	do	Isaac Campbell Samuel Eccles	500	0	0	July 6, 1847	2652
Fraser, Simon	Sheriff, County of Carleton, (Covenant)	John Porter Nicholas Sparks	1000	0	0	June 8, 1857	2912
Friel, Henry James	Deputy Clerk of the Crown, County of Carleton	Edward Griffin Joseph Hinton	250	0	0	July 20, do	2985
		William King William Clegg, junior	250	0	0		
			125	0	0		
			125	0	0		

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.			Date of Bond.	No. of Bond.
			£	s.	d.		
Fortune, James B.	(Bond) Sheriff, United Counties of Northumberland and Durham.....	Robert Armour	1000	0	0	18, 1857 ..	2989
Fortune, James B.	(Covenant) Sheriff, United Counties of Northumberland and Durham.....	William Weller	500	0	0	do, do ..	2940
Fitch, Nathan Thomas ..	Deputy Clerk of the Crown and Pleas, County of Welland.....	Robert Armour	1000	0	0	do	2964
Fortye, James.....	Deputy Clerk of the Crown, United Counties of Peterborough and Victoria	William Weller	500	0	0	do	2965
Forrest, Alfred Guy	Land Surveyor, Upper Canada	Adam K. Schofield.....	500	0	0	do	2975
Fitzgerald, James William.	do, do,	William A. Bald.....	250	0	0	do	2977
Fairfield, William J.	do, do,	Robert Dennistown.....	250	0	0	do	3031
Fell, Charles Kinsey	do, do,	George Cunningham	125	0	0	do	3084
Farquharson, John	do, do,	Alexander J. Russell	250	0	0	August	3085
		John R. McVickers	250	0	0	do	
		William Drennan	250	0	0	do	
		Lathan B. Hamlin	500	0	0	do	
		John Davy	500	0	0	do	
		Joshua B. Lockwood	500	0	0	do	
		Mahlon Burwell	500	0	0	do	
		Roswell Mount	500	0	0	do	
		William Terry	500	0	0	do	
		Christopher Elliot	500	0	0	do	

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.			Date of Bond.	No. of Bond.
			£	s.	d.		
Fell, Zenas, junior	do, do,	Joseph Rodgers	500	0	0	October 21, do ..	3087
Fell, James W.	do, do,	David Botsford	500	0	0	November 12, 1885 ..	3088
Fraser, Thomas	do, do,	Charles K. Fell	500	0	0	do	3089
Farrell, Agnew P.	Treasurer, County of Haldimand	David Botsford	500	0	0	July	3089
Fick, Frederick B.	Bailiff, 7th Division Court, County of Norfolk.....	James R. Armstrong	500	0	0	do	3089
Firth, John	Bailiff, 5th Division Court, County of Simcoe	James Atkinson	500	0	0	do	3089
Freeman, Daniel W.	Clerk, 3rd Division Court, County of Norfolk	Charles C. Crawford	250	0	0	do	3089
Frost, Joseph	Bailiff, 4th Division Court, County of Norfolk	Frederick Hyde	250	0	0	do	3089
Ferguson, James.....	Bailiff, 1st Division Court, United Counties of Stormont, Dundas and Glangary	Moses W. White.....	300	0	0	do	3089
Fitzpatrick, Bernard	Bailiff, 1st Division Court, United Counties of Frontenac, Lennox and Addington	Moses Mansfield	150	0	0	do	3089
Fenton, John	Clerk, 3rd Division Court, County of Carleton.....	Patrick Laughney	75	0	0	do	3089
Farrell, James.....	Bailiff, 4th Division Court, County of Carleton.....	Edward Archer	75	0	0	do	3089
Finn, Patrick	Bailiff, 1st Division Court, County of Lincoln	Oliver Blake.....	300	0	0	do	3089
		James Alexander Lyons	150	0	0	do	3089
		James Brown	150	0	0	do	3089
		Wallace Ray	150	0	0	do	3089
		Duncan McDonell.....	100	0	0	do	3089
		George G. Ferguson.....	50	0	0	do	3089
		James O'Reilly	600	0	0	do	3089
		James Harty	300	0	0	do	3089
		Henry McBride	200	0	0	do	3089
		William E. Bradley	100	0	0	do	3089
		John Moran	100	0	0	do	3089
		John Teevens	100	0	0	do	3089
		Bernard Roddy	100	0	0	do	3089
		John Fraser.....	50	0	0	do	3089

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	s. d.		
Farley, James.....	Clerk, 3rd Division Court, County of Elgin.....	Colin Munro	500	0 0	January 1, 1858 ..	3427
Fairbanks, Levi, junior ..	Bailiff, 1st Division Court, County of Ontario	John King	250	0 0	November 20, 1857 ..	3455
Fraser, Jacob	Bailiff, 7th Division Court, County of Wentworth	John Warren	100	0 0	October 8, do ..	3478
Gordon, Thomas.....	Collector in Her Majesty's Customs	William Henry Gibbs.....	50	0 0	March 16, do ..	2617
Gatfield, William	Preventive Officer in Her Majesty's Customs	Isaac Fraser	30	0 0	do 26, do ..	2618
Gossage, B. Wright	Land Surveyor, Upper Canada	George M. Ryckman	500	0 0	April 11, do ..	2657
Guest, John	Bailiff, 3rd Division Court, United Counties of Huron and Bruce.....	Alexander Graham.....	250	0 0	May 16, do ..	2710
Greene, James Arthur ..	Assistant Surveyor in Her Majesty's Customs.....	Thomas Hodgson	250	0 0	June 12, do ..	2750
Galbraith, William.....	Land Surveyor, Upper Canada	Joseph R. Berthelot.....	100	0 0	September 26, 1842 ..	2853
Gibbard, William	do do, do	Theodore Jones Park.....	50	0 0	May 29, 1844 ..	2854
		William S. Boulton.....	250	0 0		
		William L. E. Napier.....	500	0 0		
		William Ford	500	0 0		
		Henry Ford	250	0 0		
		John Boyd	500	0 0		
		Thomas Worthington.....	250	0 0		
		James Vrooman	250	0 0		
		William Stannach.....	500	0 0		
		John Hilton	500	0 0		
		Alphonso Wells	500	0 0		

Grant, John.....	do do, do	Charles Rankin	500	0 0	June 8, 1848 ..	2855
Gowan, Henry Hatton ..	Deputy Clerk of the Crown and Pleas, County of Simcoe	John Telfer.....	400	0 0	July 9, 1857 ..	2963
Gemmill, John R.	Deputy Clerk of the Crown and Pleas, County of Lambton	John R. Ardagh.....	200	0 0	do 24, do ..	2968
Griffith, Robert V	Deputy Clerk of Crown and Pleas, County of Haldimand	William D. Ardagh.....	200	0 0	August 22, do ..	2971
Gibson, David.....	Land Surveyor, Upper Canada	James Flentoff	150	0 0	December 26, 1825 ..	3036
Gill, Valentine	do do, do	Daniel McKenzie.....	75	0 0	March 13, 1824 ..	3040
Graddon, William Urban.	do do, Lower Canada	Even S. Martin	200	0 0	April —, 1852 ..	3041
Gibbs, Thomas Fraser ..	do do, Upper Canada	John Stewart	100	0 0	do 10, 1841 ..	3043
Gauvreau, Louis Pierre..	do do, Lower Canada	Peter Milne.....	500	0 0	October 8, 1857 ..	3073
Gurd, William	Landing Waiter and Searcher, in Her Majesty's Customs	Alexander Milne.....	500	0 0	do do ..	3105
Gilchrist, John	Bailiff, 10th Division Court, County of Middlesex	John Bishop	100	0 0	do 16, do ..	3183
Groat, Nelson	Bailiff, 11th Division Court, County of Middlesex	John Carey.....	50	0 0	November 21, do ..	3185
		Charles S. Graddon	250	0 0		
		Daniel Wilkie	500	0 0		
		Anthony Manahan.....	500	0 0		
		Thomas Smith	250	0 0		
		Pierre Gauvreau.....	250	0 0		
		Etienne H. Parent	100	0 0		
		William P. Vidal	50	0 0		
		Edward H. Buck.....	50	0 0		
		John Lumby	100	0 0		
		James Campbell.....	50	0 0		
		Henry Edwards	200	0 0		
		Edward Groat.....	100	0 0		

A DETAILED STATEMENT of BONDS and SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	d.		
Grace, Edward	Bailiff, 2nd Division Court, County of Norfolk.	John Masacar John McKerlie	400 200	0	October 6, 1857	3232
Graham, Francis	Clerk, 6th Division Court, County of Essex	William Flanagan Edmund Smith	200 100	0	do 18, do	3278
Grant, Kenneth	Clerk, 4th Division Court, County of Halton	Graham Lawson Alexander Grant	250 125	0	do 21, do	3290
Gauthier, Constant	Bailiff, 1st Division Court, County of Essex.	Avery Calkins Laurent Meloche	200 100	0	September 22, do	3290
Gill, William	Bailiff, 1st Division Court, United Counties of Lanark and Renfrew.	Patrick Docher Patrick Malone	400 200	0	October 28, do	3341
Guest, John	Bailiff, 3rd Division Court, United Counties of Huron and Bruce.	Henry Ford John Sturday	500 250	0	do 29, do	3348
Gregory, Philip	Clerk, 3rd Division Court, County of Lincoln	Andrew B. Gregory Adam Haynes	250 100	0	November 2, do	3408
Gregory, Eli	Bailiff, 3rd Division Court, County of Lincoln.	Andrew Gregory Philip Gregory	50 50	0	do do, do	3355
Greive, John	Clerk, 3rd Division Court, United Counties of York and Peel	Mathew Teely George P. Dickson	200 100	0	October 9, do	3420

Gahan, Edwin Frederick.	Clerk, 1st Division Court, County of Oxford	Henry DeBlaquiere Arthur A. Farmer	500 250	0	do 5, do	3434
Gooding, William Fisher.	Bailiff, 1st Division Court, County of Huron	Ira Lewis Gaspar K. Gooding	250 250	0	January 11, 1858	3456
Graham, John	Bailiff, 3rd Division Court, County of Wentworth	Samuel Anderson Robert Letridge	200 100	0	October 30, 1857	3475
Hamilton, Israel	Bailiff, 3rd Division Court, County of Prince Edward.	Samuel Solmes Henry Dunning	100 50	0	January 6, 1854	2631
Helps, Andrew	Bailiff, 9th Division Court, United Counties of Stormont, Dundas, and Glengarry	William Snyder William Helps	100 50	0	April 11, 1857	2647
Hughes, Thomas	Land Surveyor, Upper Canada	William Haskins Edwin S. Jakes	250 200	0	do do, do	2655
Hungerford, Richard W.	Bailiff, 4th Division Court, County of Victoria.	Christopher Knowlson William C. Matchett	100 100	0	do 24, do	2682
Hinch John	Bailiff, 8th Division Court, United Counties of Frontenac, Lennox, and Addington	John Murphy Peter Lacey	500 250	0	March 3, do	2696
Harris, Jeremiah	Bailiff, 1st Division Court, County of Middlesex	Edward Adams John Nelles	250 100	0	do 31, do	2704
Hall, John Joseph	Clerk, 1st Division Court, United Counties of Peterborough and Victoria	Andrew S. Fraser George Ogle D'Olier	500 250	0	April 21, do	2788
Hickes Robert	Bailiff, 5th Division Court, United Counties of Prescott and Russell	John F. McVeigh Andrew Wilson	200 100	0	May 27, do	2740
Hatell, Adam	Clerk, 5th Division Court, County of Middlesex	William Neal John Archer	500 250	0	do 7, do	2743

A DETAILED STATEMENT of BONDS and SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	s. d.		
Harper, John S.	Land Surveyor, Upper Canada	Josias Richey Michael Harris	500	0 0	30, 1842	2856
Haslett, John James	do, do	William Hutton Reverend John Grier	500	0 0	2, 1843	2857
Hamilton, Robert	do, do	Donald McDonell Duncan McDonell	500	0 0	February 15, 1848	2858
Ham, John V.	Clerk, County Court, County of Ontario	John Ham Perry Nelson G. Reynolds	250 125	0 0 0 0	July 16, 1857	2868
Hough, James	Clerk, County Court, County of Wellington.	William Hewat Samuel Smith	300 150	0 0 0 0	do 21, do	2870
Hough, James	Deputy Clerk of the Crown and Pleas, County of Wellington	William Hewat Samuel Smith	300 150	0 0 0 0	do, do	2921
Ham, John Vandal	Deputy Clerk of the Crown and Pleas, County of Ontario	John Ham Perry Nelson G. Reynolds	250 125	0 0 0 0	do 16, do	2922
Heyden, Lawrence	Clerk of the Crown and Pleas, for the Court of Common Pleas	John Borlase Warren Honorable Robert Baldwin	1200 600	0 0 0 0	do, do	2984
Hodges, Ira	Bailiff, 7th Division Court, United Counties of Northumberland and Durham	H. C. Betts Ira R. Proctor	500 250	0 0 0 0	August 7, do	2949

Hawkins, William	Land Surveyor, Upper Canada	William Smith Alexander Sproat	250	0 0	July 13, do	2978
Hamlin, Latham B.	do, do	John P. Hincks Brooks P. Lister	250	0 0	do, do	2979
Heron, R. W.	do, do	Thaddeus Patrick Latham B. Hamlin	250	0 0	do, do	2982
Holgate, John	Clerk, 1st Division Court, County of Halton	James Laidlaw Robert Todd	250 125	0 0 0 0	June 6, 1855	2987
Hayden, Robert L.	Land Surveyor, Lower Canada	Edward C. Hayden John Davison	250	0 0	April 7, 1852	3042
Hall, James	do, do, Upper Canada	Peter McDonnell Andrew W. Warfle	500	0 0	October 25, 1825	3044
Hanchett, Hiram	do, do, do	Charles Askin John B. Laughton	500	0 0	July 22, 1820	3045
Hughes, Christopher	do, do, do	Ulrick Howard Henry Drear	500	0 0	May 24, 1822	3046
Hamilton, James	do, do, do	John George Howard Henry James Castle	500	0 0	November —, 1835	3047
Howard, John George	do, do, do	John Craig James Hamilton	500	0 0	January 18, 1836	3048
Harvey, Daniel	do, do, do	Henry Morgan Henry Shaver	500	0 0	June 21, 1832	3051
Hood, Andrew	do, do, do	Mahlon Burwell David Thorburn	500	0 0	December 15, 1836	3052
Hawkins, William	do, do, do	Henry A. C. Pilkington Hugh McGuire	500	0 0	October 29, 1832	3054

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.			Date o' Bond.	No. of Bond.
			£	s.	d.		
Harley, William	Land Surveyor, Upper Canada	James S. ott Howard James R. Armstrong	500	0	0	December 19, 1852	3055
Harris, John	do do	James Mitchell Daniel Ross	500	0	0	April 5, 1819	3056
Hewat, William	Treasurer of the District of Wellington	William Clarke Thomas Saunders	1000	0	0	February 7, 1842	3083
Howard, James Scott	Treasurer of the Home District	William Gamble Jesse Ketchum	2000	0	0	January 11, 1843	3086
Houston, Thomas	Bailiff, 3rd Division Court, County of Oxford	Richard Rudd Dent Donald Sutherland	200	0	0	April 24, 1857	3097
Hervieux, Joseph Amable	Registrar, County of Terrebonne, Lower Canada	Joseph Amable Berthelot Joseph Lachaine	1000	0	0	November 4, do	3115
Hewitt, William	Clerk, 5th Division Court, County of Norfolk	Jacob Wood Henry Anderson	300	0	0	October 9, do	3146
Harrison, Thomas	Clerk, 2nd Division Court, United Counties of Leeds and Grenville	Walter D. Dickinson Matthew Dowsley	360	0	0	do 3, do	3171
Hatchie, Adam	Clerk, 5th Division Court, County of Middlesex	Andrew Wilson John James Archer	500	0	0	November 10, do	3178
Hurd, Henry	Bailiff, 4th Division Court, United Counties of Leeds and Grenville	Richey Waughte Alfred Holmes	250	0	0	do 5, do	3189
			181	0	0		

Helmer, John	Bailiff, 4th Division Court, County of Perth	Andrew Helmer Alexander Mitchell	200	0	0	do 19, do	3236
Howard, Edward	Bailiff, 3rd Division Court, United Counties of Frontenac, Lennox, and Addington	John Boyes Charles Greenwood	100	0	0	do 17, do	3249
Hughson, David A.	Bailiff, 12th Division Court, do do	George Hughson Valentine Purdy	400	0	0	do do, do	3252
Hinch, John	Bailiff, 8th Division Court, do do	Peter Lacey John Murphy	200	0	0	do 9, do	3267
Hagar, Albert	Clerk, 4th Division Court, United Counties of Prescott and Russell	Abner Hagar Peter Georgen	200	0	0	do 30, do	3302
Hendry, William	Clerk, 7th Division Court, County of Waterloo	Charles Hendry Henry Smiter	1000	0	0	November 17, do	3310
Huson, Albert	Bailiff, 3rd Division Court, County of Brant	Edwin Manwaring Admiral N. Vrooman	500	0	0	October 7, do	3343
Harris, Jeremiah	Bailiff, 1st Division Court, County of Middlesex	John Nellis Edward Adams	50	0	0	December 5, do	3350
Huntsman, Daniel	Bailiff, 7th Division Court, County of Lincoln	George Koszell Jacob Koszell	250	0	0	November 2, do	3359
Hallowell, John	Revenue Inspector, District of St. Francis	John Moore Elias Cheney	100	0	0	December 9, do	3385
Hogaboom, John C.	Clerk, 4th Division Court, United Counties of York and Peel	William Roe James Forsyth	50	0	0	do 17, do	3419
Harper, Robinson	Clerk, 4th Division Court, United Counties of Lanark and Renfrew	Alexander Clarke Patrick Terney	1000	0	0	do 13, do	3423
			500	0	0		

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	s. d.		
Harris, William	Clerk, 4th Division Court, County of Elgin	John De'ov Charles Harris	300 150	0 0	September 26, 1857	3426
Hawkins, Charles	Clerk, 6th Division Court, County of Oxford	Malcolm Smith John Hockey	500 250	0 0	December 19, do	3430
Horne, John Gamble	Clerk, 9th Division Court, County of Middlesex	James Shanley William Balkwill	200 100	0 0	January 9, 1858	3431
Heuston, Thomas	Bailiff, 3rd Division Court, County of Oxford	Robert S. Mann Richard Rudd Dent	500 250	0 0	do	3440
Hallock, Asa	Bailiff, 3rd Division Court, County of Oxford	Joel Mc'arty William Henderson	500 250	0 0	December 30, 1857	3443
Hall, Andrew	Clerk, 3rd Division Court, County of Wentworth	Thomas Little James Forbes	500 250	0 0	October 8, do	3470
Jackson, Isaac	Registrar, for the County of Huntingdon	Richard Charles James H. Henderson	1000	0 0	March 6, do	2604
Jones, John William	Preventive Officer in Her Majesty's Customs	Isaac Rattenbury Colin Clarke	100 50	0 0	do	2619
Insley, Isiah T.	Bailiff, 6th Division Court, County of Prince Edward	Sheldon Spufford William Scott	100 50	0 0	do	2635
Johnston, James	Bailiff, 5th Division Court, County of Carleton	William (vaig. Robert Craig	100 50	0 0	January 10, do	2658

Jeffery, Joseph, junior	Bailiff, 1st Division Court, County of Middlesex	Joseph Jeffery, senior William Elliott	500 250	0 0	September 30, 1856	2683
Irwin, Robert	Bailiff, 6th Division Court, United Counties of Peterborough and Victoria	John McClory Elijah Luke	300 250	0 0	April 23, 1857	2686
Johnston, George	Bailiff, 6th Division Court, United Counties of Leeds and Grenville	Walter H. Denant Philo Hicock	340 170	0 0	do	2699
Jackson, William	Clerk, 2nd Division Court, County of Grey	George Jackson David Jackson	100 50	0 0	do	2727
Jameson, James	Clerk, 8th Division Court, County of Bruce	Thomas Todd William Walker	1000 500	0 0	February 4, do	2733
Johnston, James	Land Surveyor, Upper Canada	F. F. Passmore William Haskins	250	0 0	January 6, 1855	2779
Jordan, John	Cutter of Square Timber	Roderick McGillis William Scott	100	0 0	July 4, 1857	2799
Johnston, Hugh	Clerk, County Court, United Counties of Huron and Bruce	George Brown John McDonald	250 125	0 0	do	2842
Ivory, Patrick	Land Surveyor, Upper Canada	Benjamin M. Allan Charles Clark	200	0 0	November 21, 1842	2859
Jones, Edward Robert	do do, do	Samuel S. McDonell Alexander R. Robertson	250	0 0	July 10, 1850	2860
Ireland, Thomas Alexander	Deputy Clerk of the Crown and Pleas, County of Kent	John R. Williams Walter McCrae	500 300	0 0	do	2918
Johnston, Hugh	Deputy Clerk of the Crown and Pleas, United Counties of Huron and Bruce	George Brown John McDonald	250 125	0 0	August 22, do	2988

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.			Date of Bond.	No. of Bond.
			£	s.	d.		
Jones, Charles	Bailiff, 8th Division Court, United Counties of Northumberland and Durham	Daniel Kennedy David Cummings	600 300 300	0 0 0	0 0 0	August 26, 1857	2948
Jones, Francis	Land Surveyor, Upper Canada	Truman Hurd James West	500	0	0	June 3, 1840	3057
Jenkins, Thomas	Clerk, 4th Division Court, County of Norfolk	Luke Cooke Henry W. Eagles	300 150 150	0 0 0	0 0 0	October 3, 1857	3145
Jardine, Andrew	Clerk, 4th Division Court, County of Simcoe	William Dallas Francis Hewson	800 400 400	0 0 0	0 0 0	do 1, do	3153
Jones, John Boyce	Clerk, 1st Division Court, United Counties of Leeds and Grenville	Arthur Parr Thomas Webster	620 310 310	0 0 0	0 0 0	do 9, do	3168
Irvine, John	Clerk, 2nd Division Court, County of Middlesex	Richard Irvine Henry James Irvine	500 250 250	0 0 0	0 0 0	do 26, do	3177
Jeffery, John	Bailiff, 1st Division Court, County of Middlesex	Joseph Jeffery Charles James Hope	200 100 100	0 0 0	0 0 0	November 10, do	3186
Johnston, George	Bailiff, 6th Division Court, United Counties of Leeds and Grenville	Walter H. Denant Philo Hicoek	340 170 170	0 0 0	0 0 0	October 20, do	3193
Ingram, Thomas	Bailiff, 2nd Division Court, County of Wellington	Richard B. Morrison James McMeekin	400 200 200	0 0 0	0 0 0	November 2, do	3214

Johnston, James	Bailiff, 2nd Division Court, United Counties of Frontenac Lennox and Addington	Jacob Dector Samuel Lasher	500 250 250	0 0 0	0 0 0	October 7, do	3246
Jameson, James	Clerk, 8th Division Court, United Counties of Huron and Bruce	William Walker Thomas Todd	1000 500 500	0 0 0	0 0 0	do 27, do	3284
Jameson, William	Clerk, 3rd Division Court, United Counties of Prescott and Russell	Archibald McBean Colin Cameron	200 100 100	0 0 0	0 0 0	do 20, do	3301
Jones, John	Bailiff, 5th Division Court, County of Perth	William Jones Robert Galvin	300 150 150	0 0 0	0 0 0	November 26, do	3346
Jeffrey, Joseph, junior	Bailiff, 1st Division Court, County of Middlesex	Joseph Jeffrey, senior William Elliott	500 250 250	0 0 0	0 0 0	do 23, do	3347
Johnson, Jacob	Bailiff, 4th Division Court, United Counties of Stormont, Dundas and Glengarry	Henry Hodgins William Meal	100 50 50	0 0 0	0 0 0	do 19, do	3372
Irving, Andrew	Clerk, 8th Division Court, United Counties of Lanark and Renfrew	Peter White Richard White	120 60 60	0 0 0	0 0 0	October 17, do	3388
Inglis, Peter	Clerk, County Court, County of Grey	George Jackson Alexander Maitland Stephens	200 100 100	0 0 0	0 0 0	January 9, 1858	3417
Inglis, Peter	Deputy Clerk of the Crown, County of Grey	George Jackson Alexander Maitland Stephens	100 200 100	0 0 0	0 0 0	do do, do	3418
Jennings, Solomon	Bailiff, 4th Division Court, County of Oxford	Michael Stover Garry V. Delong	100 500 250	0 0 0	0 0 0	October 28, 1857	3445
Kavanagh, Joseph J.	Landing Waiter and Searcher in Her Majesty's Customs	Henry Kavanagh John L. Thompson	200 100 100	0 0 0	0 0 0	February 23, do	2616

A DETAILED STATEMENT of BONDS and SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	s. d.		
Keefer, James.....	Clerk, 6th Division Court, County of Middlesex.....	Charles J. Stitt	400	0	12, 1857 ..	2720
Kilborn, Horace.....	Clerk, 8th Division Court, United Counties of Leeds and Grenville.....	Robert Munn	200	0	do	2739
Kinney, Stephen	Bailiff, 6th Division Court, County of Kent.....	Justus Ketchum: Delong.....	330	0	do	2741
Kirk, Joseph	Land Surveyor, Upper Canada	Hiram S. Davison.....	165	0	do	2861
Kerr, Francis	do do,	Robert Mitchell	100	0	30, do ..	2862
Kirtland, E. Henry	do do,	George W. Kinney.....	50	0	February 16, 1843 ..	2863
Kingsmill, William.....	(Bond) Sheriff, County of Lincoln.....	August Roy McDonald.....	500	0	March 30, 1844 ..	2914
Kingsmill, William.....	(Covenant) Sheriff, County of Lincoln.....	Stewart Derbshire.....	500	0	do	2915
Kintra, James.....	Deputy Clerk of the Crown and Pleas	John Higginson	1000	0	do	2919
Kennedy, Jacob.....	Bailiff, Division Court, No. 3, County of Halton.....	James Kirkpatrick.....	500	0	July 6, 1857 ..	2931
		Henry McKinstry.....	500	0	do	
		Robert Warren Kerr.....	500	0	do	
		Andrew Heron.....	500	0	do	
		Lawrence William Mercer.....	1000	0	do	
		Andrew Heron.....	500	0	do	
		Lawrence William Mercer.....	500	0	do	
		William Wilson.....	400	0	do	
		John Douglas.....	200	0	do	
		Elijph W. Devreux.....	200	0	do	
		George Kennedy.....	500	0	do	
			250	0	do	
			250	0	do	

Knott, Robert.....	Preventive Officer in Her Majesty's Customs	John Elwood	100	0	September 22, do ..	2942
Kidd, Johnson C.....	Bailiff, 7th Division Court, County of Wellington.....	George Leslie	50	0	do	
Keefer, Thomas C.....	Land Surveyor, Upper Canada	Walter Todd.....	250	0	June 6, do ..	2947
Kirkpatrick, James.....	(Bond) For the Survey of the Township of Fenelon, District of Newcastle	John Fitzgerald.....	125	0	do	
Kilborn, William Henry..	Land Surveyor, Upper Canada	George Keefer.....	500	0	August 10, 1840 ..	3061
Kelly, Thomas	do do,	Jacob Keefer.....	1000	0	do	
Kerr, Robert Warren.....	do do,	David Kribs.....	500	0	May 22, 1824 ..	3062
Keating, William	do do,	William Binkley.....	500	0	do	
Kennedy, Charles.....	do do,	George R. Ferguson.....	500	0	24, 1821 ..	3063
Kirkpatrick, James.....	Treasurer, United Counties of Wentworth and Halton.....	Ezekiel Benson.....	500	0	January 11, 1831 ..	3066
King, William Wallace ..	Clerk, 9th Division Court, United Counties of Leeds and Grenville.....	Charles Rankin.....	500	0	do	
Kilborn, Horace	Clerk, 8th Division Court, United Counties of Leeds and Grenville.....	Henry Masterson	500	0	April 1, 1836 ..	3067
		John O'Hatt	500	0	do	
		John Miller.....	500	0	January 19, 1832 ..	3068
		E. F. Davis.....	500	0	do	
		Ogden Creighton.....	500	0	May 13, 1819 ..	3070
		Abraham Nellis	600	0	do	
		William Sampson.....	300	0	do	
		Robert W. Kerr.....	300	0	March 8, 1851 ..	3089
		John Weir.....	150	0	do	
		William Landon	100	0	do	
		Thomas Hayes.....	100	0	do	
		Justus R. Delong.....	330	0	do	
		Jesse Delong.....	165	0	do	
			165	0	do	

A DETAILED STATEMENT of BONDS and SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.			Date of Bond.	No. of Bond.
			£	s.	d.		
Kelly, Michael	Clerk, 5th Division Court, United Counties of Leeds and Grenville	Simon McGie William Fortune	200 100	0 0	0 0	October 2, 1857	3170
Kidd, Johnson C.	Bailiff, 7th Division Court, County of Wellington	John Fitzgerald John Tanner	400 200	0 0	0 0	do 8, do	3208
Keays, James	Clerk, 6th Division Court, United Counties of Prescott and Russell	Thomas Borland Donald McKeicher	200 100	0 0	0 0	do 15, do	3303
Klotz, Otto	Clerk, 2nd Division Court, County of Waterloo	Frederick Guggisberg Abram A. Erb	1000 500	0 0	0 0	September 25, do	3307
King, James	Clerk, 3rd Division Court, County of Essex	Theodore Mallott Solomon Wigle	650 325	0 0	0 0	November 6, do	3312
King, James W.	Bailiff, 3rd Division Court, County of Essex	Theodore Wigle Leonard Nightingale	200 100	0 0	0 0	December 2, do	3354
Keller, Joseph	Bailiff, 3rd Division Court, United Counties of York and Peel	James Langstaff John K. Falconbridge	200 100	0 0	0 0	October 22, do	3371
Keller, Joseph	Bailiff, 2nd Division Court, United Counties of York and Peel	Amos Wright Parker Crosby	200 100	0 0	0 0	do do, do	3374
Kilborne, Rowley	Clerk, 4th Division Court, County of Lincoln	Jacob Bearn John B. Osborne	100 50	0 0	0 0	November 2, do	3401

Keefe, James	Clerk, 6th Division Court, County of Middlesex	Charles Gaspar Still Robert Munn	500 250	0 0	0 0	December 8, 1857	3404
Keller, Charles Miller	Clerk, 2nd Division Court, United Counties of York and Peel	John Harrington Benjamin Bowman	200 100	0 0	0 0	October 22, do	3422
Lobb, Richard	Bailiff, 2nd Division Court, County of Prince Edward	David R. Welbanks George Clapp	100 50	0 0	0 0	March 3, 1854	2652
Lajoie, Louis	That the condition of a Lease to Joseph Wynn, dated 13th January, 1857, of Ferry from Cumberland across the Ottawa to Buckingham, be fully performed	G. G. Dunning Charles Perisien	12 6	10 5	0 0	April 10, 1857	2644
Langford, Richard	Bailiff, 3rd Division Court, County of Carleton	William Mitchell William Doherty	100 50	0 0	0 0	January 28, do	2701
Lyttle, John Robert	Clerk, 6th Division Court, United Counties of Peterborough and Victoria	Thomas Mark William Banks	500 250	0 0	0 0	April 23, do	2734
Logie, William John	Clerk, 5th Division Court, United Counties of Peterborough and Victoria	Alexander M. Logie Charles Logie	500 250	0 0	0 0	do 22, do	2735
Lauder, George Paley	Landing Waiter and Searcher, in Her Majesty's Customs	William Bernard Lauder John Strutt Lauder	200 100	0 0	0 0	May 4, do	2747
Longworth, John George	do do, do do	John Longworth Casimir S. Gzowski	200 100	0 0	0 0	June 13, do	2751
Lennon, Robert	Collector in Her Majesty's Customs	William Lennon John Waldie	500 250	0 0	0 0	July 10, do	2886
Liddy, George Patrick	Land Surveyor, Upper Canada	Thomas Thompson Patrick Mee	500	0	0	October 21, 1844	2864

A DETAILED STATEMENT of BONDS and SECURITIES, &c.—(Continued.)

21 Victoria.

Appendix (No. 13.)

1858.

Name of Principal	Office or Appointment	Names of Sureties	Penalty.		Date of Bond	No. of Bond.
			£	s. d.		
Lyons, James	Land Surveyor, Upper Canada	G. S. Boulton R. H. Throop	500	0 0	June 17, 1847	2865
Léonard, François X.	Registrar, for the County of Laval	Louis Léonard Jean Baptiste Léonard Léon Léonard Pierre Léonard	1000	0 0	August 25, 1857	2923
Lafontaine, Aimé	Clerk of the Circuit Court, Lochabar Circuit, District of Ottawa	François S. Mackay George William Cameron	250	0 0	May 2, do	2925
Larue, André	Coroner, Lower Canada.—(This Bond is renewed in consequence of the death of Mr. Egan, one of the former Sureties)	P. H. Church John Foran	50	0 0	July 30, do	2962
Lafontaine, Aimé	Clerk of Circuit Court, Pontiac Circuit, District of Ottawa	John W. B. Ford Dougal F. McLaren	250	0 0	June 22, do	2927
Lindsay, John	Land Surveyor, Upper Canada	G. W. Wickstead W. B. Lindsay	250	0 0	July 13, do	2980
Lighthart, Samuel	Bailiff, 4th Division Court, County of Halton	Lachlan McDonald James Lighthart	500	0 0	January 1, do	2992
Lind, Joshua	Land Surveyor, Upper Canada	John Johnston John Lacey	500	0 0	June 27, 1831	3050
Larue, Eugène	do do, Lower Canada	Louis D. Lemoine Honoré Tanguay	250	0 0	July 6, 1850	3053

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Appendix (No. 13.)

1858.

Laporte, Jérémie	do do, do	Pierre Louis Morin Jean Baptiste Raymond	250	0 0	do 8, 1852	3058
Landon, Asa	do do, Upper Canada	John Burke Robert Lackie	500	0 0	June 4, 1819	3069
Lount, George	do do, do	Joseph Rogers Ezekiel Benson	500	0 0	April 25, 1820	3072
Laberge, Louis E. Paschal	Registrar, for the County of Rouville	Joseph N. Poulin Ambroise Laberge	1000	0 0	October 2, 1857	3080
Lawson, John	Bailiff, 7th Division Court, County of Simcoe	Thomas Lawson Mathew Lawson	120	0 0	do 1, do	3114
Lealie, Guy	Clerk, 9th Division Court, County of Wellington	Manasse Leeson James Hill	500	0 0	September 28, do	3127
Leucks, John (W.)	Clerk, 5th Division Court, United Counties of Stormont, Dundas, and Glengarry	Adam Loucks John T. Casselman	150	0 0	do 30, do	3131
Little, John	Clerk, 7th Division Court, County of Simcoe	James Little Paul Gallagher	200	0 0	October 1, do	3156
Lloyd, Thomas	Clerk, 1st Division Court, County of Simcoe	John Alexander George Lount	600	0 0	do do, do	3159
Lyman, Warren	Clerk, 11th Division Court, United Counties of Leeds and Grenville	Hiram H. Bellamy Archibald W. Bellamy	240	0 0	November 7, do	3163
Leslie, Robert	Clerk, 4th Division Court, United Counties of Leeds and Grenville	Robert Kernahan Richey Waugh	362	0 0	October 3, do	3173
Lewis, Hiram	Bailiff, 11th Division Court, United Counties of Frontenac, Lennox, and Addington	Sidney Warner William Thompson	400	0 0	do 1, do	3247

A DETAILED STATEMENT of BONDS and SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	s. d.		
Loucks, W. F.	Bailiff, 6th Division Court, United Counties of Prescott and Russell	Henry Fitzpatrick William Craig	200 100	0 0	October 15, 1857	3251
Leslie, William	Clerk, 2nd Division Court, County of Wellington	Joseph Black William Gordon	400 200	0 0	do 31, do	3806
Lighthouse, Samuel	Bailiff, 4th Division Court, County of Halton	Angus Kennedy James Lighthouse	250 125	0 0	do 21, do	3839
Lacey, John	Bailiff, 6th Division Court, County of Lincoln	John Fisher Henry Hover	100 50	0 0	November 2, do	3858
Lancaster, William Henry	Bailiff, 3rd Division Court, County of Middlesex	John Mill Richard Mill	200 100	0 0	December 26, do	3453
Lynch Joseph	Bailiff, 4th Division Court, United Counties of Huron and Bruce	Patrick Flanagan Samuel Bradley	1000 500	0 0	do 7, do	3463
Mercer, John	(Covenant)—Sheriff, County of Kent	John Waddell George Duck, junior William L. Baby	1000 250 250	0 0	January 6, do	2591
Morrison, Joseph Curran	Her Majesty's Receiver General, Canada	Henry A. Beeryman Samuel Zimmerman	250 10000	0 0	December 2, 1856	2593
Marks, Leander D.	Clerk, 4th Division Court, County of Brant	James Cummings Allan Smith John Hudson	5000 200 100	0 0	February 20, 1857	2600

McIntosh, Richard	Landing Waiter and Searcher in Her Majesty's Customs.	Henry McIntosh Henry Roots	200 100	0 0	March 9, do	2603
Morse, Abishai	Clerk, 3rd Division Court, County of Lincoln	James W. Harris James Durkee	400 200	0 0	do do	2610
McNaughton, Robert	Culler of Square Timber.	John McNaughton Denis Gabery	100 100	0 0	April 4, do	2621
Marsh, Mathias	Bailiff, 7th Division Court, County of Prince Edward	William Kirkland Samuel Penneck	100 50	0 0	January 14, 1854	2636
McKenny, William Henry	Bailiff, 6th Division Court, County of Brant	Augustus Charles File Sylvester Day	100 50	0 0	April do, 1857	2645
McDonald, John	Bailiff, 4th Division Court, County of Wellington	James L. Mitts John Cadenhead	250 125	0 0	March 2, do	2646
Markley, Joseph	Bailiff, 10th Division Court, United Counties of Stormont, Dundas and Glengarry	Frederick Garrow George Hammell	50 25	0 0	April 11, do	2648
Montgomery, John S.	Revenue Inspector, County of Carleton	George Patterson Edward Armstrong	500 250	0 0	do 8, do	2650
McDonald, William J.	Land Surveyor, Upper Canada.	Duncan McDonald Josias Richey	250 250	0 0	do 16, do	2654
Menton, James	Landing Waiter and Searcher in Her Majesty's Customs	William Ward Thomas Beatty	100 50	0 0	do 27, do	2670
Mather, Edward	Bailiff, 7th Division Court, United Counties of Peterborough and Victoria	Gregory McCulloch Malcolm McEachern	250 100	0 0	February 28, do	2687
Mills, John	Bailiff, 1st Division Court, County of Grey	Thomas Scott Frederick LePan	200 100	0 0	do 16, do	2691

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	d.		
Markell, George	Bailiff, 4th Division Court, United Counties of Stormont, Dundas and Glengarry.....	Daniel Waggoner	100	0	12, 1857 ..	2702
McHugh, Roger.....	Bailiff, 5th Division Court, United Counties of Peterborough and Victoria.....	John R. Wood	50	0	May ..	
Morgan, Ira.....	Clerk, 6th Division Court, County of Carleton.....	Patrick McHugh.....	50	0	March ..	2716
Matchett, Thomas.....	Clerk, 4th Division Court, United Counties of Peterborough and Victoria.....	Thomas McNabb.....	25	0	do ..	
Murdy, Robert	Lessee of the Dunnville Bridge	Adam S. Baker	200	0	April ..	2722
Mitchell, Alexander	Bailiff, 4th Division Court, County of Grey	Robert Grant.....	100	0	June ..	2746
Montreal and Champlain Railroad Company	Bond, relative to Goods, &c., brought into Canada, through the United States of America, by or in the Cars of the said Company, to be appropriated for that purpose.....	William Cottingham	250	0	do ..	2736
Molesworth, Thomas N.....	Land Surveyor.....	Arthur McQuade	150	0	June ..	2746
McPherson, William	Clerk, 7th Division Court, County of Lambton	Henry Marshall	320	0	June ..	2746
		John Aikins	100	0	March ..	2756
		Joseph Yorke	50	0	do ..	
		Lorenzo Fulford.....	50	0	do ..	
		William Molson, President.	20000	0	June ..	2762
		W. A. Merry, Secretary.	250	0	April ..	2764
		James Webster	1000	0	do ..	
		Charles Allan	1000	0	May ..	2767
		Alexander Sinclair	1000	0	do ..	
		George B. Johnston	1000	0	do ..	

Mansil, Tracy	Bailiff, 4th Division Court, County of Lambton	Henry Martin	200	0	May ..	2771
McDonald, Alexander.....	Land Surveyor, Upper Canada	William Judson	100	0	do ..	
Murtagh, Peter	Clerk, of the County Court, County of Elgin	Malcolm McLeod	250	0	October ..	2778
Misner, Jacob	Land Surveyor, Upper Canada	Allan McDonald	300	0	July ..	2869
McNaughton, John.....	do	William Ross.....	150	0	do ..	
Moore, James	do	William J. White	500	0	December 4, do ..	2866
Macdonald, John R.....	do	Jeremiah Misner	500	0	May ..	2871
McClary, William	do	Abraham Nevills	500	0	February 26, 1855 ..	2872
Merriman, Isaiah	do	Duncan Murchison.....	500	0	September 29, 1845 ..	2873
McIntosh, A. James	do	John Jordon	500	0	June ..	2874
McMillan, William	do	James Hunter Samson.....	500	0	July ..	2875
McDermont, Michael	do	Henry Walden Yager.....	500	0	June ..	2876
McLennan, Roderick	do	Honorable Alexander Fraser	500	0	March ..	2877
		Hugh McGillis.....	500	0	December 15, 1843 ..	2878
		William Sage	500	0	July ..	2879
		William Niles	500	0	do ..	
		Joseph A. Keeler.....	500	0	do ..	
		Joel Merriman	500	0	do ..	
		Daniel Springer	500	0	do ..	
		Roswell Mount	500	0	do ..	
		John M. Cameron	500	0	do ..	
		Charles Duncombe	500	0	do ..	
		Anthony Manahan	500	0	do ..	
		Donald McDonald.....	500	0	do ..	
		Hon. Alexander Fraser	500	0	do ..	
		Hon. John McGillivray	500	0	do ..	

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	s. d.		
McNab, Archibald	Land Surveyor, Upper Canada	Archibald McNab John Webster	500	0 0	April 29, 1846	2880
Morris, John	do	James Morris Reverend Michael Harris	500	0 0	May 31, 1847	2881
McLauren, Peter	do	William Carter Richard Latham	500	0 0	December do, do	2882
McCallum, James, junior	do	John McCallum Honorable Malcolm Cameron	500	0 0	March 27, 1849	2883
McDonald, William	do	James Fitzgibbon Duncan McDonell	500	0 0	do 10, 1820	2884
McPhillips, George	do	James King Patrick King	500	0 0	June 2, 1848	2885
Maxwell, John	do	James Maxwell Samuel McNaught	500	0 0	January 12, 1849	2889
Marlet, Adrian	do	Richard Hatt Ezra Barnum	500	0 0	December do, 1805	2892
McLeod, John	do	Reverend William Rintoul John McDonald	500	0 0	April 30, 1833	2893
Miller, Andrew	do	Abel Land Preserved Cooly	500	0 0	May 11, 1822	2896

McDonald, John	do	Reverend Bishop McDonnell Allan McDonell	500	0 0	November 7, do	2897
Molson, William, Molson's Bank	That all Notes of the Molson's Bank, issued under 13 and 14 Vic., and presented for payment within 2 years from date of Bond, shall be redeemed and paid		4000	0 0	July 9, 1857	2911
Murtagh, Peter	Deputy Clerk of Crown and Pleas, County of Elgin	John Glass David L. McPherson William Ross William J. White	500 250 250	0 0 0 0 0 0	do 20, do	2916
McIntyre, Daniel E.	Sheriff, United Counties of Stormont, Dundas and Glengarry	Donald A. McDonald Archibald Frazer	1000 500	0 0 0 0	August 19, do	2929
McIntyre, Daniel E.	(Covenant) Sheriff, United Counties of Stormont, Dundas and Glengarry	Donald A. McDonald Archibald Fraser	1000 500	0 0 0 0	do do, do	2980
Miller, William Duff	Deputy Clerk of the Crown and Pleas, County of Carleton	Richard Miller John H. Conolly	600 300	0 0 0 0	do 26, do	2986
Macdonell, Robertson	Deputy Clerk of the Crown and Pleas, United Counties of Stormont, Dundas and Glengarry	Alexander McLennan Alexander McDonell	400 200	0 0 0 0	September 9, do	2987
McIntyre, John	Preventive Officer in Her Majesty's Customs	Wemyss M. Simpson William Watt	100 50	0 0 0 0	July 24, do	2941
McVey, James H.	Collector in Her Majesty's Customs	Paul H. Knowlton Hiram S. Foster	500 250	0 0 0 0	September 1, do	2943
McKenzie, Murdoch	Landing Waiter and Searcher in Her Majesty's Customs	William Ross William J. White	300 150	0 0 0 0	do 28, do	2944

A DETAILED STATEMENT of BONDS and SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	s.		
Macdonell, Robertson	Clerk, County Court, United Counties of Stormont, Dundas and Glengarry	Alexander McLean Alexander McDonell	140 70	0 0	September 9, 1857	2956
Montreuil, Adolphe	Landing Waiter and Searcher in Her Majesty's Customs	James O'Neil François Cusson	200 100	0 0	do 30, do	2957
McNair, James	Clerk, Division Court, No. 5, County of Halton	Dugald McNair George Barber	500 250	0 0	October 8, 1856	2955
Marston, John Wurtell	Deputy Clerk of the Crown and Pleas, United Counties Prescott and Russell	Josiah Cass Marston Sturgis M. Cushman	50 25	0 0	July 28, 1857	2959
Miles, Edward	Land Surveyor, Upper Canada	Brooks W. Gossage Alexander Bethune	250	0	do 14, do	2976
Marks, Leander D	Clerk, 4th Division Court, County of Brant	James Horn John Hudson	200 100	0 0	August 18, do	2959
McCay, William	Clerk, 6th Division Court, County of Halton	Algernon G. MacCay Stephen Atkinson	250 125	0 0	June 15, do	2990
McDonald, Lachlan	Clerk, 4th Division Court, County of Halton	James Cameron Alexander Grant	250 125	0 0	do 6, 1855	2991
McCarthy, Thomas	Bailiff, 1st Division Court, County of Perth	John A. McCarthy Robert Johnston	500 250	0 0	July 18, 1857	2996
McDonald, Alexander	Land Surveyor, Lower Canada	Patrick Swords John Holmes	250	0	May 11, 1852	3064

Macdougall, Daniel	Treasurer of the Niagara District	John Clarke Bernard Roddy	1750 500	0 0	March 22, 1842	3084
McAnnary, Francis	Treasurer for the County of Hastings	Erastus Holden James Whiteford	500 250	0 0	February 28, 1851	3088
McGregor, Alexander	Clerk of the County Court, County of Perth	William Smith Stewart Campbell	124 62	0 0	August 17, 1857	3091
Marshall, John Frederick	Bailiff, 8th Division Court, County of Simcoe	William Fead William Armstrong	200 100	0 0	April 3, do	3093
Matheson, John S.	Bailiff, 1st Division Court, County of Oxford	Jordan Charles Hugh Richardson	200 100	0 0	March 21, do	3096
McOrae, William Alexander	Collector in Her Majesty's Customs	Thomas McOrae David Pratt	1000 500	0 0	October 16, do	3104
Matheson, John S.	Bailiff, 1st Division Court, County of Oxford	George Duncan George Adams	500 250	0 0	September 1, do	3098
McGregor, Alexander	Deputy Clerk of the Crown and Pleas, County of Perth	William Smith Stewart Campbell	200 100	0 0	August 17, do	3102
McCarthy, Thomas	Clerk, 3rd Division Court, County of Perth	John A. McCarthy Robert Johnson	200 100	0 0	October 9, do	3117
McCarthy, William	Clerk, 3rd Division Court, County of Wellington	Henry Strange Robert Pasmore	250 125	0 0	September 29, do	3180
McCuaig, John	Clerk, 10th Division Court, United Counties of Stormont, Dundas, and Glengarry	Joseph Johnson John Peter Fetterly	150 75	0 0	October 1, do	3139
McPherson, John	Clerk 2nd Division Court, United Counties of Stormont, Dundas, and Glengarry	Angus McDonald Alfred G. Smith	150 75	0 0	do 18, do	3140

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	s. d.		
McRae, John	Clerk, 1st Division Court, United Counties of Stormont, Dundas, and Glengarry	Donald McLennon	150	0 0	October 12, 1857 ..	3141
McLennan, Andrew	Clerk, 6th Division Court, County of Norfolk	Duncan McLennon	75	0 0	do 6, do ..	3147
McManus, George	Clerk, 8th Division Court, County of Simcoe	Augustus Franklin	300	0 0	do 1, do ..	3155
Munro, Alfred A.	Clerk, 12th Division Court, United Counties of Leeds and Grenville	Thomas Backhouse	150	0 0	September 29, do ..	3162
McCrear, Hiram	Clerk, 7th Division Court, United Counties of Leeds and Grenville	George Snell	600	0 0	do 25, do ..	3169
McKelvey, Joseph	Clerk, 3rd Division Court, United Counties of Leeds and Grenville	Charles Lee	300	0 0	do 25, do ..	3169
Meredith, John Cooke	Clerk, 1st Division Court, County of Middlesex	Jeremiah Guilds	240	0 0	November 18, do ..	3174
Mathews, Silvester K.	Bailiff, 9th Division Court, United Counties of Leeds and Grenville	Orrin Baily Adams	120	0 0	do 21, do ..	3175
Merkley Jacob J.	Bailiff, 5th Division Court, United Counties of Stormont, Dundas, and Glengarry	David Graham	210	0 0	October 5, do ..	3197
		Ezra Wyatt	105	0 0	September 30, do ..	3207
		James W. Parmenter	100	0 0		
		George McKelvey	100	0 0		
		Lawrence Lawraon	1000	0 0		
		Anthony Pegler	500	0 0		
		Sterling Algure	500	0 0		
		Samuel Witse	150	0 0		
		Walter Bell	100	0 0		
		Daniel Thomas Breoffle	100	0 0		
			50	0 0		
			50	0 0		

McDonald John	Bailiff, 4th Division Court, County of Wellington	James L. Smith	400	0 0	October 16, do ..	3216
Markley, Joseph	Bailiff, 10th Division Court, United Counties of Stormont, Dundas, and Glengarry	John Cadenhead	200	0 0	do 1, do ..	3218
Markel, John L.	Bailiff, 10th Division Court, United Counties of Stormont, Dundas, and Glengarry	George Hummel	100	0 0	do do, do ..	3220
McDonald, Robert	Bailiff, 2nd Division Court, United Counties of Stormont, Dundas, and Glengarry	Simon S. Stata	50	0 0	do 13, do ..	3224
Marshall, John Frederick	Bailiff, 8th Division Court, County of Simcoe	Joseph Capell	100	0 0	do 1, do ..	3235
McCarthy, John A.	Bailiff, 1st Division Court, County of Perth	John Alford	50	0 0	do 9, do ..	3237
Mullikin, Joseph	Bailiff, 1st Division Court, United Counties of Prescott and Russell	Ranald McDonald	100	0 0	November 2, do ..	3243
Mullikin, Joseph	Bailiff, 2nd Division Court, United Counties of Prescott and Russell	Angus McDonald	50	0 0	October 13, do ..	3244
McGinnes, James	Bailiff, 10th Division Court, United Counties of Frontenac, Lennox, and Addington	William Fead	300	0 0	do 3, do ..	3253
McKinman, Archibald	Bailiff, 3rd Division Court, United Counties of Prescott and Russell	William Armstrong	150	0 0	do 2, do ..	3256
McDonell, Donald Aenes	Warden, Provincial Penitentiary, appointed 14th November, 1849	George Scott	200	0 0	do 18, do ..	3261
		John P. Vivian	100	0 0		
		Thomas H. Johnson	200	0 0		
		Chauncey Johnson	100	0 0		
		Hiram Johnson	200	0 0		
		Henry Vogau	100	0 0		
		Edward Upham	400	0 0		
		Joseph Watson	200	0 0		
		James Steele	200	0 0		
		Colin Cameron	100	0 0		
		Horatio Yates	2000	0 0		
		Archibald J. Macdonald	1000	0 0		
			1000	0 0		

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	s. d.		
Morley, George.....	Bailiff, 5th Division Court, County of Waterloo.....	John Ernst William Puddicombe	800 500 500	0 0 0	November 16, 1857 ..	3264
McMachon, William.....	Bailiff, 1st Division Court, County of Waterloo.....	James Potter William Benton	800 500	0 0	September 24, do ..	3268
Malcolm, Daniel.....	Clerk, 5th Division Court, County of Brant.....	James Malcolm	100	0	October 9, do ..	3275
Marks, Leander D.....	Clerk, 4th Division Court, County of Brant.....	Eddy Malcolm	50	0	October 9, do ..	3275
Meyer, Ludwig.....	Clerk, 2nd Division Court, United Counties of Huron and Bruce.....	John Hudson James Horne	200 100	0 0	November 4, do ..	3280
Morgan, Ira.....	Clerk, 6th Division Court, County of Carleton.....	William Chalk Adolph Meyer	1000 500 500	0 0 0	do 16, do ..	3286
Matheson, Thomas.....	Clerk, 2nd Division Court, County of Perth.....	Robert Grant Zachariah McMillan, junior	400 200	0 0	October 12, do ..	3288
McCrum, Henry.....	Clerk, 3rd Division Court, County of Waterloo.....	James Hill Thomas Babb	300 150	0 0	do 24, do ..	3297
Mercer, Joseph.....	Clerk, 1st Division Court, County of Essex.....	Absalom Shade James Crombie	1000 500	0 0	September 28, do ..	3308
McKenny, William Henry.	Bailiff, 6th Division Court, County of Brant.....	Samuel S. Macdonell James H. Wilkinson	500 250	0 0	October 31, do ..	3316
		Sylvester Day Augustus Charles File	100 50	0 0	November 2, do ..	3319

McMahon, Timothy.....	Bailiff, 7th Division Court, United Counties of Lanark and Renfrew	Michael Novill James Rice	100 50 50	0 0 0	December 10, do ..	3350
McNeil, Michael.....	Bailiff, 8th Division Court, United Counties of Lanark and Renfrew	Richard McKay Aaron Swazey	100 50	0 0	October 17, do ..	3340
Malcolm, Andrew.....	Bailiff, 5th Division Court, County of Brant.....	Henry Lyman John Walker	100 50	0 0	do 7, do ..	3338
McDougall, Daniel.....	Bailiff, 7th Division Court, United Counties of Huron and Bruce	Henry Martin James Davison	500 250	0 0	do 14, do ..	3349
McGregor, Neil.....	Bailiff, 4th Division Court, County of Lincoln.....	Moses S. Couse Francis T. McLean	100 50	0 0	November 2, do ..	3356
McGuire, John.....	Bailiff, 4th Division Court, United Counties of York and Peel	Edward Brammer Abraham Doan	200 100	0 0	October 17, do ..	3367
McCallum, Duncan.....	Bailiff, 7th Division Court, United Counties of York and Peel	Jacob Kaizer, senior John McCallum	500 250	0 0	do 9, do ..	3368
McCarroll, James.....	Surveyor in Her Majesty's Customs.....	Dennis K. Feehan James Hallinan	500 250	0 0	November 26, do ..	3388
McMillan, Donald.....	Preventive Officer in Her Majesty's Customs.....	Patrick Buchanan Donald McRae	100 50	0 0	January 4, 1858 ..	3386
Mallory, Edwin.....	Clerk, 3rd Division Court, United Counties of Frontenac, Lennox and Addington.....	John Boyes Charles Greenwood	600 300	0 0	October 17, 1857 ..	3391
McKim, Peter.....	Clerk, 7th Division Court, United Counties of Frontenac, Lennox and Addington.....	William Beamish Charles Vanluven	600 300	0 0	do 9, do ..	3396

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued.)

Name of Principal	Office or Appointment	Names of Sureties	Penalty.		Date of Bond.	No. of Bond.
			£	s. d.		
Morse, Abishai	Clerk, 5th Division Court, County of Lincoln.	James Durkie James W. Harris	150 75 75	0 0 0	November 2, 1857	3408
McKenna, Terence	Clerk, 10th Division Court, United Counties of York and Peel.	Alexander Hunter George McPhillips	200 100 100	0 0 0	October 24, do	3411
Matheson, Donald	Clerk, 3rd Division Court, County of Oxford	John Matheson Hugh Matheson	500 250 250	0 0 0	December 30, do	3433
McKay, Samuel	Bailiff of the several Division Courts, County of Elgin.	George Munro Finlay McDiarmid	200 100 100	0 0 0	September 24, do	3438
Matheson, John Sutherland	Bailiff, 1st Division Court, County of Oxford	Joseph Sudworth James Hay	500 250 250	0 0 0	November 30, do	3441
Marr, Alum	Bailiff of the several Division Courts, County of Elgin	Elijah Price John Dean	2000 1000 1000	0 0 0	October 15, do	3446
McPherson, George	Bailiff, 3rd Division Court, United Counties of Lanark and Renfrew	Andrew Wilson Archibald McArthur	200 100 100	0 0 0	January 6, 1858	3449
Matthews Charles W	Bailiff, 2nd Division Court, County of Ontario.	William Hartrick Eli Leavens	100 50 50	0 0 0	November 2, 1857	3454
Metcalf, John	Clerk, 5th Division Court, County of Ontario	Thomas Jackson Matthew Taylor	200 100 100	0 0 0	October 21, do	3460

McLeod, George A. K	Bailiff, 5th Division Court, United Counties of Huron and Bruce	George McLeod Alexander McDonald	500 250 250	0 0 0	December 17, do	3464
Newton, William	Collector of Canal Tolls, Port Maitland	Daniel MacDougald Majorbanks Lawder	500 250 250	0 0 0	April 28, do	2651
Norton, Stephen	Bailiff, 1st Division Court, United Counties of Peterborough and Victoria	Charles Stapleton W. S. Conger	250 125 125	0 0 0	February 19, do	2679
Nugent, Thomas	Bailiff, 5th Division Court, United Counties of Peterborough and Victoria	William Stoughton Foster Cain	250 150 150	0 0 0	April 28, do	2685
Neal, Thomas	Bailiff, 5th Division Court, County of Middlesex	Richard Neal Alexander D. Ward	250 125 125	0 0 0	May 7, do	2698
Nash, Thomas Webb	Land Surveyor, Upper Canada	John Emerson Robert Gillespie	250 1000 500	0 0 0	April 13, 1854	2765
Northrup, Anson G	Deputy Clerk of the Crown and Pleas, County of Hastings	William Dufec James Brown	500 500 500	0 0 0	July 31, 1857	2960
Newman, John	Land Surveyor, Upper Canada	Denis B. Papineau Peter Ayleen	500 250	0 0	September 2, 1852	2891
Napier, William H. E.	do do, do	Francis H. Lynch Brooks W. Gossage	250 250	0 0	July 11, 1857	2981
Neilson, John	do do, Lower Canada	Robert Middleton James Wolfe, M.D.	250 250	0 0	do 8, 1852	3080
Napier, William Henry	do do, do	J. Campbell Gibb Charles W. Maçon	250 250	0 0	November 18, 1851	3085
Napier, George Hope	Recognition Registrar, County of Richmond, Lower Canada	Christian Edward Wurtel Duncan C. Napier	1000	0	October 20, 1857	3090

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	s. d.		
Niles, William Henry	Clerk, 11th Division Court, County of Middlesex	Levi Merick Harry Edwards	500 250	0 0	November 21, 1857	3176
Neal, Thomas	Bailiff, 5th Division Court, County of Middlesex	Alexander D. Ward Richard Neal	200 100	0 0	do	3179
Newcombe, Simon	Clerk, 1st Division Court, County of Elgin	George Sufel Alum Marr	2000 1000	0 0	October 15, do	3429
Orr, James	Bailiff, 9th Division Court, United Counties of Huron and Bruce	George Jardine John Spence	500 250	0 0	February 20, do	2709
Quimette, Charles S.	Clerk, 7th Division Court, United Counties of Prescott and Russell	Charles Hersey Charles A. Johnson	200 100	0 0	May 2, do	2729
Ontario, Simcoe and Huron Railroad Company	Bond relative to Goods, &c., brought into Canada through the United States of America, by or in the Cars of said Company, &c., &c.	Joseph C. Morrison, President George Beatty, Secretary	20000	0 0	June 23, do	2761
Osman, William Clarke	Bailiff, 3rd Division Court, County of Haldimand	Jacob Osman Joseph R. Brown	200 100	0 0	do	2763
O'Mara, John	Land Surveyor, Upper Canada	John Power Benjamin Springer	500	0 0	February do, 1858	2898
O'Callaghan, Cornelius	Clerk, 8th Division Court, County of Wellington	Peter Grieve Isaac Green	250 125	0 0	April 21, 1857	2958

O'Connor, Daniel	Treasurer, District of Dalhousie	Nicholas Sparks John McCarthy	1000 500	0 0	June 22, 1842	3085
O'Callaghan, Cornelius	Clerk, 8th Division Court, County of Wellington	Peter Grieve Isaac Green	500 250	0 0	September 28, 1857	3126
Orr, Robert	Bailiff, 9th Division Court, County of Middlesex	Crowell Wilson Bamlet E. Sifton	200 100	0 0	do 30, do	3181
Otherson, James	Bailiff, 5th Division Court, United Counties of Lanark and Renfrew	Robert Riddle John Poole	200 100	0 0	October 2, do	3334
Orr, James	Bailiff, 9th Division Court, United Counties of Huron and Bruce	John Spence Peter Campbell	1000 500	0 0	November 10, do	3352
Parsons, William Fletcher	Bailiff, 4th Division Court, County of Wentworth	William Miller John Kirkpatrick	100 50	0 0	January 27, do	2587
Pettigrew, Henry	Clerk, 11th Division Court, County of Peel	Thomas Henry, M.D. Thomas Elliott	200 100	0 0	do do do	2614
Pigot, W. D.	Clerk, 4th Division Court, County of Carleton	Richard L. Stephenson Robert Harris	200 100	0 0	March 24, 1854	2667
Pearce, Peter	Bailiff, 2nd Division Court, United Counties of Peterborough and Victoria	John Elliott David Paget	250 100	0 0	April 18, 1857	2680
Purdy, Thomas Franklin	Bailiff, 5th Division Court, County of Middlesex	George C. Secord William Clements	250 125	0 0	March 21, do	2684
Perkins, John	Landing Waiter and Searcher in Her Majesty's Customs	John Thomas Small William Hall	200 100	0 0	May 13, do	2748
Peters, Samuel, junior	Land Surveyor, Upper Canada	Samuel Peters, senior John Wilson	250	0 0	April 28, 1851	2780

A DETAILED STATEMENT of BONDS and SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.			Date of Bond.	No. of Bond.
			£	s.	d.		
Perceval, William	Land Surveyor, Upper Canada	Rev. J. A. Allen Henry Going	250	0	0	July 17, 1852	2781
Pollock, James	do	Owen Quinn B. Johnson	500	0	0	August 5, 1845	2794
Passmore, Frederic F.	do	Judah G. Joseph Kivas Tully	500	0	0	September 28, 1846	2795
Perry, Aylsworth B.	do	James M. Robison Augustus Thibodo	500	0	0	March 1, 1842	2796
Prosser, Thomas C.	do	Charles Bolton Charles W. Cooper	250	0	0	July 5, 1850	2797
Palin, John Roe	do	John William Gamble George Vardon	500	0	0	November 27, 1828	2900
Preston, Reuben	do	Andrew Borland William Roe	500	0	0	do 8, 1819	2901
Parr, Richard	do	Thomas Hiron Joseph T'issimon	500	0	0	July do, 1843	2902
Paterson, Joseph S.	do	John S. Cartwright James Pierson	500	0	0	June 7, 1842	2903
Pennock, John	do	Philomon Pennock Adiel Sherwood	500	0	0	April 18, 1821	2910

Poisson, Edouard Modeste	Registrar for the County of Arthabaska, District of Three Rivers	François Buteau Adolphe Stein	1000	0	0	August 7, 1857	2917
Pearson, Robert	Clerk of Process	Skeffington Connor George Boomer	800 400	0	0	July 30, do	2970
Park, John Golden	Bailiff, 5th Division Court, County of Halton	John Wallace Jacob Kennedy	250 125	0	0	do 6, do	2995
Perrault, Henry M.	Land Surveyor, Lower Canada	John Ostell Charles Augustin Brault	250	0	0	October 3, 1849	3049
Park, William Milford	Clerk, 3rd Division Court, United Counties of Stormont, Dundas, and Glengary	William Cline Samuel Cline	180 90	0	0	do 7, 1857	3186
Paterson, Adam	Clerk, 6th Division Court, County of Simcoe	James Dallas John Ardagh	200 100	0	0	do 1, do	3157
Purdy, Thomas F.	Bailiff, 5th Division Court, County of Middlesex	George C. Secord William Clements	250 125	0	0	do 26, do	3180
Paine, Benjamin	Bailiff, 4th Division Court County of Middlesex	Henry Rawlings William Grant	200 100	0	0	do 30, do	3182
Perry, James	Bailiff, 3rd Division Court, County of Wellington	Alexander Hill John Carroll	250 125	0	0	do 31, do	3215
Pitts, Hiram	Bailiff, 3rd Division Court, United Counties of Stormont, Dundas, and Glengary	Pierpont E. Adams Donald McMillan	100 50	0	0	do 8, do	3219
Pegg, Nathan	Bailiff, 1st Division Court, County of Norfolk	William Hardy David Weatherly	400 200	0	0	do do	3230
Prouty, Nelson C.	Bailiff, 1st Division Court, United Counties of Prescott and Russell	David Buchan Silas P. Hannum	200 100	0	0	do 27, do	3242

M. M. Quigley, Mayor of the City of Toronto August 2, 1858

A DETAILED STATEMENT of BONDS and SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.			Date of Bond.	No. of Bond.
			£	s.	d.		
Pearson, John.....	Bailiff, 6th Division Court, County of Waterloo	George W. Taylor	800	0	0	November 17, 1857 ..	3263
Penton, John A.....	Clerk, 2nd Division Court, County of Brant.....	George Hughes	500	0	0	October 10, do ..	3294
Pigott, William D.....	Clerk, 4th Division Court, County of Carleton	Hugh Finlayson	150	0	0	September 30, do ..	3296
Parker, Frederick J.....	Collector in Her Majesty's Customs	Hiram Capron	75	0	0	November 21, do ..	3382
Poole, James	Clerk, 3rd Division Court, United Counties of Lanark and Renfrew.....	John Alexander Morris	200	0	0	October 13, do ..	3389
Pultz, Henry	Clerk, 11th Division Court, United Counties of Frontenac, Lennox, and Addington	John Nicholson	100	0	0	do	3398
Pettigrew, Henry	Clerk, 11th Division Court, United Counties of York and Peel	Andrew Young, junior	300	0	0	do	3410
Paul, John	Clerk, 8th Division Court, United Counties of York and Peel	Chester W. Cowies	150	0	0	do	3412
Philpott, James	Bailiff of the several Division Courts, County of Elgin	Robert Bell	200	0	0	do	3436
		Napoleon Levallée	100	0	0		
		Edwin Shibley	600	0	0		
		Henry Simmons	300	0	0		
		Daniel Switzer	300	0	0		
		John Kee	200	0	0		
		Joseph Holley, senior	400	0	0		
		William R. Wadsworth	200	0	0		
		Daniel DeCov	200	0	0		
		John Clark	100	0	0		

Pottage, Edward.....	Bailiff, 6th Division Court, United Counties of York and Peel.....	John Stephenson.....	200	0	0	December 29, do ..	3451
Phillips, Matthew C.	Bailiff, 4th Division Court, County of Norfolk	Anthony Eastwood.....	100	0	0	January 16, 1858 ..	3476
Parsons, William Fletcher.	Bailiff, 4th Division Court, County of Wentworth	George K. Phillips	300	0	0	September 25, 1857 ..	3479
Reynolds, Nelson G.	(Covenant) Sheriff, County of Ontario	Henry Groff	150	0	0	March 29, 1854 ..	2642
Rodgers, Robert	Collector in Her Majesty's Customs.....	Hugh Vanevery	200	0	0	May 4, 1857 ..	2671
Rubidge, Charles	Recognizance, Registering of Deeds, Memorials of Deeds, Conveyances, Wills, &c., in the United Counties of Peterborough and Victoria	William Dickson.....	100	0	0	January 21, 1853 ..	2673
Renwick, Walter	Bailiff, 3rd Division Court, United Counties of Peterborough and Victoria.....	Samuel Stevens.....	500	0	0	February 20, 1854 ..	2681
Rogers, Joseph	Bailiff, 1st Division Court, County of Simcoe.....	John Reynolds	500	0	0	April 28, 1857 ..	2688
Rowland, John	Bailiff, 4th Division Court, County of Simcoe.....	John Langton	1000	0	0	March 11, do ..	2689
Reed, Henry	Bailiff, 1st Division Court, United Counties of Huron and Bruce	Fisher Ames	250	0	0	December 5, 1856 ..	2718
Read, George	Clerk, 3rd Division Court, United Counties of Peterborough and Victoria.....	Archibald B. Ogilvie	250	0	0	February 14, 1857 ..	2724
Ritchie, David H.	Clerk, 7th Division Court, County of Huron.....	John Langton	1000	0	0	May 5, do ..	2744
		Alexander Campbell.....	50	0	0		
		Thomas Dougall	25	0	0		
		George Lout	200	0	0		
		Aaron Burrett.....	100	0	0		
		William B. Hamilton	200	0	0		
		Andrew Melville	100	0	0		
		Isaac Rattenburgh	500	0	0		
		Thomas Smith.....	500	0	0		
		Amos McCrea	250	0	0		
		William Calder	100	0	0		
		Malcolm McNaughton	1000	0	0		
		John McNaughton	500	0	0		

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued.)

Name of Principal	Office or Appointment	Names of Sureties	Penalty.			Date of Bond.	No. of Bond.
			£	s.	d.		
Rance, Samuel.....	Clerk, 10th Division Court, County of Huron.....	William Rattenbury..... Thomas Dark.....	1000 500	0 0	0 0	January 26, 1857 ..	2745
Rorke, Thomas J.....	Clerk, 4th Division Court, County of Grey.....	Richard Rorke..... George Rorke.....	150 75	0 0	0 0	March 13, do ..	2758
Rykert, George Z.....	Land Surveyor, Upper Canada.....	George Rykert..... Roland Macdonald.....	250	0	0	April 15, 1852 ..	2782
Robertson, John.....	do do, do	William Gillespie..... Alexander Moffatt.....	500	0	0	August 26, 1836 ..	2798
Ritchie, Josias.....	do do, do	George Ferguson..... David Jones.....	500	0	0	November 20, 1819 ..	2800
Reid, John.....	do do, do	Thomas A. Stewart..... Richard Thornhill.....	500	0	0	February 23, 1837 ..	2801
Rees, Richard.....	do do, do	Samuel Smith..... Matthew Crooks.....	500	0	0	May 21, 1835 ..	2802
Byle, Matthew.....	do do, do	William Muirhead..... William Walker.....	500	0	0	do 5, 1841 ..	2809
Ross, Robert.....	do do, do	Daniel Gilbert..... Robert Johnson.....	500	0	0	September 3, 1833 ..	2810
Rankin, Charles.....	do do, do	Charles Stuart..... James Woods.....	500	0	0	October 20, 1820 ..	2811

Rykert, George.....	do do, do	Peter McDougall..... David Stegman.....	500	0	0	December 14, do ..	2812
Rankin, Arthur.....	do do, do	H. C. Young..... Charles Rankin.....	500	0	0	April 23, 1836 ..	2816
Roche, John K.....	do do, do	James C. Godwin..... John Roche.....	500	0	0	November 13, 1841 ..	2817
Rubidge, Frederick P.....	do do, do	Charles Rubidge..... Edward S. Hickson.....	500	0	0	January 31, 1831 ..	2818
Richey, James.....	do do, do	Archibald McNab..... Josiah Richey.....	500	0	0	March 11, 1843 ..	2819
Ryan, John.....	do do, do	Thomas McGrath..... John Kelly.....	500	0	0	September 25, 1848 ..	2823
Roney, John J.....	do do, do	Owen Quinn..... Allan Cameron.....	500	0	0	November 6, 1844 ..	2824
Robinson, William.....	do do, do	William Benjamin Robinson..... William H. Boulton.....	500	0	0	May 9, 1846 ..	2825
Rath, William.....	do do, do	Luther Holton..... Robert Bell.....	500	0	0	September 12, 1848 ..	2828
Rubidge, Thomas S.....	do do, do	Frederick P. Rubidge..... John Piny Cryster.....	500	0	0	February 8, 1849 ..	2829
Rogers, Jonathan.....	do do, do	John Campbell..... Luke Smades.....	500	0	0	January 6, 1808 ..	2830
Rombough, William R.....	do do, do	Joseph Lucas..... Henry Keech.....	500	0	0	November 8, 1848 ..	2831
Robinson, Charles.....	Clerk, 6th Division Court, County of Ontario.....	Alexander Calder..... Thomas Gray.....	400 200 200	0 0 0	0 0 0	May 6, 1857 ..	2834

A DETAILED STATEMENT of BONDS and SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.			Date of Bond.	No. of Bond.
			£	s.	d.		
Russell, Andrew	Assistant Commissioner of Crown Land	David Buchan Alexander Vidal	1000 500 500	0 0 0	0 0 0	August 12, 1857	2924
Rapelje, Abraham B.	Deputy Clerk of the Crown and Pleas, County of Norfolk	Duncan McGregor James G. Wilson	200 100 100	0 0 0	0 0 0	July 27, do	2969
Richardson, Robert	Bailiff, 1st Division Court, County of Wellington.	Thomas Keating Samuel Richards	300 150 150	0 0 0	0 0 0	April 25, do	3100
Rogers, Joseph	Bailiff, 1st Division Court, County of Simcoe.	George Lount George Whitebread	300 150 150	0 0 0	0 0 0	October 1, do	3118
Ross, John S.	Clerk, 6th Division Court, United Counties of Stormont, Dundas and Glengarry.	William Elliot Robert Lowery	150 75 75	0 0 0	0 0 0	do 3, do	3135
Ridley, William John	Clerk, 7th Division Court, United Counties of Stormont, Dundas and Glengarry.	John Richardson James Richardson	150 75 75	0 0 0	0 0 0	do 2, do	3138
Rapelje, Abraham B.	Clerk, 1st Division Court, County of Norfolk.	James G. Wilson George L. Darling	500 250 250	0 0 0	0 0 0	September 29, do	3152
Robertson, Thomas	Clerk, 10th Division Court, United Counties of Leeds and Grenville.	John Millar James Fairbairn	240 120 120	0 0 0	0 0 0	November 10, do	3166
Richardson, Robert M.	Bailiff, 1st Division Court, County of Wellington.	Thomas Keating Samuel Richardson	600 300 300	0 0 0	0 0 0	do 2, do	3212

Russell, L. Johnson	Bailiff, 4th Division Court, County of Norfolk	Nathan S. Cohe Thaddeus Gilbert	300 150 150	0 0 0	0 0 0	October 3, do	3222
Randall, William	Bailiff, 1st Division Court, United Counties of Frontenac, Lennox and Addington	Robert Bulles Weir McCre	500 250 250	0 0 0	0 0 0	do 14, do	3245
Ritchie, David H.	Clerk, 7th Division Court, United Counties of Huron and Bruce	Malcolm McNaughton John McNaughton	1000 500 500	0 0 0	0 0 0	do 15, do	3282
Racey, Henry	Clerk, 1st Division Court, County of Brant	Thomas Racey Samuel Buchanan	600 300 300	0 0 0	0 0 0	November 2, do	3283
Robertson, William	Clerk, 2nd Division Court, United Counties of Lanark and Renfrew	Boyd Caldwell Alexander G. Hall	300 150 150	0 0 0	0 0 0	December 8, do	3317
Robinson, John	Bailiff, 5th Division Court, County of Essex	James Robson Edward Robson	150 75 75	0 0 0	0 0 0	September 28, do	3322
Ritchie, John	Bailiff, 4th Division Court, United Counties of Lanark and Renfrew	Thomas Bourke George McDonald	260 130 130	0 0 0	0 0 0	November 16, do	3335
Rankin, James	Bailiff, 2nd Division Court, United Counties of Lanark and Renfrew	John Mather James Muir	200 100 100	0 0 0	0 0 0	October 6, do	3336
Reid, William	Bailiff, 4th Division Court, United Counties of York and Peel	John Evans Nathaniel Vernon	200 100 100	0 0 0	0 0 0	do 28, do	3370
Ross, George	Clerk, 6th Division Court, United Counties of Lanark and Renfrew	James Morris Saunpson Coumb	300 150 150	0 0 0	0 0 0	do 2, do	3378
Reynolds, Nelson G.	(Covenant) Sheriff, County of Ontario	James R. Armstrong James Hodgson	1000 500 500	0 0 0	0 0 0	May 15, do	3380

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.			Date of Bond.	No. of Bond.
			£	s.	d.		
Stewart, William	Bailiff, 3rd Division Court, County of Lambton	Solomon P. Hicks William E. Colby	200 100	0 0	0 0	February 11, 1857	2596
Smith, Charles	Revenue Inspector, County of Prince Edward	Alexander Patterson John B. Owens	500 250	0 0	0 0	March 17, do	2605
Solmes, Samuel	Clerk, 3rd Division Court, County of Prince Edward	Israel Hamilton Daniel Lambert	100 50	0 0	0 0	January 10, 1854	2625
Spafford, Harvey	Clerk, 6th Division Court, County of Prince Edward	Richard Slaggett William W. Spafford	100 50	0 0	0 0	February 4, do	2628
Simonds, Henry	Bailiff, 4th Division Court, County of Prince Edward	Owen Roblin Richard C. Hufman	100 50	0 0	0 0	January 13, do	2633
Stevens, James B	Clerk, 8th Division Court, United Counties of Leeds and Grenville	David B. Stevens William R. Taylor	380 180	0 0	0 0	March 4, 1857	2640
Sanders, William	Land Surveyor, Upper Canada	Edward M. Morphy Hugh Ross	250	0	0	April 11, do	2656
Spearman, Daniel	Bailiff, 2nd Division Court, County of Carleton	John Moore John Hinton	100 50	0 0	0 0	do	2660
Scully, Jeremiah	Landing Waiter and Searcher, in Her Majesty's Customs.	Francis W. Mandeville Willet C. Dorland	200 100	0 0	0 0	May 12, 1857	2672
Stewart, Alexander	Land Surveyor, Upper Canada	Sandford Fleming George B. Holland	100 250	0 0	0 0	July 8, 1852	2677

Stapleton, Charles	Bailiff, 1st Division Court, United Counties of Peterborough and Victoria	Wilson S. Conger John Glen	500 250	0 0	0 0	February 18, 1857	2678
Shane, William	Bailiff, 10th Division Court, United Counties of Huron and Bruce	William Rattenbury Thomas F. Rance	250 250	0 0	0 0	January 31, do	2708
Simpson, John	Collector, in Her Majesty's Customs	Andrew Heron Alexander R. Christie	1000 500	0 0	0 0	May 21, do	2712
Stratton, James	Bailiff, 11th Division Court, County of Huron	Arcus McKenzie William Grant	500 250	0 0	0 0	March 17, do	2706
Smith, William	Clerk, 1st Division Court, County of Grey	John Chisholm John McDermid	500 250	0 0	0 0	April 25, do	2726
Smith, Samuel	Land Surveyor, Upper Canada	Mahlon Burwell George Hamilton	500	0	0	February 23, 1820	2832
Shaw, Claudius	do do	Charles Fothergill James Fitzgibbon	500	0	0	October 10, 1821	2833
Springer, Benjamin	do do	Roswell Mount William McCormick	500	0	0	February 25, 1830	2835
Strange, Henry	do do	William Notman George S. Tiffany	500	0	0	October 10, 1838	2837
Shurdiff, Lemuel	do do	Publius V. Eimore James Dougall	500	0	0	June 7, 1833	2838
Smiley, William	do do	Peter Carroll Henry Carroll	500	0	0	April do, 1836	2839
Shier, John	do do	Jonathan Foot Edward Skae	500	0	0	do 24, 1844	2840
Schofield, M. C.	do do	Peter Schofield Walter Henderson	500	0	0	September 19, 1843	2841

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	s. d.		
Swalwell, Anthony	Land Surveyor, Upper Canada	Duncan McDonell Olmsted Gates	500	0 0	June 11, 1823	2886
Snow, John A.	do	John J. Roney Peter H. Church	500	0 0	September 2, 1847	2888
Slater, James D.	do	George Hall Andrew Cowan	500	0 0	November 18, 1848	2890
Smith, William	do	John McK. David Smith	500	0 0	June 27, do	2894
Sinclair, Duncan	do	William Teasdale John Duffy	500	0 0	do 19, 1845	2895
Savigny, Hugh P.	do	Charles Rankin John Telfer	500	0 0	June 6, 1848	2904
Salter, Albert P.	do	Alexander Wilkinson Alfred P. Toulmin	500	0 0	August 16, 1844	2905
Sewell, Alexander	do	Reverend E. W. Sewell Leveson Sewell	250	0 0	July 9, 1857	2913
Small, Charles C.	Clerk of the Crown and Pleas, Upper Canada	James Boulton Andrew Mercer	2000	0 0	do 21, do	2972
Secord, Elijah W.	Clerk, Division Court No. 5, County of Halton	Walter O'Reilly Robert Douglass	1000 1000 500 250	0 0 0 0 0 0 0 0	December 25, 1856	2988

Sinclair, Donald	Land Surveyor, Lower Canada	Duncan Sinclair Archibald McCallum	250	0 0	July 9, 1850	3059
Sheppard, Charles C.	do	Archibald Campbell Archibald Campbell, junior	250	0 0	April 7, 1852	3071
Sproat, Alexander	do	Adam Sproat George Brown	250	0 0	October 12, 1857	3079
Symmes, Charles	Revenue Inspector, District of Ottawa	P. H. Church Robert Conroy	500 250 250	0 0 0 0 0 0	do 2, do	3108
Seche, Charles Henry	Deputy Clerk of the Crown, United Counties of Lanark and Renfrew	Andrew W. Playfair Alexander Fraser	200 100 100	0 0 0 0 0 0	do 7, do	3110
Stuart, Peter	Clerk, 9th Division Court, United Counties of Stormont, Dundas and Glengarry	Ronald S. Macdonald Donald Ross	150 75 75	0 0 0 0 0 0	do 14, do	3142
Stephens, F. Smith	Clerk, 3rd Division Court, County of Simcoe	Perry McCarty William Hammill	250 125 125	0 0 0 0 0 0	do 6, do	3158
Stitt, William	Bailiff, 10th Division Court, United Counties of Leeds and Grenville	Andrew Snyder Thomas Fairbairn	240 120 120	0 0 0 0 0 0	November 10, do	3184
Stitt, James	Bailiff, 2nd Division Court, United Counties of Leeds and Grenville	Allan Hunter Erastus Fell	360 180 180	0 0 0 0 0 0	October 5, do	3188
Soper, Henry W.	Bailiff, 6th Division Court, United Counties of Leeds and Grenville	Walter H. Denant Henry Mott	340 170 170	0 0 0 0 0 0	November 2, do	3195
Stone, Uriah	Bailiff, 7th Division Court, United Counties of Leeds and Grenville	Samuel W. Kilborne James Rudd	210 105 105	0 0 0 0 0 0	do 6, do	3196

A DETAILED STATEMENT of BONDS and SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	s. d.		
Sterns, Amos S.	Bailiff, 1st Division Court, United Counties of Leeds and Grenville.	James Kincaid. Ephraim Dunham.	620 310 310	0 0 0	October 10, 1857	3198
Stata, Simon S.	Bailiff, 6th Division Court, United Counties of Stormont, Dundas and Glengarry.	Henry G. Merkle. Philip Stata.	100 50 50	0 0 0	September 30, do	3206
Smith, John S.	Bailiff, 6th Division Court, County of Norfolk.	John B. Hutchinson. Messrs Newkirk.	300 150 150	0 0 0	do do	3228
Simkins, Bailey	Bailiff, 6th Division Court, United Counties of Frontenac, Lennox and Addington.	James Wood. John Day.	600 300 300	0 0 0	October 27, do	3254
Spencer, Homer	Bailiff, 5th Division Court, United Counties of Frontenac, Lennox and Addington.	Henry Nelley. Artemus Grainger.	600 300 300	0 0 0	do do	3259
Stanton, Samuel	Clerk, 3rd Division Court, County of Brant.	Edwin Manvering. Benjamin Bell.	100 50 50	0 0 0	do do	2281
Serpall, W. Henry	Bailiff, 4th Division Court, County of Brant.	Thomas Perrin, junior. William Miles.	200 100 100	0 0 0	November 6, do	3321
Spearman, Daniel	Bailiff, 2nd Division Court, County of Carleton.	Joseph Hinton. John Sumner.	200 100 100	0 0 0	September 30, do	3326
Smith, John	Bailiff, 6th Division Court, United Counties of Lanark and Renfrew.	John Smith. John Rankin.	150 75 75	0 0 0	December 7, do	3383

Sache, Charles G.	Bailiff, 1st Division Court, United Counties of Lanark and Renfrew.	Arthur Meighen. Francis G. Hall.	400 200 200	0 0 0	September 26, do	3337
Stansfield, Samuel	Bailiff, 1st Division Court, County of Middlesex.	John J. Redmond. James L. Williams.	200 100 100	0 0 0	November 28, do	3360
Smith, Thomas	Bailiff, 2nd Division Court, County of Middlesex.	Alexander Smith. James S. Smith.	250 100 100	0 0 0	do do	3362
Sache, Charles Henry	Clerk, 1st Division Court, United Counties of Lanark and Renfrew.	Andrew W. Playfair. Alexander Fraser.	400 200 200	0 0 0	do do	3376
Striker, Anson N.	Collector in Her Majesty's Customs.	John Sutherland. John T. Allen.	500 250 250	0 0 0	do do	3384
Seiden, Franklin	Clerk, 8th Division Court, United Counties of Frontenac, Lennox and Addington.	Charles Thompson. Virgilius Seiden.	600 300 300	0 0 0	October 9, do	3397
Secord, George	Clerk, 7th Division Court, County of Lincoln.	Edward Gardner. (George Snyder.	100 50 50	0 0 0	November 2, do	3400
Stewart, Samuel	Clerk, 10th Division Court, United Counties of Frontenac, Lennox and Addington.	Alexander Smith. James Smith.	500 250 250	0 0 0	October 3, do	3402
Simpson, Adam	Clerk, 9th Division Court, United Counties of York and Peel.	James Patterson. Bennett Franklin.	200 100 100	0 0 0	do do	3407
Springstead, Peter	Bailiff, of the several Division Courts, County of Elgin.	James Brown. Henry Martin.	2000 1000 1000	0 0 0	December 31, do	3439
Searis, W. B.	Bailiff, 4th Division Court, County of Oxford.	Hugh Webster. Robert Brown.	500 250 250	0 0 0	October 28, do	3444
Smith, William A.	Bailiff, 1st Division Court, County of Wentworth.	Henry G. Cooper. Joseph H. Unzicker.	500 250 250	0 0 0	do do	3466

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.			Date of Bond.	No. of Bond.
			£	s.	d.		
Servos, William	Clerk, 8th Division Court, County of Wentworth	Stephen Sweazey Stephen Barlow	100 50	0 0	0 0	October 12, 1857	3473
Staples, John	Bailiff 8th Division Court, County of Wentworth	John A. Stewart. William McBride	100 50	0 0	0 0	do 16, do	3477
Twigg, John	Clerk of the County Court, County of Prince Edward.	Robert Ramsay Philip Low	200 100	0 0	0 0	April 4, do	2622
Thompson, Robert	Bailiff, 3rd Division Court, County of Lincoln	John Wesley Lewis Joseph Durker	400 200	0 0	0 0	March 9, do	2613
Thomson, William	Clerk, 1st Division Court, County of Haldimand.	William McPherson John Scott	200 200	0 0	0 0	May 11, do	2768
Tidey, John A.	Land Surveyor, Upper Canada	Matthias Misener, senior. David Thompson	500	0	0	December 16, 1851	2887
Tracy, William	do do	William Bergin Alexander Chisholm	500	0	0	November 1, 1856	2906
Tully, John	do do	Alphonso Wells Andrew Hayes	500	0	0	do 23, 1845	2908
Tiffany, George S.	do do	Oliver Tiffany Thomas Hammill	500	0	0	October 4, 1824	2909
Twigg, John	Deputy Clerk of the Crown and Pleas, County of Prince Edward	William Thomas Yarwood Elisha Sills	200 100 100	0 0 0	0 0 0	July 17, 1857	2920

Thompson, Robert	Preventive Officer, in Her Majesty's Customs	James Durkee William Wardell	100 50 50	0 0 0	0 0 0	September 25, 1857	2946
Tyler, William	Clerk, of the 5th Division Court, County of Wellington	Charles McMillan Charles Boylan	150 150	0 0	0 0	April do, do	2952
Thaker, Robert	Bailiff, 6th Division Court, County of Oxford	William B. Searls Richard Talbot	250 250	0 0	0 0	July 24, do	3099
Taylor, Washington G.	Bailiff, 2nd Division Court, County of Simcoe	Robert Cooke William Nesbitt	80 40	0 0	0 0	April do	3101
Taylor, Thomas D.	Bailiff, 2nd Division Court, County of Simcoe	Thomas Drifill William Wallace	300 150	0 0	0 0	October 1, do	3119
Tate, Thomas	Bailiff, 3rd Division Court, County of Norfolk	Daniel Mathew John Robins	300 150	0 0	0 0	do 10, do	3128
Tyler, William	Clerk, 5th Division Court, County of Wellington	Charles McMillan William Clarke	500 250	0 0	0 0	do 2, do	3134
Thrall, Theron	Bailiff, 12th Division Court, United Counties of Leeds and Grenville	Edward S. Thomas Jeremiah Guilds	240 120 120	0 0 0	0 0 0	do do, do	3187
Thompson, John	Bailiff, 8th Division Court, United Counties of Stormont, Dundas, and Gleanary	Nelson Gray William Johnston	100 50	0 0	0 0	September 29 do	3204
Tisdale, Ephraim	Bailiff, 5th Division Court, County of Norfolk	James M. Tisdale John Boyd	300 150	0 0	0 0	October 1, do	3226
Taylor, George W.	Bailiff, 2nd Division Court, County of Simcoe	Robert Cooke Angus Gunn	100 50	0 0	0 0	do do, do	3233
Thompson, Robert	Bailiff, 5th Division Court, County of Lincoln	John B. Cutter Conrad Teeter	150 75	0 0	0 0	November 2, do	3257

A DETAILED STATEMENT of BONDS and SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	s. d.		
Taylor, William	Clerk, 5th Division Court, United Counties of Lanark and Renfrew	Samuel Dunnet Daniel Hilliard	200 100	0 0	September 30, 1857	3377
Thacker, Robert	Bailiff, 6th Division Court, County of Oxford	Orin Avery Charles Hawkins	100 250	0 0	December 19, do	3447
Tripp, Moses	Bailiff, 5th Division Court, County of Oxford	Thomas Brown John Galliford	500 250	0 0	November do, do	3448
Tennant, William	Bailiff, 9th Division Court, County of Middlesex	William N. Haskett John O'Neil	200 100	0 0	January 7, 1858	3452
Trivitt, Thomas	Clerk, 5th Division Court, United Counties of Huron and Bruce	Isaac Carling James Pickard	1000 500	0 0	December 2, 1857	3457
Unwin, Charles	Land Surveyor, Upper Canada	S. Realy Harrison Charles Unwin	500	0 0	April 12, 1852	2783
Upham, Edward	Clerk, 6th Division Court, United Counties of Frontenac, Lennox, and Addington	James Spike Henry Dear	600 300	0 0	October 6, 1857	3394
Vidal, Alexander	Land Surveyor, Upper Canada	Bernard Turquand Richard E. Vidal	300 500	0 0	June 7, 1842	2907
Varin, Jean Baptiste	Agent for the regulation and collection of Rents, &c., of the Estates and Property of the late Order of Jesuits in this Province	Jean Baptiste Eric Dupré Léon Brousseau	1500 1500	0 0	September 4, 1857	2982

Verner, John W.	Surveyor in Her Majesty's Customs	H. L. Routh John Gordon	500 250	0 0	November 10, do	3108
Vansteinburgh, P.	Bailiff, 4th Division Court, United Counties of Stormont, Dundas and Glengarry	William H. Baker Simon Baker	100 50	0 0	September 28, do	3373
Warren, William	Collector in Her Majesty's Customs	John Borlase Warren Carleton Lynde	1000 500	0 0	March 6, do	2597
Warren, John	Clerk, 3th Division Court, United Counties of Leeds and Grenville	William Robertson Walter H. Denant	340 170	0 0	January 9, 1854	2693
Winterbottom, W. B.	Clerk, 1st Division Court, County of Lincoln	L. W. Mercer George Augustus Clement	200 100	0 0	do 31, 1857	2608
Webster, James	Bailiff, 2nd Division Court, County of Lincoln	James Taylor Richard Miller	400 200	0 0	do 14, do	2612
Wright, Edward W.	Clerk, 8th Division Court, County of Prince Edward	David B. Stevenson John Bougard	100 50	0 0	do 7, 1854	2680
Wycott, Thomas	Bailiff, 1st Division Court, County of Prince Edward	James Wycott Andrew Wycott	100 50	0 0	March 15, do	2684
Wycott, W. Henry	Bailiff, 1st Division Court, County of Prince Edward	Thomas Wycott James Taylor	100 50	0 0	January 13, 1857	2698
Wilson, Joseph	Clerk, 2nd Division Court, County of Ontario	Peter Taylor William Linton	500 250	0 0	April 11, do	2649
Wilson, John	Bailiff, 2nd Division Court, County of Ontario	Joseph Wilson John A. Haight	200 200	0 0	December 6, 1854	2643
Wagner, W.	Land Surveyor, Lower Canada	Jacques Fuchs W. Sinn	200 250	0 0	April 8, 1857	2682

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.		Date of Bond.	No. of Bond.
			£	s. d.		
Watson, Peter	Bailiff, 2nd Division Court, County of Grey.	Peter Paterson George Matthews	100 50	0 0	April 28, 1857	2692
Wilcox, Abel	Bailiff, 2nd Division Court, County of Middlesex	Hiram Dell Francis Frank	400 50	0 0	May 12, do	2705
Warren, John	Clerk, 6th Division Court, United Counties of Leeds and Grenville	William Bell Henry Mott	340 170	0 0	April 30, do	2721
Williams, John	Clerk, 3rd Division Court, County of Grey	Dorchester Merrick Rix Burnstead	100 50	0 0	February 28, do	2730
Winter, Henry	Land Surveyor, Upper Canada	John Lusk Solomon Winter	250	0 0	July 11, 1853	2773
Walsh, Robert	do do	Connell James Baldwin Ross Nixon	500	0 0	June 2, 1841	2784
Wells, Alphonso	do do	G. W. Wicksteed Douglas Prentiss	500	0 0	April 16, 1842	2785
White, Henry	do do	Donald Cameron Joseph Whelpley	500	0 0	October 8, do	2786
Wilmot, Samuel, senior	do do	Richard Ferguson Thomas M. Metcalfe	500	0 0	November 6, 1804	2787
Wilkinson, J. Alexander	do do	James Charles William McCrae	1000	0 0	April 18, 1855	2788

Wright, Richard	do do	Henry Ruttan John Husta	500	0 0	November 14, 1828	2789
Womban, William George	do do	Sir A. N. McNabb Thomas Allen Blyth	500	0 0	September 18, 1847	2790
West, James	do do	William P. Patrick Thomas Stoyell	500	0 0	do 26, 1825	2791
White, Edward	do do	James Fitzgibbon George Magill	500	0 0	December 6, 1819	2792
White, John Edward	Bond to survey a certain Township to the North of the Township of Brock, and East of Lake Simcoe, in Upper Canada.	George Manning	1000	0 0	January 3, 1820	2793
Wilkinson, Alexander	Land Surveyor, Upper Canada.	John A. Wilkinson Fabien Parent	500	0 0	October 20, 1843	2808
Walsh, Thomas William	do do	Francis L. Walsh Simpson McCall	500	0 0	April 16, 1842	2899
Willings, Nathaniel	Bailiff, 4th Division Court, County of Simcoe	Francis Kerr John McKay	200 100	0 0	May 14, 1857	3094
Willings, Nathaniel	Bailiff, 4th Division Court, County of Simcoe	Francis Kerr John McKay	250 125	0 0	October 1, do	3120
Whaley, Samuel	Clerk, 5th Division Court, County of Perth	James Whaley William Moss	250 125	0 0	do 10, do	3150
Williams, Raby	Clerk, 5th Division Court, County of Perth	Peter Woods James Woods	300 150	0 0	do 8, do	3154
Warren, John	Clerk, 6th Division Court, United Counties of Leeds and Grenville	Henry Mott William Bell	340 170	0 0	do 6, do	3172
Walker, William	Bailiff, 11th Division Court, United Counties of Leeds and Grenville	William Humphries John Warren	240 120	0 0	do 14, do	3190

A DETAILED STATEMENT OF BONDS AND SECURITIES, &c.—(Continued.)

21 Victoria.

Appendix (No. 13.)

1858.

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.			Date of Bond.	No. of Bond.
			£	s.	d.		
Willoughby, Nicholas.....	Bailiff, 3rd Division Court, United Counties of Leeds and Grenville.....	John McDonald..... Thomas Richmond.....	100	0	0	November 18, 1857 ..	3192
Wiltse, Martin	Bailiff, 9th Division Court, United Counties of Leeds and Grenville.....	William Wallace King .. Henry Green	150	0	0	October 3, do ..	3199
Wiseman, William.....	Bailiff, 8th Division Court, United Counties of Stormont, Dundas, and Glengarry	Peter Cockburn	100	0	0	September 29, do ..	3205
Wood, Rowley	Bailiff, 6th Division Court, County of Wellington	John McMillan	50	0	0	October 17, do ..	3211
Washburn, Stephen H....	Bailiff, 3rd Division Court, County of Simcoe	John Finlayson	200	0	0	do 5, do ..	3234
Whitcomb, M. C	Bailiff, 4th Division Court, United Counties of Frontenac, Lennox, and Addington	William Reynolds	200	0	0	do 6, do ..	3255
Winters, Ambrose	Bailiff, 2nd Division Court, County of Waterloo	Perry McCarty	500	0	0	September 26, do ..	3270
Wade, Robert.....	Clerk, 6th Division Court, County of Brant.....	Henry Wright.....	500	0	0	October 16, do ..	3276
Wigfield, Jonathan.....	Clerk, 5th Division Court, County of Essex.....	John Gibbard	500	0	0	September 26, do ..	3279
		John Herring	250	0	0		
		Sylvanus Cornell.....	250	0	0		
		Charles A. Doerner	800	0	0		
		Alexander Buchanan	500	0	0		
		Robert Mellisk	500	0	0		
		Martin Truax	100	0	0		
		Eli R. Deming.....	50	0	0		
			200	0	0		
			100	0	0		
			100	0	0		

21 Victoria.

Appendix (No. 13.)

1858.

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.			Date of Bond.	No. of Bond.
			£	s.	d.		
Waters, Charles	Clerk, 2nd Division Court, United Counties of Prescott and Russell	Hiram Johnson.....	200	0	0	October 18, do ..	3300
Whitley, William J.....	Clerk, 5th Division Court, County of Halton.....	Joseph Aumond.....	100	0	0	August 18, do ..	3316
Webster, James	Bailiff, 2nd Division Court, County of Lincoln	John McCarty	250	0	0	November 2, do ..	3328
Wilson, Francis	Bailiff, 6th Division Court, County of Middlesex.....	George McCarty.....	125	0	0	December 15, do ..	3361
Wilcox, Abel	Bailiff, 6th Division Court, County of Middlesex.....	Richard Miller	125	0	0	do 12, do ..	3368
Wheelan, William	Clerk, 5th Division Court, United Counties of Frontenac, Lennox and Addington.....	Joseph P. Boomer	200	0	0	October 6, do ..	3398
Wright, Edward.....	Clerk, 2nd Division Court, United Counties of Frontenac, Lennox and Addington.....	Patrick McPhail	100	0	0	do do, do ..	3895
Winterbottom, W. B.....	Clerk, 1st Division Court, County of Lincoln	James Blair	200	0	0	November 2, do ..	3421
Wilson, Joseph	Clerk, 2nd Division Court, County of Ontario.....	Hiram Dell	100	0	0	October 17, do ..	3461
Walker Andrew	Bailiff, 5th Division Court, United Counties of Huron and Bruce.....	Adam R. Van Valkenburgh	100	0	0	December 29, do ..	3462
Wright, George W	Bailiff, 2nd Division Court, County of Wentworth	Hugh Evans	750	0	0	November 12, do ..	3467
Widdifield, John C.....	Bailiff, 4th Division Court, County of Ontario.....	Patrick Murphy	375	0	0	do 9, do ..	3466
		John Lasher	700	0	0		
		Edward A. Burrows.....	350	0	0		
		Lawrence W. Mercer	350	0	0		
		George Augustus Clement	100	0	0		
		Hector Beaton.....	50	0	0		
		Robert Wise	50	0	0		
			200	0	0		
			100	0	0		
			100	0	0		
			500	0	0		
			250	0	0		
			250	0	0		
			200	0	0		
			100	0	0		
			100	0	0		
			500	0	0		
			250	0	0		
			250	0	0		

A DETAILED STATEMENT of BONDS and SECURITIES, &c.—(Continued.)

Name of Principal.	Office or Appointment.	Names of Sureties.	Penalty.	Date of Bond.	No. of Bond.
Wilson, Andrew.....	Clerk, 6th Division Court, County of Lincoln	John Shepherd	100	November 2, 1857 ..	3474
Young, George	Clerk, 4th Division Court, County of Kent	James Jackson	50		
		.....	50		
		Alexander Charteris.....	100		
Young, William	Clerk, 5th Division Court, County of Prince Edward..	James Baxter	100	February 5, do ..	2601
		.....	100		
		David Y. Leslie	50	March 6, 1854 ..	2627
Young, Robert	Clerk, 3rd Division Court, County of Halton	Abraham Hubbs.....	50		
		.....	250		
		David Cross	125	May 15, 1855 ..	2988
Young, Robert	Clerk, 3rd Division Court, County of Halton	Henry P. Thompson	125		
		.....	500		
		David Cross.....	250	November 26, 1857 ..	3291
Young, William	Bailiff, 1st Division Court, County of Brant.....	Henry P. Thompson	250		
		.....	800		
		Amos G. Watson.....	150	do 17, do ..	3345
		John Smith.....	150		

Certified.

THOS. AMIOT, Deputy Registrar.

PROVINCIAL SECRETARY'S OFFICE,
Toronto, 27th February, 1858.

R E T U R N

To an Address from the Legislative Assembly, dated 19th April, 1858,
for statements relative to Municipal Affairs in Lower Canada.

By Command.

T. J. J. LORANGER,

Secretary.

SECRETARY'S OFFICE,

Toronto, 31st May, 1858.

And also, Municipal Returns from Upper and Lower Canada, in accordance with the provisions of the Act 16 Vic., cap. 163, sec. 2.

NOTE.—*The above Returns were ordered, by the House, not to be printed, in accordance with the recommendation of the Standing Committee on Printing.*

R E T U R N

To an Address from the Legislative Assembly to His Excellency the Governor General, dated the 2nd ultimo, praying His Excellency to cause to be laid before the House "Copies of all Instructions to the parties entrusted with the charge of the Survey of the Ottawa Ship Canal, together with all reports, documents, and other information returned by them to the Government, and the expenditure, in detail, incurred in connection therewith."

By Command.

T. J. J. LORANGER,

Secretary.

SECRETARY'S OFFICE,

Toronto, 6th July, 1858.

R E T U R N

To an Address of the Legislative Assembly, of the 16th March, 1858, "For a certain Statement relative to Timber Affairs and Slidage in the Ottawa Territory."

By Command.

T. J. J. LORANGER,

Secretary.

SECRETARY'S OFFICE,

Toronto, 7th July, 1858.

NOTE.—*The above Returns were ordered, by the House, not to be printed, in accordance with the recommendation of the Standing Committee on Printing.*

R E P O R T

OF

WALTER SHANLY, ESQUIRE,

ON

THE OTTAWA SURVEY.

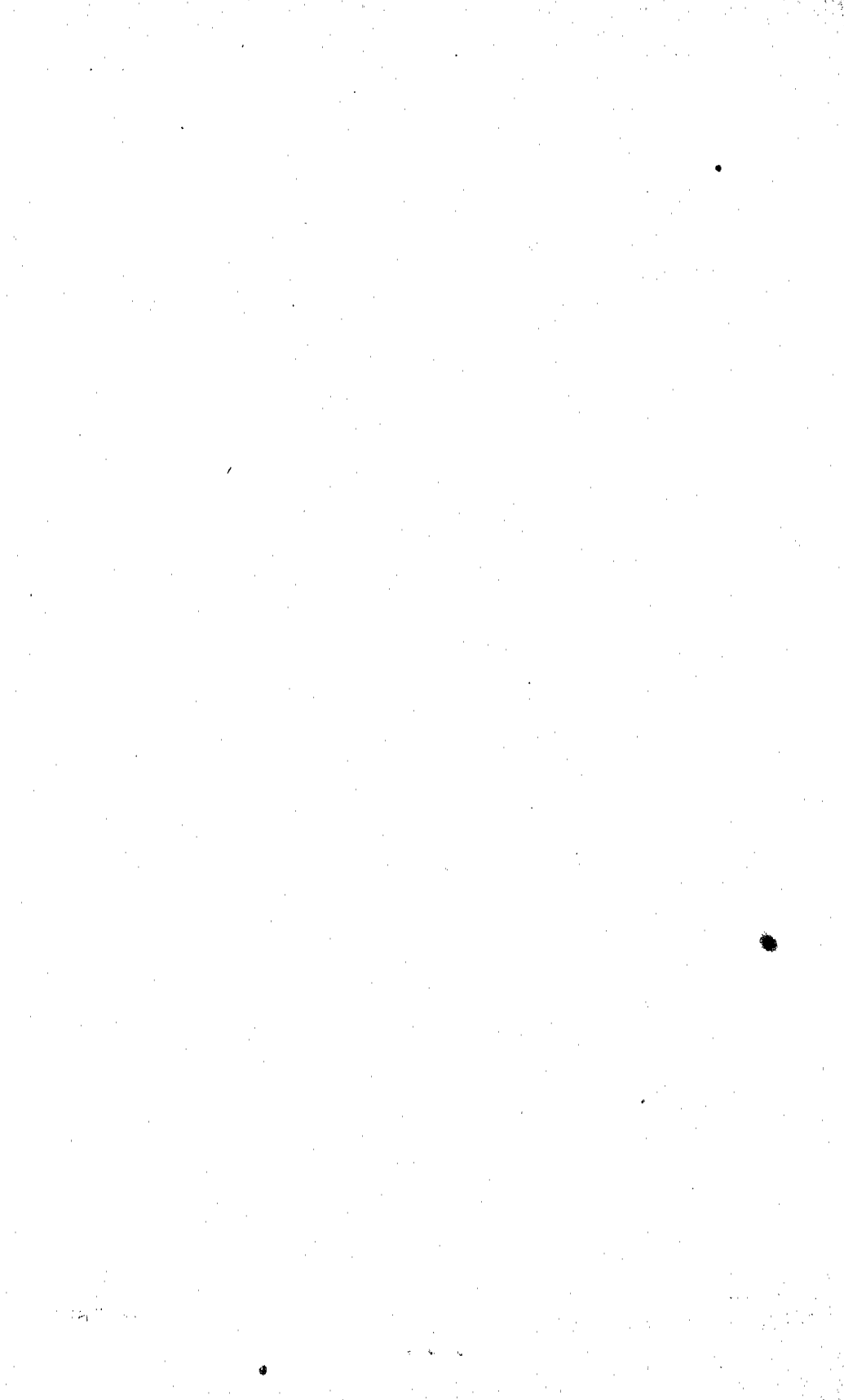
SUBMITTED TO THE LEGISLATIVE ASSEMBLY, FOR
THEIR INFORMATION.

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*Printed by Order of the Legislative Assembly.*  
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TORONTO:

JOHN LOVELL, PRINTER, CORNER OF YONGE AND MELINDA STREETS.
1858.



R E P O R T

Of Walter Shanly, Esquire, on the Ottawa Survey. Submitted to the Legislative Assembly for their information.

T. J. J. LORANGER,

Secretary.

Secretary's Office,

Toronto, 30th July, 1858.

TORONTO, 22nd March, 1858.

SIR,—I have the honor to report on the proposed line of navigation from Montreal, by the Ottawa and French River, to Lake Huron, the examination and survey of which were committed to my charge by the Commissioners of Public Works, in July, 1856.

As an Index to the work embraced in the exploration and survey of so long and varied a chain of waters as go to make the route in question, I will divide it into the following sections:

1st. Montreal to Ottawa City.....	110 miles.
2nd. Ottawa to Portage du Fort.....	55 “
3rd. Portage du Fort to Fort William.....	60 “
4th. Fort William to Mouth of the Matawan.....	80 “
5th. The Matawan and Lake Nippissingue.....	45 “
6th. Lake Nippissingue and French River.....	80 “

Whole distance Montreal to Lake Huron.... 430 miles.

For particulars of the steps taken for the carrying out of my instructions I would refer you to my *ad interim* reports—more especially those of the 13th December, 1856, and 19th March, and 25th August last year, while I will here merely recapitulate in general terms what in those documents is given in detail, viz.: that the original appropriation for meeting the expenses of the survey having been of very limited amount, I deemed it advisable to confine actual instrumental operations in the first instance, to those portions of the route which obviously presented the principal obstructions to the establishment of a continuous navigation. The sections selected on these grounds were;—1st. That from Portage du Fort, at the head of the Chats Lake, to the foot of the noble stretch of navigable water above Fort William, known as the “deep river,”—being No. 3 in the above index;—2nd. From the mouth of the Matawan to Lake Nippissingue, No. 5, in index.

The first described division, covering some sixty-five miles of the length to be explored, is by far the most obstructed portion of the main Ottawa River, and consequently the most tedious of survey, as it will eventually be the most costly of improvement, when placed in comparison with any equal portion of the route.

above Bytown. A complete and reliable survey of this section, I deemed indispensable to a correct knowledge of the capacity of the Ottawa as a navigable highway to the west.

That an accurate chart of the Matawan, and a reliable topographical map of the dividing ridge between it and Lake Nipissingue, was equally indispensable to a correct solution of the problem with which I have to deal, must necessarily have struck any experienced engineer, who had at all given his attention to the subject, that question involving a matter of no lesser moment than the connection, for purposes of commerce, of the waters of the great Ottawa River with those which chose their path to the Ocean by way of the Great Lakes and the Falls of Niagara. It must have been obvious, also, even in the absence of any previous knowledge of its *contour*, that in the region of the Matawan, would have to be decided the all important question of the supply of water to meet the exigencies of lockage.

From the confluence of the Matawan with the Ottawa to the mouth of the little "Rivière des Vase" on Nipissingue, is forty-five miles.

The surveys of these two divisions of the projected chain of navigation were commenced in August, 1856, and carried on uninterruptedly, all through the severe winter that ensued, particularly severe as it must necessarily ever be in the northerly latitude in which they lie. Operations on the Matawan were continued until the following May, when I received official instructions from you that the two parties of engineers there engaged were to be called in, and that portion of the survey abandoned, or suspended *sine die*. Those instructions I acted upon at once, though with reluctance, for the work had been approached so near to completion that three months continuance of even one of the parties in the field would have secured all the requisite data for the compilation of a finished and accurate chart of that singular and interesting river as well as of the adjacent shore of Lake Nipissingue.

The lower division of the work, from the Deep River to the head of Chats Lake, continued under survey until the end of January last, shortly previous to which time you notified me that it had been decided by the commissioners, acting under an order of His Excellency the Governor General in Council, to discontinue all further operations for the present.

It is much to be regretted, if I may be permitted to say so, that the necessity for the suspension of this survey should have arisen just when it did, at a period of the year when the ice affords such facilities for sounding with accuracy and expedition, and for obtaining the other necessary data for finished and comprehensive maps and charts, and which on the rugged and precipitous shores of deep waters cannot at any other season be had with equal economy and correctness. The present winter, had the work not been interrupted, would have resulted in the acquisition of the necessary material for laying down with completeness all the varying features of shore line, islands, and depths relating to the several channels into which that intricate section of the Ottawa is divided by the Alouettes and Camulet Islands, and the many little islets between the Grand Calumet Falls and Portage du Fort.

In accordance with the instructions last referred to, the Ottawa survey was totally suspended on the 31st January last. I should have mentioned that in addition to the two divisions of the route above described as compassing my first scheme of operations, I have also succeeded in obtaining a very excellent, though also still incomplete survey of a third division—Lac des Chènes—forming part of section No. 2 in index, and extending from the foot of the Chats Rapids opposite Fitzroy Harbour, to the head of the Chaudière Rapids seven miles above the City of Ottawa.

During my explorations of the Ottawa in November 1856, learning that the works of the Chats Canal were on the eve of being suspended, it struck me that the resident Engineer of that work, Mr. Gallway, thus relieved of his ordinary duties,

might possibly be spared to assist in the important survey which I had then recently commenced. On making such a suggestion to the Department the Commissioners at once responded by placing Mr. Gallway and his party at my disposal; I accordingly requested him to connect, by regular survey, the already commenced canal at the Chats with the contemplated one at the Chaudière.

This work carried on during the winter of 1856-7, though not completed, was prosecuted sufficiently for to furnish a correct outline of Lac des Chênes, and to add twenty-seven miles, (the length of the lake) of correct soundings to our store of information respecting the available depth of the waters under examination.

From the moment of assuming the responsibility of ascertaining and pronouncing on the merits of so bold a project as that of opening an entirely new ship or steamer communication between the Lower St. Lawrence and the Lake ports of the West, I laid down the principle of having the work executed with the greatest possible carefulness and accuracy, desirous (as stated in a former report) of producing charts of our grand northern river as reliable in every particular as those admirable ones which will ever associate the name of Bayfield with the Great Lakes and the St. Lawrence.

I accordingly adopted the trigonometrical system of survey, and as far as the work has gone, no pains have been spared to insure correctness, as well in determining the shore line of the waters, main lands, and islands, as in laying down the soundings.

The following summary, taking the sections which were under survey in the order in which they occur ascending the Ottawa, will serve to show at a glance what proportion of the route has been submitted to the test of instrumental examination, the whole distance from Montreal to the mouth of the French River being, as already stated, estimated at 430 miles.

1st. From the Chaudière to the Chats Rapids, "Lac des Chênes" ..	27 miles.
2nd. From Portage du Fort to the Deep River.....	65 "
3rd. From mouth of the Matawan to Lake Nippisngue	45 "

Total. 137 miles.

The triangulation of all these sections has been nearly completed, but a large amount of field work, as has been before mentioned, remains to be done in order to complete the tracing in of the shore lines, and the topography of the banks of the rivers and lakes. Soundings have been taken throughout, generally at intervals of two hundred feet apart, save in the actual rapids and some isolated spots besides, where the waters did not freeze. The results of this department of the work may be briefly summed up as follows:

1st. *Lac des Chênes*.—For about three-quarters of a mile below the foot of the Chats Canal we have a series of rocky bars and shoals, which scarcely leave, at low water, a depth of more than seven and a half feet available for navigation. There is, however, much deep water (over fifteen feet) in that distance, and the formation of a channel twelve feet in depth or more, though it would involve considerable outlay, is perfectly within the scope of practicability. The remainder of Lac des Chênes, twenty-seven miles, has a broad, direct channel, with a minimum depth of twelve feet at low water, the average soundings being more than twenty feet, and but one fortieth part of the whole distance less than fifteen feet.

2nd. The section from Portage du Fort to the Deep River, 65 miles, has been sounded throughout the northerly channel of the river, including Lac Coulongé, and presents generally an available depth of over fifteen feet, by far the larger proportion of the distance having soundings of more than thirty feet. In the Calumet Channel, from the head of the island of that name to the Grand

Calumet Falls, seventeen miles, we have some ten miles of shallow water, from six to nine feet, over shoals composed of sand or alluvial deposit. The water in this channel can, by the simple construction of an easily formed dam at the Falls, be kept up permanently to a level that would, without damaging any lands now available for cultivation, give a minimum depth throughout of nine feet, and a channel of twelve, or for that matter, fifteen feet in depth, can then easily be obtained through the shoals by dredging out from two to six feet of the soft deposit of which the bottom is composed.

3rd. The soundings of the Matawan River are highly satisfactory, extending, save in the few cases of "open water" (nearly all soundings having been taken from the ice), from its confluence with the Ottawa to its head waters in the upper extremity of Front Lake, distance 42 miles. In mid channel the depths average as follows :

15 feet and over	32 miles.
12 " and less than 15	5 "
10 " and under	5 "

Of the deep portions, that is to say fifteen feet and over, three-fourths, or twenty-four miles, have more than 30 feet soundings. In "Lac Plein Chants," a stretch of smooth water five miles in length not far above the mouth of the river, the average depth is more than eighty feet; in many instances bottom not being discoverable with three times that length of line.

Lac "Talon," which we reach at eighteen miles from the mouth, and which gives us eight miles of still water, is also very deep, never less than twenty (20) feet in mid channel and commonly more than one hundred feet. We then come to La Tortue and Trout Lakes, twelve miles more of smooth water. In the former the minimum soundings are fifteen feet, in the latter thirty, while frequently more than two hundred feet are found.

Apart from the regular surveying operations, Mr. Stewart, my principal assistant in the work, took advantage of the good ice in the winter of 1856-7, to ascertain the depth to be depended on in the Chats Lake (the upper part of section No. 2 in Index) from Portage du Fort to within three miles of the head of the Chats Canal.

Consecutive and close soundings were taken throughout that length, some seventeen miles, except for about two-thirds of a mile of open water at the Cheneaux Rapids and resulted in showing a minimum depth of about fourteen feet, the soundings generally ranging between thirty and sixty feet, while the lead at the end of thirty fathoms of line, frequently announced "no bottom."

I have thus had soundings taken over about one hundred and fifty miles of the proposed chain of navigation, upwards of one-third of the whole estimated length, and in that distance find only some thirty miles (including the Chats Canal) requiring artificial improvement to render each section continuously navigable in itself for vessels drawing twelve or even fifteen feet of water. As I proceed with this report I trust to be able to show that, following the route of the waters proposed to be improved from Bytown to the Georgian Bay, the points between which my whole field of operations lay, there are at least one hundred and twenty miles more of deep and level water, in detached sections it may be, but requiring little or no aid from the hand of man to render them amenable to the purposes of ship navigation.

The falls and rapids of the surveyed and other portions of the route will be touched on by and by when I come to enter on the general engineering features of the whole scheme, and will in that connection be exhibited in tabular form as an appendix to this report.

Besides the hydrographical examinations embraced in the foregoing summary

of soundings, a survey has been also made of the ridge of land dividing Trout Lake, at the head of the Matawan River and the most westwardly of the waters tributary to the Ottawa, from Lake Nipissingue, whose outlet is by the French River to Lake Huron; and the topographical features of the barrier between where the waters of two of the mightiest of American rivers approach almost within rifle shot of one another, have been ascertained with sufficient accuracy to enable me to pronounce with confidence on the practicability and probable cost of uniting them.

Having sketched, as above, my course of proceedings towards the discharge of the trust committed to me, I will next, before entering on consecutive details as to harborage and lockage, distance and depth, exhibitory of the engineering characteristics of the route, endeavor to give, for the information of those who, though interested in the project, may not be familiar with the geography of the proposed line of communication, a descriptive outline of the chain of waters which are to form the Ottawa and French River navigation.

The great Ottawa River, which at the foot of the island of Montreal becomes finally merged in the greater St. Lawrence, has a north-westwardly course of probably some five hundred miles, and may be said to drain all that portion of the area of Canada comprised between latitude 45° and 49° and longitude 74° and $79\frac{1}{2}^{\circ}$.

Following the course of this great artery for about three hundred miles from Montreal, and noting in that distance many large streams pouring into it from both sides, we come to a broad, deep river, having an ascending course to the west. This is the Matawan, the widest and deepest of the western tributaries of the Ottawa. Turning out of the main river, we follow up this branch directly towards the setting sun, for a little over forty miles, when, far larger at its sources than at its mouth, the Matawan closes abruptly at the head of a deep lake, and, for the first time since starting upon our journey, the waters seem to come to an end.

Landing, however, and crossing a sandy ridge, but little elevated above the level of the lake just spoken of, a walk of scarce three quarters of a mile brings us upon a little river, when the current, which has hitherto impeded the progress of our bark canoe, now assumes a contrary direction from that of the waters we have left behind, and is gliding silently but surely to the west.

Descending this stream, known to the "Voyageurs" as "La Rivière de Vase," five miles of canoeing over its gradually widening surface brings us upon a noble expanse of water, Lake Nipissingue, across which, still keeping on our due west course, we find thirty miles of deep water ere again compelled to take the land, which we do near where the dark waters of the lake are seen to hurry tumultuously to some destined goal below through a narrow channel cut perpendicularly in the hard granitic rock. Here a "portage" of scarce a quarter of a mile in length brings us once more to navigable water, and our canoe floats securely on the placid surface of the French River, following whose deep and beautifully terraced waters, and making three short "portages" in its length of fifty miles, we emerge upon the Georgian Bay, having travelled, as near as may be, four hundred and thirty miles from our starting point at Montreal, and to reach which place of union with Ottawa waters, those of the French River, which have just borne us out upon Lake Huron, have a journey before them of not less than one thousand miles, forming an atom in the huge volume of water that takes the great leap of the cataract of Niagara.

With so unbroken a chain of water communication, river and lake, between the lower St. Lawrence—the natural portal of Canada—and the "land of promise" in the west, it is not to be wondered at that the route we have just come over should have been the earliest highway of Canadian commerce.

In the year 1615 a brave Frenchman ascended the Ottawa from where the City of Montreal now stands, and under the guidance of his allies from among the Indians who there swarmed on its banks, as well as on the now desolate shores of Lake Nippissingue and the French River, he followed the identical course that has been traced above, extending his explorations far down Lake Huron. Lake Huron was thus the first of our wonderful fresh water seas ever gazed upon by European eyes, ere yet the thunders of Niagara had greeted European ears. The name of the gallant voyageur was Samuel Champlain.

Impelled by the love of adventure, or the temptations of traffic, La Salle and others quickly followed in the footsteps of Champlain, and for a long series of years, up to a comparatively recent period, large fleets of canoes richly laden with the peltries of the north periodically, year by year, ascended the French River, and, crossing over Nippissingue and the "height of land," dropped down the Ottawa to Montreal, the head-quarters of the fur trade.

Owing to the falling off in that important branch of commerce, in part because of the gradual decrease in the number of fur-bearing animals in the region of Nippissingue and the Ottawa, in part because of the opening of other channels of communication, but, above all, to the appearance of steamers on the great Lakes and of Railways on their borders, the French River and Ottawa route fell into gradual disuse, save as regards the latter river, for the purpose of the timber trade; and on the French River, Lake Nippissingue and the Matawan, whose echoes formerly resounded at not unfrequent intervals to the song of the voyageurs; their cheery voices are now but seldom heard, the only inhabitants of their solitary shores consisting of some few dozen Indian families of that self-same Algonquin tribe of whom hundreds gathered wondering, round the "white men," when, nearly two centuries and a half ago, Champlain and his companions first appeared among them.

In reviewing the commercial bearings of the project under consideration, it must be apparent to the most indifferent looker-on, if he will only give the subject his serious attention for a little, that the claims of such a route as has been described—water, it may be said, the whole way, and nearly four hundred miles shorter between tide water and Lake Michigan than that by the great Lakes, are at all events deserving of an impartial hearing. Setting aside, therefore, the engineering obstacles to be overcome, and which, for argument sake, we will suppose to be smoothed over in the meantime, I will proceed to state the case as simply and briefly as I can for the consideration of the merchant.

It is not my intention to array great columns of statistics to show what the possible trade from the west to the seaboard may be some ten years hence, within which period such a navigation as is above foreshadowed may become a reality. The increase of population and commerce in the western States and western cities has invariably outstripped the anticipations of the theorist, and are perfectly certain to continue to do so for a long series of years to come.

It would be almost in vain, then, to speculate on what the next ten years of progress should bring forth; but it may fairly be asserted that producing powers in the west, and demand for its products in the east, are increasing in such rapid ratio that any project which shall have for its end to diminish space and increase the facilities of transport by water carriage, will find such favor in the eyes of the mercantile community that the restless spirit of commerce will neither slumber nor sleep while a possibility remains of effecting some radical improvement in the water communication between the lake ports of the interior and the sea ports of the Atlantic coast. Millions will be freely contributed and freely expended for the furtherance of such a purpose ere ten years more have passed away.

The natural outlet of all that fertile region east of the Mississippi which

drains into the great Lakes, is, of course, their outlet the St. Lawrence ; and the preponderance of the trade of that immense area, as it assumes dimensions proportioned to the vastness of the river, will settle into that channel as a matter of destiny. No wholly artificial revenue can keep pace in increasing capacity with the gigantic commerce which is growing up to the west of Lake Michigan, and which will force us Canadians into bolder undertakings than any we have yet embarked in. Canada lies directly across the leading route from the far west to the Atlantic seaboard, and over some portion of our territory the great tide of western commerce must for ever roll.

To meet the coming exigencies of that commerce, public attention has already been directed to three great projects, viz :

- 1st. The enlargement of the Welland Canal.
- 2nd. The construction of the Toronto and Georgian Bay Canal.
- 3rd. The establishment of the French River and Ottawa navigation.

I use the term navigation rather than canal in relation to the last named scheme, because, as before observed, it consists of an almost uninterrupted chain of waters—river and lake—demanding, just as we all remember the St. Lawrence did, certain detached sections of canal to render the navigation continuous.

The maps accompanying this Report will place clearly before the reader the relative geographical positions of each of the routes named. That by the Welland Canal is so familiar to all in any way concerned in the trade of the lakes that the name is sufficient to recall its importance and success. The enlargement to ship proportions of that indispensable connection between Lake Ontario and the upper Lakes will be the first accomplished of any of the three projects under consideration.

With respect to the Toronto and Georgian Bay Canal, the lately published and elaborate report of Mr. Kivas Tully, Civil Engineer, puts us in possession of full and reliable data as to the constructive features of that project, while my own explorations and partial surveys in connexion with project No. 3 enable me to condense its salient features into tabular comparison with those of its compeers :

No.	Name of Route.	Distances Chicago to Montreal.				Lockage.		
		Lake.	River.	Canal.	Total.	Up.	Down.	Total.
		Miles.	Miles.	Miles.	Miles.	Feet.	Feet.	Feet.
1	Welland Canal.....	1145	132	71	1348	..	535	535
2	Toronto and Georgian Bay.....	775	155	120	1050	130	675	805
3	French River and Ottawa.....	575	347	58	980	83	615	698

From these figures it appears that in point of distance, No. 3, which may be termed, *par excellence*, the "Canadian route," hold a very wide advantage over No. 1 ; and, though possessing in a lesser degree a similar advantage over No. 2, is so far its superior in regard of lockage, as *cæteris paribus*, to entitle it to at least an equal share of attention.

In the foregoing table, Chicago is taken as our point of departure from the west, Montreal as the port of destination ; with these points as termina, I will endeavor to show what the relative cost of transportation by each of the three routes should be, and to that end will avail myself of the calculations of the net mileage cost of transport by the several descriptions of water carriage, lake, river, and canal, given us in the able report of Mr. W. J. MacAlpine, on the canals of the State of

New York. I also ask permission of Mr. J. B. Jervis to make use of some of the figures relating to similar matters set forth in his excellent treatise on the Caughnawaga Canal project.

The following is Mr. McAlpine's table.—

TABLE OF THE COST OF TRANSPORT PER TON PER MILE.

Ocean.	Long voyage.....	1 mill.
"	Short ".....	2 to 4 mills.
Lake.	Long ".....	2 "
"	Short ".....	3 to 4 "
Rivers.	Hudson and of similar character.....	2½ "
"	St. Lawrence and Mississippi.....	3 "
"	Tributaries of Mississippi.....	5 to 10 "
Canals.	Erie enlargement.....	4 "
"	Other large Canals but shorter.....	5 to 6 "
"	Erie Canal, ordinary size.....	5 "
"	With Great Lockage.....	6 to 8 "
Railroads.	Transporting Coal.....	6 to 10 "
"	Not for Coal, favorable grades and lines.....	12½ "
"	Steep Grades.....	15 to 25 "

To the Canal rates above given must be added the tolls, which, on the Erie Canal in its present unenlarged condition, swell the cost of transport through it to about 14 mills per ton per mile, Mr. Jervis making just allowance for the lessening of tolls certain to be a consequence of the increase of tonnage due to the larger capacity of our Canadian canals, when tested to their full capability, and for the actual decrease in the cost of transportation due to the larger class of vessels that their capability will admit of being employed in the trade, assumes the cost of transport, tolls included, in ship canals of ordinary cost, at 8 mills per ton per mile, which is simply adding 4 mills for toll to Mr. McAlpine's 4 mills for transport.

Mr. T. C. Clarke in his excellent paper on the "Avenue of Western Trade," first published in "Hunt's Merchants' Magazine," and subsequently in the Report of the Commissioner of Public Works for last year, assumes, and justly, that the cost per mile of both the "Toronto and Georgian Bay," and "French River and Ottawa" Canals, will be far in excess of the average cost of the magnificent canals we can now boast of; and that, as a consequence of such increase of outlay, there would naturally be a corresponding increase of tolls,—estimated by him at double the ordinary rate,—which, however, he puts at 5 mills per ton per mile, against Mr. Jervis' 4 mills. Accepting Mr. Clarke's principle as sound, I adopt Mr. Jervis' figures, though for the purposes to which I am about to apply them, that of comparison, the one rate would answer fully as well as the other. Taking, therefore, Mr. McAlpine's rate of 4 mills as the nett cost of transport in large canals and doubling Mr. Jervis' tollage of 4 mills, we have 12 mills as the cost of transporting a ton of goods through each mile of the two costly canals with which I have to deal in comparing them as channels of trade with the Welland and other artificial links in the St. Lawrence line of navigation.

The several routes will then compare as follows:

1st. *Welland and St. Lawrence Canals.*

Lake navigation	1145 miles at 2 mills	.....	\$2.29
River	" 132 " 3 "	.....	0.40
Canal	" 71 " 8 "	.....	0.57
			\$3.26

2nd. *Toronto and Georgian Bay Route.*

Lake Navigation, 775 miles at 2 mills	.....	\$1.55
River " 155 " 3	.....	0.46
Canal (T. & G. B.) 77 " 12	.....	0.92
Canal (St. L.) 43 " 8	.....	0.34
		\$3.27

3rd. *French River and Ottawa Route.*

Lake Navigation, 575 miles at 2 mills	.....	\$1.15
River " 347 " 3 "	.....	1.04
Canal " 58 " 12 "	.....	0.70
		\$2.89

In the foregoing calculations I have assumed Mr. MacAlpine's minimum rate for lake carriage and his maximum for large rivers, so that the comparison cannot be charged with being unduly favorable to the Ottawa route, which is represented as possessing a very much less proportion of lake and far more of river navigation than either of the other two, although much of what in it I have classed as river might justly be put down as lake, fully one-fourth the distance assigned to the former category having width and depth sufficient to admit of half a dozen vessels as big as the "Leviathan" running side by side.

I will now submit a comparative statement of the time to be occupied in an ordinary voyage over each of these routes, choosing the propeller as the description of vessel with which to experiment in tasking their respective merits in that particular, and will suppose three such vessels, of equal capacity in every respect; to clear from Chicago at the same time, all three having their manifests made out for Montreal. They sail together past the straits of Mackinac till abreast of the lower end of the Great Manitoulin Island, when, one of them keeping on a nearly due south course down Lake Huron, for the Welland Canal, the other two steer eastward, and in company, till, clearing Cape Hurd, they enter the Georgian Bay, one of their heads northward for the French River, to take the Ottawa Route, the other south-wardly to Nottawasaga, the entrance of the Toronto and Georgian Bay Canal.

I will assume for the rate of progress of all three vessels eight miles per hour through lake and river, three miles per hour in canal, and will allow one and a half minutes for each foot of lockage.

With these conditions the time occupied in the several trips should prove as follows:

1st. *Welland Canal Route (enlarged.)*

1277 miles Lake and River Navigation	.....	159 hours.
71 " Canal " "	.....	24 "
535 feet Lockage	.....	13 "

Chicago to Montreal 196 hours.

2nd. *Toronto and Georgian Bay Route.*

930 miles Lake and River Navigation	.....	116 hours.
120 " Canal " "	.....	40 "
805 feet Lockage	.....	20 "

Chicago to Montreal 176 hours.

3rd. *French River and Ottawa Route.*

915 miles Lake and River Navigation	.....	115 hours.
58 " Canal " "	.....	19 "
698 feet Lockage	.....	18 "

152 hours.

Difference in favor of No. 3 over No. 1 44 hours.

Do. do. No. 3 over No. 2 22 "

To render the comparisons more comprehensive we will now retrace our steps from Montreal to the foot of Lake St. Louis, and supposing the Caughnawaga Canal to be *un fait accompli*, will take our propellers and their cargoes by that route, Lake Champlain and the Hudson, to New York. The cost of transporting a ton of goods from Chicago to New York will then compare as follows, the Champlain Canal being assumed as enlarged to ship proportions, and the Hudson improved for large vessels up to Waterford ten miles above Albany.

1st. *Welland Canal Route.*

Chicago to Caughnawaga as above, deducting Lachine Canal charge				\$3.19
Caughnawaga Canal	33 miles at 8 mills			\$0.26
St. Johns to Whitehall, river & lake, 120	" 3 "			0.36
Champlain Canal	65 " 8 "			0.52
Hudson River, Waterford to New York	155 " 2½ "			0.39
				1.53

Chicago to New York, 1721 miles \$4.72

2nd. *Toronto and Georgian Bay Route.*

Chicago to Caughnawaga, as above	\$3.20
Caughnawaga to New York, do	1.53
	4.73

Chicago to New York, 1423 miles \$4.73

3rd. *Ottawa and French River Route.*

Chicago to Caughnawaga, as above	\$2.82
Caughnawaga to New York	1.53
	4.35

Chicago to New York, 1353 miles \$4.35

The foregoing calculations should be sufficient, I think, to show that the French River and Ottawa line of navigation possesses in reality such commercial advantages as make it worth while to put its engineering merits on their trial, I will therefore proceed to set forth the difficulties to be encountered, and the facilities for dealing with them, in grappling with what must undoubtedly prove a stupendous undertaking, and in doing so I shall confine myself strictly to the facts elicited in the course of my explorations and surveys, "nothing extenuating wherein they are worthy," and vouching for the correctness of my premises, shall cheerfully abide the criticisms of my professional brethren upon the conclusions I arrive at.

ENGINEERING FEATURES OF THE ROUTE.

I commenced my examination at Penetanguishene, and made a careful reconnoissance of the eastern coast of the Georgian Bay, from thence to its most northerly indentation, the French River. Ascending which stream I noted all its capabilities for the purposes of a ship navigation; and continuing my route across Lake Nippissingue explored its coasts and inlets, crossed over the ridge of land separating its water-shed from that of the Ottawa, descended the Matawan River, and so on down the Ottawa to the foot of the Grand Calumet Falls; making a canoe voyage of nearly four hundred miles, and satisfying myself by personal observation that the plan of operations previously adopted, and herein already described, was that best calculated for the proper carrying out of my instructions.

Previous to setting out upon my explorations I had endeavoured to gather

such reliable information as was within my reach relating to the characteristics of the route generally, but more especially as regarded that important point, the

TERMINAL HARBOR ON LAKE HURON,

And ascertained that the prevailing opinion with respect to the entrance of the French River was not favorable to the project of opening a navigable communication by that route with the Ottawa. It was represented that the approach to the river was so barred by reefs and rendered so intricate by the maze of islands multiplying its outlet into innumerable deltas, that only the most skilful Indian pilots could thread its labyrinth of channels so as to steer their bark canoes into the main trunk of the river.

I have already in this report had occasion to refer to Admiral Bayfield's charts of our Lakes, the accuracy of which is proverbial among those who "occupy their business" in those "great waters." Singularly, however, an error or oversight in nomenclature on that portion of his chart of Lake Huron which shows the outlet of the French River, goes to strengthen, if indeed it did not originate the opinion referred to as common among the casual visitors to that coast, viz., that the river is not accessible for any craft bigger than a birch bark canoe.

I would direct your attention to sheet No. 3 of Bayfield's chart of Huron, and and with it before you, to a group of islands in its north-easterly angle known as the "Bustard Islands."

Looking northward from this point of observation you will see the "Mouths of the French River," noted in conspicuous capitals, debouching amid a number of little islands. Turning due east you will observe an inlet named the "Key," also figuring in capitals; while between it and the first named point is another indentation of the coast; setting up from which, but noticed only in unpretending italics, is a "large river."

The Indians of Lake Nippissingue in going to and fro between their homes and Shibewhenaning or the Sault de Ste. Marie, commonly enter or descend the French River by the "Mouth," so designated by Bayfield, that route affording the best shelter for their canoes; in going to or returning from Penetanguishene they as commonly choose the passage by the "Key," the waters of which, although they do not belong to the French River, approach so near to it at some distance up as to render it accessible for canoes by an easy "portage."

In pursuing my examination of the coast I placed myself entirely in the hands of my pilot, a sagacious Algonquin of Lake Nippissingue, perfectly familiar with every rocky island and inlet of the myriads that stud and indent the inhospitable coasts of the Georgian Bay, merely giving him to understand that my desire was to enter the river by its widest and deepest outlet.

Passing the "Key," which he indicated as the shortest route to Nippissingue, my guide bent his course for the Bustard Islands, and from thence steered directly for the "large river" already referred to, the way into which from the islands being perfectly clear and unembarrassed. It thus for the first time became known to me that the French River had at least one outlet independent of those assigned to it by the chart, and that the large river which most probably was considered by Bayfield as a distant stream, is in reality that arm of the former by which, if ever it is to be adapted to the purpose of modern commerce, vessels will have to enter it. As for the other mouths I have ascertained that they were rightly pronounced to be inaccessible save, as before observed, by the Indian in his canoe.

On reaching the mouth of the river I landed, and looking back upon the bay over which I had just passed, it certainly did seem to fulfil all the external conditions of a noble harbor.

The Bustard Group completely protects it on the south and south-west, while

a heavy sea grinding angrily against a projecting headland of granite on the north-west seemed to announce some shelter against the violent gales which so frequently assail the Lake from that quarter. The bay within was perfectly smooth and unruffled, while without the water was still heaving and swelling from the effects of a night of storm.

The entrance to the harbor is studded across from the Bustards towards the main shore on the north by a few rocky islets, great broad channels between which give every indication of very deep soundings. Close under the Bustard Islands the chart marks sixty feet of depth, in the mouth of the river I paid out twenty feet of line without touching bottom. The intermediate bay, doubtless, has some of those treacherous sunken rocks which beset the whole of that coast, but the general depth of water is great, and deep channels of ample width exist throughout the whole bay into the entrance of the river. The reefs and sunken rocks referred to are almost sure to be of the pinnacle form which characterises the rocks and islands above water, and as they stand up like pyramids with deep soundings all around them are therefore susceptible of being removed without extraordinary difficulty or cost, involving a description of work in fact, which, as it would be permanent in its results, would prove of less ultimate cost than the endless dredging of some of the ever silting harbors of Lakes Erie and Ontario.

A vessel of whatever class, steamer or sailing craft, once within the Georgian Bay, could in any weather at least as easily make the Bustard Islands as any of the more southerly ports, Owen Sound, Collingwood or Nottawasaga, while in the sweeping gales from the north-west, the scourge of Lake Huron, the run from Cape Hurd to the Bustards, having the shelter of the great Manitoulin Island, would assuredly be far safer than that to any of the three lower harbours named. Under the lee of the Bustard group vessels could anchor or moor in the most complete security, blow the wind from what quarter it might, and to drop thence into the river, the depth and directness of the channel being assumed as sufficient, would be practicable under almost any condition of weather short of actual storm.

I consider the harbor formed by the Bay of the French River, described above, as capable of being rendered in every respect suitable for the entrance of a great ship canal. The ordinary adjuncts of lighthouses and piers would, of course, be called for, and a careful survey required to determine the proper site for such erections. It was my intention to have made such a survey in the summer of 1857, had I been permitted to proceed with the work embraced in my first instructions.

THE FRENCH RIVER.

For more than a mile from its mouth upwards the river is broad, deep, and still; in width from three hundred to four hundred feet; in depth probably twenty feet. The banks are of bold granite, that on the north side presenting the appearance of a monster artificial breakwater or pier, rising perpendicularly many feet above the water, and jutting out far into the lake, affording to the entrance complete protection from the blustering winds of the north.

At the end of a mile and a-half or more from the entry, and on rounding a sudden bend, we come upon the first or more properly speaking the last falls of the river, having a descent of about six feet, and in form resembling an artificial weir; the width of the fall being scarce one hundred feet, and the drop from the higher to the lower level almost perpendicular. On the north side the granite rises up boldly from out the water, while on the south there lies a flat table of the same character of rock, its surface but little elevated above that of the water in the upper reach, and the "portage" over which from deep water below to deep water above the cascade is not four hundred feet in length. This table rock is admirably

adapted for the reception of a lock. Such a structure, of the largest required proportions, would almost occupy its whole area, for in width it can scarce boast of one hundred feet when it is overshadowed by a beetling cliff of the same imperishable formation as that upon the opposite side.

A dam across the head of this fall, carried up to a height sufficient to maintain the water permanently at a level of about one foot above ordinary high water mark, or about three feet above the stage at which I found it on the 16th October, 1856, would have the effect of creating a dead level from here to the next falls, some sixteen miles further on, and would completely drown one or two trifling intermediate rapids, without drowning any land. This elevation of the water would give us a lock of nine feet lift to construct, which, with the dam about 100 feet long by 15 feet high, embrace all the work required to render the first eighteen miles of the French River navigable for vessels drawing from ten to twelve feet of water.

I have been thus particular in describing the first fall encountered in the ascent of the river, and which is known by the name of "Les Petites Dalles," because the general features of all the other falls to be surmounted are precisely similar. They are all more or less weir-like in their formation; and this mode of dealing with them, when "improvements" come to be considered, will in every instance be identical; locks and dams being almost the only description of work required to render the river navigable throughout its entire length for any draught of vessels that the harbors of Lake Michigan can send out.

From the "Dalles" to the next falls above, "Le Grand Recollets," the distance, as has been said, is about sixteen miles; the height of the Recollet Fall is seven feet; and then a stretch of eighteen miles more of deep wide water, interrupted by but one short rapid, till we reach the foot of "Rapide de Parisien," the first of a series of four falls extending over a distance of as many miles and separated from one another by deep still ponds. Three locks and dams will completely surmount these obstructions, which have an aggregate height of about eighteen and a-half feet.

At the head of "Rapide des Pins," the uppermost of the four falls just referred to, we find ourselves once again in one of those lake-like expanses of deep water which constitute a principal characteristic of this river, and over the smooth surface of which, in this instance, we skim for eight or nine miles without interruption, till our progress is arrested by the "Chaudière Falls," one of the outlets from Lake Nipissingue. Here the ascent is nearly twenty-six feet to gain the level of that lake.

The "Chaudière" has a course of about a mile in length through a narrow channel enclosed between lofty and perpendicular walls of granite, resembling a combination of mighty locks, from which the pent-up water had swept out the gates. To the southward of this channel a deep still bay sets up towards Nipissingue, approaching to within a quarter of a mile of it. At the head of this bay the "portage" is made, and at that point the facilities for connecting the waters are all that could be desired. Two locks and a few hundred feet of canal would effect a navigable link between twelve feet water above and twelve feet water below the Chaudière portage.

From the entrance of the French River, on the Georgian Bay, to its outlet from Lake Nipissingue, the distance is as near as may be 50 miles.

The ascent about 60 feet.

Making the level of Nipissingue above the sea 632 "

I estimate that the construction of seven locks and eight dams, with not to exceed three quarters of a mile in length of rock cutting, exclusive of that required for the locks, embraces all the work necessary to admit of the transit from Lake Huron to Lake Nipissingue of vessels of one thousand tons burthen.

It has already been said that the mouths of the river are numerous and intricate. The river itself, though sometimes merging into one vast lake, is throughout the greater part of its length divided into two main channels. At the head the waters of Nippisingue pass out through three distinct outlets, all similar in character to the Chaudière. The channel I have endeavored to describe is the southerly one; the Chaudière rapid the furthest south of the triple outlet from the lake.

The French River might more properly be described as a succession of lakes than as a continuous river. The ascent is made in a series of level terraces; the rapids or falls between which are short; assuming, in nearly every instance, the cascade form. The depth of water between rapids is generally very great. I took soundings throughout with my own hand and rarely lighted upon any spot where less than twelve feet of water was to be had, three times that depth being probably more common. The lake portions are studded with islands, clothed to the water's edge with the cedar and the fir, and of every conceivable outline of beauty: while here and there vast bays indent the shores to such a depth that fleets of large vessels might be moored within them unseen among the islands. The river portion are for the most part narrow defiles from two hundred to four hundred feet in width, walled in by towering cliffs of the unchanging granite or its kindred rocks, the syenite and the gneiss, close up to which I invariably found great depth of water. Emerging from these defiles, the lake scenery will again break upon the view, the islands appearing to be more numerous, the bays more varied, as we ascend towards the sources of the river.

The scenery of the Thousand Isles of the St. Lawrence is tame and uninteresting as compared with the endless variety of island and bay, granite cliff and deep sombre defile, which mark the character of the beautiful, solitary French River.

LAKE NIPPISINGUE

Lies just above the 46th parallel of latitude and across the 80th of longitude. In form it is very irregular, but has an extreme length, east and west, of about thirty miles, and a maximum breadth, north and south, of about twenty miles. Its area may be set down in round numbers at three hundred square miles. Its elevation above the sea is 632 feet.

The northerly shores of the lake are somewhat low, generally of flat granite rock; the water shoal upon a sandy bottom. On the southerly side, across which our line of navigation lies, the primitive rocks stand boldly out of the water, which is deep, as much as thirty fathoms sometimes, and commonly three fathoms close up to the shores. For about ten miles from the head of the Chaudière Falls, the character of the lake is in close affinity to that of the French River, the way lying through myriads of islands. We then emerge upon the broad, open lake, across which is a clear, direct, unembarrassed course, of what sometimes proves stormy navigation, to the mouth of the little

“RIVIERE DE VASE,”

in itself an insignificant stream, but of easy adaptation to the purpose of an artificial navigation. Its course lies through wide marshes of deep mud, maintaining a tangled growth of dwarf alder and willow, or between sloping hills of arid sand wooded with red pine. Canoes ascend the vase “portaging” three times for five miles from its mouth till we reach

THE SUMMIT RIDGE,

when we attain a height above Lake Nippisingue of 35 feet; above the sea 667 feet. Here the water-shed of the St. Lawrence and the Ottawa divide, and a portage of three quarters of a mile across the “height of land” brings us to the head waters of

THE MATAWAN,

which are enclosed in a beautiful basin of immense depth—"Trout Lake"—in the bays of which, at one hundred feet from shore, we are in eleven feet of water; at two hundred feet, in twenty feet; and then rapidly drop off into sixty, one hundred, and two hundred feet soundings. The length of this lake is eight and a half miles, and immediately below and separated from it by a rocky bar of four hundred feet in length, is a similar basin—"Turtle Lake"—having a length of four and a quarter miles. This gives us some twelve and three quarter miles of smooth, deep water (Turtle being but one foot lower than Trout Lake) to start with on our summit navigation; for, with the exception of the bar above referred to and some few others, detached shoals extending in all over a distance of about fifteen hundred feet and chiefly composed of needle rocks, the points of which (having seldom less than eight feet of water over them) can easily be blasted off, the depth throughout is ample, rarely less than three and generally over six fathoms. The average width of these two basins may be taken at one mile, and their joint area at twelve square miles.

The height of Trout Lake above Nippisingue is.....	23 feet.
“ “ above Huron.....	83 “
“ “ above the sea.....	655 “

This is the summit water of our route.

I shall take up the question of supply further on, but while we are on the summit, the practicability of connecting the waters—between which, though so near to one another, nature has interposed a barrier—may properly be discussed.

For a canal between Lake Nippisingue and Trout Lake two routes present themselves: The one is by the Vase as already described; and assuming the supply of water on the summit to be sufficient, I would propose to flood the first two miles from the mouth of the river, by raising Nippisingue permanently to a height of about five feet above its highest natural level—a work very easy to be accomplished, and at little cost. This would reduce the extent of actual canalling necessary between the lakes to about three miles, of which about three-fourths of a mile would have a maximum depth of cutting of not more than twenty-four feet, with an average of less than twenty feet; the remaining distance, two and a quarter miles, would average perhaps ten feet in depth of excavation. The material to be worked upon would be chiefly sand and boulders, though, probably, the hard primitive rock would be struck in reaching bottom in the summit cutting. Two locks would be required to overcome the ascent of sixteen feet from the raised surface of Nippisingue (I propose raising it seven feet above low water) to the level of Trout Lake. Seven feet would then be added to the lockage at the Chaudière from the French to Lake Nippisingue.

The other route referred to is by following another small stream, the "Ojibwaysippi," which comes in a mile or so north of the Vase, and along the course of which there exists a chain of lagoons extending to within a short distance of Trout Lake,—no summit intervening between them and it; and so nearly does the level of these lagoons correspond with that of the summit waters that it is not improbable that though now solely tributary to the Ottawa, they at one time found their way to the Nippisingue by this channel.

A canal by the Ojibwaysippi route would be more direct than one by the Vase, and would have an entry on Trout Lake in a far finer bay than that where the latter would terminate. The survey of the former was not completed,—I cannot therefore speak with confidence as to whether on the whole it should be preferred to the better known one by the Vase, but certain it is that by either route the construction of a canal would be an undertaking of marked simplicity, and perfectly feasible within moderate limits of cost.

Before commencing the descent from the summit eastwards, I will recapitulate the work required to complete the navigation to that point, ascending from the west:

	Natural Navigation.	Canal Navigation.	Total Distance.	Height to be overcome.	No. of Locks.	No. of Dams.
	Miles.	Miles.	Miles.	Feet.		
French River.....	49	1	50	67	8	8
Lake Nipissingue.....	30	..	30	..	..	3
Summit Barrier.....	..	5	5	16	2	..
	79	6	85	83	10	11

The dams in the French River would be structures of inconsiderable magnitude, averaging not more than 100 feet in length by twelve feet in height. Those on Lake Nipissingue would not exceed twice those dimensions when largest.

The greatest depth of cutting at any point in the canal portions of the route would be under thirty feet.

I now return to the Matawan, the upper reservoir of which, formed by Trout and Turtle Lakes, has already been described.

The outlet from Turtle Lake is through a rocky river, generally shallow and rapid, though having occasional ponds of deep and level water. The length of this neck is a little over four miles, when it delivers the water into another vast basin—Lac Talon. The fall between Turtle and Talon basins is about thirty-two feet. Three locks can be conveniently constructed, and damming resorted to with good effect to obtain the requisite depth of water, without recourse being had to heavy excavations.

Lac Talon is in length 7 miles.

Its height above the sea is..... 622 feet.

Its general depth is very great, from ten to twenty fathom soundings prevailing over a large portion of it. Two bars exist near its lower extremity, having from five to eight feet of water over them. Their combined length is about thirteen hundred feet, and they stand, in both cases, on the verge of very deep water.

Lac Talon discharges its water precipitously in a splendid *chute* of forty-three feet fall, very narrow, and bound in by granite cliffs of great height. From deep water above to deep water below the *chute*, there is about twelve hundred feet of length, and in a deep ravine upon the southerly side nature has plainly pointed out the site for future locks.

Below the Talon *chute* there is a series of four basins or ponds, and three rapids; the former occupying a combined length of two miles, the latter three quarters of a mile. The descent is twenty-one feet, requiring two locks and dams to perfect the navigation. The uppermost and longest of the "ponds," a mile and a fifth in length, is very wide, and from twenty to one hundred and twenty feet in depth; the others are no where less than one hundred feet in width, and have a least depth in mid-channel of eight feet.

We next come to the "Portage des Paresseux," where the water tumbles over in a fine cascade, thirty-four feet in height, the whole length of the interruption being about a quarter of a mile. Here a thorough cutting through hard

rock will have to be resorted to in effecting a navigable passage from the head of the rapid to the foot of the cascade; three locks will also be required. The extreme depth of cutting will not exceed twelve feet.

Immediately below the Paresseux *chute* we are in very deep water, and between bold and beetling cliffs of the all-pervading syenite; in a great fissure in the rock, in fact which closes in at one point till scarce eighty feet of width is left between sides. The least depth of water in this narrow defile is forty-three feet. You may suspend a plumb line upon the face of the rock on either side of the river, and keep paying it out for that number of feet ere the lead rests upon the bottom.

The whole still water distance from the Portage des Paresseux till we arrive at the next rapid below is somewhat more than three miles, and over that length, save at one point, the depth of water is very great, and the width ample for all purposes of ship or steam navigation. The "narrows" already referred to as having some eighty feet of width, are very narrow as compared with the general width of this reach of the river. The one point alluded to as shallow is where the stream is divided into two by "Les Aiguilles" Islands, the channels around which are impracticable for the passage of any craft bigger than a five fathom canoe; nature has however placed close at hand the means of remedying this obstruction. The shoal is not more than two hundred feet in length, when it at once drops off above and below into upwards of nine fathom soundings.

From the foot of "Lac des Aiguilles" we have an alternation of rapids and ponds for a little over two miles, the whole fall in that distance to the foot of "Portage des Epines," being about eighteen feet. The locks and dams will surmount all the obstructions encountered on this section of the Matawan.

At the foot of "Les Epines" Rapids we enter "Lac Plein Chant," a magnificent stretch of deep water. In length it is nearly five and a half miles, in width very variable, from two hundred up to two thousand feet. Its general breadth may be taken as between four hundred and five hundred feet. Where deepest forty-five fathoms of line failed to touch the bottom. The general depth ranged over five fathoms; the only shoal spots that have been found to exist being of inconsiderable extent, and having from twelve to twenty feet of water upon them.

The end of Lac Plein Chant brings us to within about two and a half miles of the confluence of the Matawan with the Ottawa. That distance is broken by three rapids, having an aggregate fall of nearly twenty-one feet. One half of that length has deep and level water; the remainder may be put down as requiring to be canalised. Three locks will be necessary.

Having now reached the Ottawa, I will, before proceeding down that river, condense the features of the Matawan into tabular form, so as to show at a glance what is the extent of artificial work required to render its length of forty miles or more continuously navigable on a scale proportioned to the capacity of the waters westward of the summit.

TABLE OF MATAWAN RAPIDS.

SECTION OF RIVER.	Natural Navigation.	Canal Navigation.	Total Distance.	Falls to be Locked.	No. of Locks.	No. of Dams.
	Miles.	Miles.	Miles.	Feet.		
Trout and Turtle Lakes	12.70	0.05	12.75	.....	..	..
Turtle Rapids.....	.....	4.20	4.20	32.75	3	3
Lac Talon.....	7.00	.....	7.00	.....	..	..
Talon Chute.....	.....	0.22	0.22	42.75	4	1
Eel Lake.....	1.20	.....	1.20	.....	..	..
Series of Rapids and Ponds.....	.....	1.48	1.48	21.15	2	2
Chute des Paresseux.....	.....	0.23	0.23	34.12	3	1
Lac des Aiguilles.....	3.15	.....	3.15	.....	..	..
Rapids des Aiguilles, La Rose, Les Epines.....	.....	2.14	2.14	18.54	3	3
Lac Plein Chants.....	5.40	.....	5.40	.....	..	..
Plein Chants and other Rapids to Mouth.....	1.21	1.44	2.65	20.69	3	3
	30.66	9.76	40.42	170.00	18	18

As in the French River, the dams will be simple structure, not to exceed, when largest, two hundred feet in length by twelve in height. Of the canal portion, one third will be formed by raising the level of the water; the other two thirds, embracing the sites of the locks, will be excavated wholly in rock, but at no point is it likely that the depth of cutting will exceed twenty feet.

Combining the above table with that on page 18, it will be seen that from the entrance of the French River to the mouth of the Matawan

The total distance is	125 ⁴² / ₁₀₀ miles.
“ ascent and descent	253 feet.
“ extent to be canalled	9 ³ / ₄ miles.
“ number of locks required.....	28
“ number of dams	24

I have now to deal with the Ottawa itself, which at the mouth of the Matawan, more than three hundred miles above its union with the St. Lawrence, is still a noble river, about fifteen hundred feet in width and very deep.

Trout Lake, our summit water, has an elevation above the sea

(vide page) of 655 feet.

The total fall of the Matawan is..... 170 “

Leaving for the elevation of the Ottawa at this point 485 “

Immediately below where the Matawan comes in there is a rapid of some five feet fall, where a lock and side cut of about a mile in length will be required. I sounded below the rapid and found twenty-four feet.

For seventeen miles from the “Matawan Rapids” the Ottawa continues very wide, direct and deep, and, though with a decided current, is a splendid piece of natural navigation the whole way. The banks are for the most part bold, precipitous and rocky; the scenery very grand.

At nineteen miles below the Matawan we are at the head of a series of three great rapids, occupying a distance of three miles; La Vallée, Le Tron, and Les Deux Rivières. The pitch is thirty-two feet; the opportunities for locking and canalising highly favorable.

From the foot of Les Deux Rivières we have ten miles of broad deep water, which brings us to the head of the “Rocher-Capitaine,” the grandest of the mag-

nificent rapids of the Ottawa. The fall here is forty-five feet. On the north side of the river is a flat table-land, but little elevated above the level of the water at the head of the rapid, and well adapted in form to the construction of a canal, the length of which would have to be about two miles, with, at the foot, a flight of four locks in combination. The excavations required here would, as far as external indications justify one in determining, be chiefly through masses of large boulders.

Leaving the "Rocher-Capitaine," we are once again on the broad bosom of the Ottawa, and have sixteen miles of open navigation, uninterrupted save by some strong currents, to "Les Rapides des Deux Joachims," where in two miles there is a fall of twenty-eight feet. A careful survey would be required here to determine the proper site for the canal, which must be on the north or Lower Canada side of the river. Two routes present themselves as practicable; the longer one, passing through a ravine of some three miles in length and entering above near "Ferres' Clearing," I have not thoroughly examined. The other would enter near Cotton's farm, not far above the head of the rapid, and would involve some heavy rock cuttings, inconsiderable in length however, through ridges crossing at right angles to the line of canal. The facilities for fitting in locks near the lower end, and for forming most convenient entrances at both termini, are very good indeed.

The descent at "Les deux Joachims" brings us into the "Deep River," a stretch of twenty-eight miles of apparently motionless water, very wide, and of great depth. I have no soundings of this section of the navigation, nor indeed, except to gratify curiosity, would there have been any occasion for testing the depth. On the south of this superb piece of water, the general conformation of the country is that of an elevated and comparatively level plateau; the prevailing character of the soil being dry and sandy, the forest nearly altogether of red pine and white birch. On the north side, very bold mountainous scenery prevails: all that can be seen of the country in that direction, as one passes down the river, being harsh and barren with the syenitic rocks frequently towering up to immense heights over the deep water.

The "Deep River" may be said to terminate a little below the Hudson Bay Company's post, Fort William, when a group of islands multiplies the channels, and for less than a quarter of a mile renders the navigation intricate. The soundings of this part have not been completed, but I entertain little doubt of the existence of a deep channel, though there is much shoal water, over boulder *battures*, between the islands; clearing which we have five miles more of deep water, to the head of the "Culbute" Fall, on the north side of the Allumettes Island.

As stated in the outset of this report, the Ottawa, lying between the mouth of the Matawan and the Fort of the Deep River, was not submitted to actual survey. The description above given is therefore the result of such general examinations as an exploratory "voyage" would admit of. For the fall of the river at the various rapids above "Les Deux Joachims" I am partly indebted to the maps of Sir William Logan; the descent due to the current between rapids I estimate from the time occupied in the canoe journey between each, the whole being checked by the ascertained elevations at the mouth of the Matawan, and at the foot of the Deep River, which are as follows:

Mouth of Matawan above the sea..... 485 feet.
 Foot of Deep River..... 351 "

The entire series of rapids over the whole route, their respective descents, and their relative distances apart, are exhibited in Appendix A.

It has been mentioned on page 2 of this report, that by far the most obstructed portion of the Ottawa is that extending from Fort William, at the foot of the Deep River, to Portage du Fort, at the head of the Chats Lake, a distance of sixty miles.

To this section of the route surveying operations were mainly confined, and the results fully confirm the conclusion I had from personal observations previously arrived at, namely, that on the north side of the river throughout the whole of this distance are presented the best facilities for improving the navigation.

The most striking feature of this part of the Ottawa is its severance for the greater portion of the way into, as it were, two distinct rivers. The "Allumettes" Island, commencing six miles below Fort William, has a length of six miles, with an average width of perhaps four miles. To the south of this large island passes the main river by the Pembroke Channel and the Allumettes Lake, presenting long stretches of rapids and much shallow water; the fall of the river in the length of the island being about nineteen feet.

The northerly channel, much narrower than the other, though seldom less than one-fifth of a mile in width, concentrated nearly the whole fall into two cascades at the head of the island, the "Culbute" and "L'Islet" Rapids, the length of broken water at which is less than two miles, the descent not quite eighteen feet. The remainder of the distance, save for a short rapid with fifteen inches fall at the "Chapeau," is smooth water, deep throughout, except for some two and a quarter miles made up of detached shoals of gravel or silt, on which the soundings vary from seven to eight feet. By deep water, I mean twelve feet and over; the general depth in mid channel is from fifteen to twenty-five feet, soundings of forty, fifty, and seventy feet even being not unfrequent.

At the foot of the Allumettes Island, the two arms of the river by which it is encircled, come together, forming "Lac Coulonge," across which we have eleven miles of wide water. The northerly side of the lake, in continuation of the Culbute Channel, has been carefully sounded, and nine miles of the distance ascertained to have ample depth. The other two miles, consisting of five shoals isolated from one another, and varying in width between one-half and one-fifth of a mile, have from eight to nine feet soundings over bars of silt except at one point where a sharp and narrow ledge of rock is found to protrude to within nine feet of the surface. The fall of the lake on the line of soundings is one foot nine inches.

Lac Coulonge terminates at the head of the "Calumet" Island, when, as at the Allumettes, the main river seeks the southerly side, passing down in a long and wild rapid through the "Rocher-Fendue" Channel. The ascent of the river from Lake Coulonge to smooth water below Portage du Fort, twenty-seven miles, is about one hundred and two feet.

On the northerly side of the island, we have still water from the head to the Grand Calumet Falls, for seventeen miles; the descent in that distance being but four feet. This part of the river, known as the "Calumet Channel," resembles a great natural canal, the width of which may be taken at an average of 600 feet. The depth for one-half the distance varies from eleven to twenty feet; for the other half, from six to nine feet; the shoal portions being in banks here and there alternating with pools of deep water. A dam at the head of the Grand Calumet Falls, to raise the water four or five feet above low water level, the datum to which the soundings refer, would at once reduce the extent of shallow soundings from upwards of eight to about four miles in length, and, as the banks appear to consist wholly of deposits of silt, the dredge would soon effect the required depth through the obstructed portions of the channel not remedied by the raising of the water.

The main fall of the river, from Lac Coulonge to the Chats Lake, which in the southerly or Rocher-Fendue Channel is extended over a great length, takes place in the northerly or Calumet Channel, within a distance of ten miles, commencing at the Grand Calumet Falls, seventeen miles below the head of the island, and ending at Portage du Fort. The entire descent in this distance is ninety-eight feet, separated into six distinct falls, between which are level reaches, where the water can be conveniently dammed up so as to obtain the requisite depth for navigation.

The following is an abstract of the features of the northerly side of the Ottawa from the head of the Allumettes to the foot of the Calumet Island :

Level of water at head of Culbute Rapid, referring to the sea.. 350 feet.
 “ “ Chats Lake at Portage du Fort 227 “

Whole descent from head of Culbute to Portage du Fort.. 123 “
 The distribution of which is as follows :—

	Fall.	Dis- tance
	Feet.	Miles.
Culbute and L'Islet Falls, six miles below Fort William.....	18	..
Length to be cancelled at those Rapids.....	..	2
Fall of River, foot of L'Islet to Grand Calumet Falls.....	7	..
Distance do do .....	..	42
Grand Calumet Fall	56	..
Dargis, Mountain, Sable and other Rapids.....	42	..
Grand Calumet to Portage du Fort—smooth water .....	..	5
do do rapid water .....	..	5
Total fall.....	123	..
Total distance.....	..	54

At the Grand Calumet the fall is flanked at some little distance in on the south side by a deep ravine, which sits in from smooth water a short way above the head of the rapid, and terminates when the water, after a descent of fifty-six feet, has regained its depth and tranquillity below. Through this ravine a canal two miles in length can be led with a facility of which first impressions of the rock-bound and precipitous torrent give no promise.

The rapids below the main *chute* at the Calumet, five in number, will require as many locks, situated relatively to one another at average distances of more than a mile apart. In the reaches between them the requisite depth for navigation, where not already existing, can mainly be obtained by throwing dams across above the locks, and the construction of which will be much facilitated by the existence of numberless islands of bold and rocky outline. The amount of excavation to be encountered in improving this section of the river will not be very great.

The last of the above series of rapids brings us to the village of Portage du Fort, situated on a deep bay at the head of Lac des Chats, a stretch of eighteen miles of navigable water, terminating at the Chats rapids, where a canal connecting with the next lake below has already been commenced.

Careful soundings have been taken from Portage du Fort to within a couple of miles of the head of this canal, and but two obstructions to deep water navigation found to exist. The first is a bar composed of sand and rock half a mile below the portage. In length it is about twelve hundred feet, the depth of water upon it from six to ten feet, deepening immediately on either side to seven and eight fathoms. To cut a channel of sufficient depth through this bar would be a work of no great labor or cost.

The other obstruction alluded to is “ Les Cheneaux ” rapid three miles below, when a sudden pitch of eight inches causes the main body of the water to rush

with great force through a deep and narrow channel, the main breadth of the river being marked by a reef of rocks over which the water is broken and shallow, at low water the one steamer which plies upon this lake has much difficulty in breasting this short rapid so as to ascend to Portage du Fort.

The Cheneaux rapid can be completely obliterated by throwing a dam or a series of dams across the head of the Chats Rapids, at the foot of the lake, where a multitude of rocky islands, scattered across the river, render such an undertaking already half accomplished by nature.

The remainder of the Chats Lake, save the two miles next above the canal, not sounded because of the failure of the ice, has, as above observed, been ascertained to be deep, often upwards of eighty and rarely under twenty-five feet, except at one or two points when it should be two and a-half fathoms; and there is every reason for supposing that the deep water character continues close up to the entrance of the canal.

The low water level of the Chats Lake referring to the sea, is 127 feet.

The fall of the Chats rapids at the foot of the lake is..... 50 "

The length of the Chats Canal..... 3 miles.

We then enter Lac des Chênes, encountering a good deal of shoal water for the first half or three quarters of a mile after clearing the Chats Canal, and have then twenty-seven miles of wide direct navigation, deep throughout except for occasional short bars with twelve feet water upon them, to the head of the "Chaudière" rapids, around which four miles of canal and two miles of river navigation, with a descent of sixty-seven feet, brings us into that magnificent basin on which stands the City of Ottawa, formerly called Bytown.

From the mouth of the Matawan River to Ottawa City is.....195 miles.

The descent of the water in that distance is.....376 feet.

Distributed as follows:

NAME OF RAPIDS, &c.	DISTANCES.		Fall of River.	Elevation above the Sea.
	River and Lake Navigation.	Canal Navigation.		
	Miles.	Miles.	Feet.	Feet.
Matawan Rapids.....	1	1	5	485
Matawan to La Veillée Rapid.....	17	0	9	
La Veillée, Tron, and Deux Rivières	0	3	32	
Deux Rivières to Rocher-Capitaine	10	0	5	
Rocher-Capitaine and Grand Maribout Rapid.....	0	2	45	
Rocher Capitaine to Deux Joachims	16	0	8	
Deux Joachims Rapids	0	2	28	
Deep River to head of Culbute	34	0	3	350
Culbute to L'Islet Rapids.....	0	2	18	
L'Islet to Grand Calumet Falls	42	0	7	
Grand Calumet and other Rapids.....	5	5	98	
Lac des Chats.....	18	0	1	227
Chats Rapids.....	0	3	50	
Lac des Chênes.....	28	0	0	176
Chaudière Rapids.....	2	4	67	
Ottawa River at the City of Ottawa.....	0	0	0	109
Total.....	173	22	376	

At Ottawa, my examination of the chain of waters under consideration terminated, it having been my intention to have made the portion of the route thence to Montreal the subject of enquiry during the present year, had the survey not been suspended. The general features of that section, commonly termed the "Lower Ottawa" may be stated as follows:

Ottawa to Grenville—still water navigation	54 miles.
Grenville to Carillon, do do	4 miles.
Do do Canal, do	8 “
—	12 “
Lake of the Two Mountains, Carillon to St. Anne.....	20 “
St. Ann Rapids.....	$\frac{1}{2}$ “
Lake St. Louis—St. Ann to Lachine.....	15 “
Lachine Canal—Lachine to Montreal.....	$8\frac{1}{2}$ “

Total distance, Ottawa to Montreal..... 110 miles.

And the Lockage is—

Grenville to Carillon, Long Sault, Chute au Blondeau, and Carillon Rapids.....	48 feet.
St. Anne Rapid.....	3 “
Sault St. Louis, Lachine Canal.....	45 “

Total Lockage..... 96 feet.

The Lower Ottawa has long been in use as a channel of steam navigation; the rapids between Grenville and Carillon having been canalised for vessels of five and a half feet draft (at low water), and measuring 108×19 feet, as far back as thirty years ago, by the Imperial Government, and until within the last twelve years the interchange of commerce between Montreal and Upper Canada was mainly carried on through the instrumentality of those works. During the season of navigation propeller steamers of the above dimensions were constantly ascending the Ottawa as far as Bytown, where they entered the Rideau Canal, and found their way by that route through the heart of the country, to the foot of Lake Ontario at Kingston. The downward trips of these vessels were made by way of the St. Lawrence,—their light draft of water enabling them to run all the rapids with ease and safety, and thus to accomplish the journey with despatch.

The completion of the St. Lawrence canals, in 1846, threw the Ottawa and Rideau route into disuse, save for the local trade of the circumjacent districts, to the convenience and development of which those pioneer canals of Canada continue largely to contribute.

From the information I have been able to gather concerning the depths of the Lower Ottawa, I incline to the belief that in it will be found to exist the most serious of the difficulties to be encountered in carrying out the project which is the subject of this Report, and those difficulties I apprehend increase as we descend. In the fifty-eight miles of still-water navigation between Ottawa and Grenville, the shallows are likely to be occasioned by bars of silt and alluvial deposit, the removal of which would not be attended with any great amount of labor or expense, nor would the enlargement of the Ordnance Canals between Grenville and Carillon be an undertaking of extraordinary difficulty, but it is to be feared that there does not exist through the Lake of the Two Mountains, a channel sufficiently direct and deep to promise the attainment there of a navigation of equal capacity to that which nature has provided for in the Upper Ottawa, the Matawan, and the French River. The shallows of the Lake of the Two Mountains are undoubtedly over rock bottom, and in the course which the steamers plying between Carillon and St. Ann commonly steer, there are many shallows. The non-existence of a deep channel is, however, by no means to be set down as certain on that account. The obstructions above and below the lock at St. Ann have hitherto limited the draft of vessels to six feet, and those persons engaged in the trade of the river have been satisfied to find water enough for their purpose in their accustomed path, without going out of their way to ascertain facts that in no degree affected

their interests. In estimating the extent of canalling required on the proposed line of navigation, I provide for three miles at St. Ann, where there is now but a single lock, with a few hundred feet of wing-dam at either end of it.

Above the rapids of St. Ann the river divides around the Island of Montreal into two branches. The main volume passes down the north side through what is called "La Rivière des Prairies," and over the Sault-au-Recollet Rapid till it finally merges in the St. Lawrence, at the foot of the Island.

On the south side, at a few miles below St. Ann, we enter Lake St. Louis, where the Ottawa meets, though it will not mingle with the St. Lawrence. On a clear summer day, when the surface of the Lake is calm, the line of demarcation between the dark waters of the north and the pale waters of the Great Lakes, nearly equally dividing its area between them, is unmistakably defined.

Through Lake St. Louis to Lachine, and the shallows below St. Ann are passed, a channel for vessels of ten feet draft either exists already or is easily attainable.

The Lachine Canal, taking us past the Sault St. Louis to Montreal, is so well known to all concerned in the trade of the St. Lawrence and the Ottawa that it is hardly necessary to allude to it; but as the last artificial link connecting the Lower St. Lawrence and the ocean with the great chain of the interior waters of Canada, which will yet form so important a step in the way to the west, it may be as well to state that

The length of the Canal is 8½ miles.

The lockage 45 feet.

And that its eastern terminus is in the Harbor of Montreal. The depth of water for which the canal is adapted is nine feet on the mitre sills of the locks, and the locks themselves are two hundred feet in length between the sills with a clear width between quoins of forty-five feet.

Having now reached the termination of our route, I will briefly recapitulate the distances, lockage, &c., which form the substance of the Tables on pages 18, 20, 24, and 25 of this Report.

River and Lake Navigation..... 372 miles.

Canal " (including the Lachine) 58 "

Total distance Lake Huron and Montreal.... 430 "

Rise Lake Huron to summit 83 feet.

Lockage..... 83 "

Fall summit to Montreal 642 "

Lockage..... 615 "

Total Lockage 698 feet.

I have now completed my sketch of the various waters which form the several links in the Ottawa and French River navigation; but there still remain for discussion three important questions—supply, capacity, and cost—ere a final opinion can be pronounced on the practicability of so great a project. Each of these I will now proceed to touch upon in their foregoing order, and first as regards the vital one of

SUPPLY.

It may at once be stated that the summit does not furnish water sufficient to meet the demands of even a far inferior scale of navigation to that which the general character of the route would warrant us in looking forward to.

Standing upon the cliffs overhanging the Talon Chute, on the Matawan, one sees at a glance, rushing through the narrow gorge at his feet, the whole of the water which the deep and land-locked basins above it receive from the surrounding

country; and, without resorting to experiment, a practised eye can quickly form a sufficiently correct estimate of the discharge to justify the conclusion that it is inadequate to the purpose in view.

A canal of the size of the Welland, with locks 150 and 27 feet average, lift eleven feet, to pass 50 vessels per day, would draw upon the sources of supply to the extent of 3,000 cubic feet per minute. Increasing the dimensions of the locks to those of the St. Lawrence Canal, 200 x 45 x 10 feet, would double that consumption, making it equal to 6,000 feet per minute.

Even allowing for the large storage afforded by the twelve square miles of surface in the two summit reservoirs, Turtle and Trout Lakes, and further allowing that storage capacity to be doubled by hoisting Talon Lake up to the summit level—which could be easily done—I am satisfied that the sources of the Matawan could not be relied upon for more water than would be sufficient to meet the least of the above demands, while the minimum size of lock I would think of adopting would be that representing the greater consumption.

The season of navigation on the Welland Canal has been found, from several years' experience, to average as near as may be..... 200 days.

The number of vessels locked through in 1856 was 3885

“ “ 1857 3604

And the greatest number passed in any one month of the latter year was in June, amounting to..... 636

Or nearly 25 vessels for a maximum day's business.

In basing my calculation of the consumption of water to be provided for on the Ottawa route on double the above number of vessels per day, vessels, too, of more than double the capacity of those to which the Welland is adapted, it may seem that I am estimating in excess of any probable increase of the trade of the west. If I am in error, the project of opening up the Ottawa route might be abandoned without further discussion; but the quadrupling of the present commerce of the lake is surely within the limits of certainty, as its arrival at those proportions within a moderate space of time is within the limits of probability; nor is it speaking too hopefully to predict that when that time has arrived, western commerce will still be on the road of progress, advancing with giant strides towards the Pacific.

With such a future in prospect, the supply of water on the summit has been stated to be insufficient, and, unless artificial means can be resorted to, to make up the deficiency, the project of our Ottawa navigation on a large scale is, of course, at an end. Fortunately, however, such means of assistance are at hand and are to be rendered amenable to our purposes in the following manner:

Lake Nippissingue is 23 feet lower than Trout Lake—the summit—I propose by means of dams thrown across its outlets to raise it to the latter level, and thus at once increase the storage capacity of the summit reservoir from twelve to upwards of three hundred square miles.

In speaking of the Chaudière outlet of Lake Nippissingue into the French River (v. page), I have said that the passage is through a narrow channel between lofty walls of rock “resembling a combination of mighty locks from which the pent-up waters had swept out the gates.” The other two outlets are of similar formation, presenting great facilities for the construction of dams to any required height. In this way the lake can be raised 23 feet above its natural level and an inexhaustible supply obtained to feed both ways from the summit; for even setting aside the enormous storage capacity of its immense area, the accession of water which Lake Nippissingue receives from its many tributaries is ample to guarantee a sufficiency for whatever drafts may be made upon it, for any probable purposes of lockage in the most distant future.

On the north and north-west come in the "Sturgeon" and "Widow Rivers," on the south-east and south the Namantagohns and Wassi-Wissing. Many minor streams, besides, contributing at various points along the coast to swell the measure of its waters.

The objectionable feature in this mode of obtaining the supply necessary to feed the canal is the drowning of the circumjacent lands. This effect would not be produced to any considerable extent on the southerly and easterly borders of the lake, but around the northerly and north-westwardly shores vast tracts of land would be submerged; unfortunately, too, the best lands which are to be found in its immediate vicinity. Admitting, however, the merits of the project as a whole to be such as I have endeavored to show them to be, I apprehend that few will be found to argue that this necessity for the destruction of untenanted land, a mere patch in the unreclaimed wilderness, should be allowed to stand as a veto on its fulfilment.

The raising of Lake Nipissingue would reduce the actual canalling between it and Trout Lake to less than half what would be required were the latter body of water capable of furnishing the necessary supply; and, as the cost of one mile of canal would be more than that of all the dams together, it follows that the cost of the whole work on the plan proposed will be considerably less than if the supply were drawn from the natural summit.

As works of art, the dams would be of inconsiderable magnitude when compared with some of those stupendous structures of that class which are to be seen on the Rideau Canal—enduring monuments of the indomitable perseverance and high engineering skill of the gallant Colonel By.

I now come to the question of the

CAPACITY

Of the route as a continuous line of navigation between the lower St. Lawrence and the western lakes; in other words, with a view to the recommendation of what class of vessels should "improvements" be designed.

It is as a steam navigation, and more especially for that denomination of steamer known as the "propeller," that I believe the Ottawa and French River route is destined to hold a first place as a channel of trade. For vessels of that description the character of the waters, and of the region on either side of them, is peculiarly fitted. Land-locked for the greater proportion of the way, the route will not in that respect be as advantageous for sailing craft as that by the great lakes, but the inexhaustible supplies of wood at all points along it, and the facilities for taking their fuel on board at frequent intervals, will for ever render the cost of working steam vessels lower on this than any equal length of navigation on the continent. Here, too, the propeller can keep "the even tenor of its way," heedless of the storms which, sweeping across the lakes in the autumn of each year, cause such immense destruction of life and property.

Mr. J. B. Jervis, in his report on the projected Caughnawaga Canal, furnishes much valuable information respecting the propeller craft in use upon the lakes, and subscribing as I do, in the main, to the soundness of his conclusions relating to the size of vessel best adapted to the trade of those waters, I cannot, in adopting, better convey his opinions than by quoting his words. He says:

"I have obtained a list of forty-eight propellers with their principal dimensions. Only eleven of these propellers can pass the locks on the Welland Canal: most of them are employed in the navigation of the upper lakes. There are but two of them under 300 tons burden,—the largest 850 tons. The greater portion range from a few tons under 400 to a few above 600. The greatest length is 234 feet—the "Iowa,"—and her actual tonnage is 720,—draws 11½ feet, loaded. The

"Oriental" is 234 feet; actual tonnage 850, ($2\frac{1}{2}$ feet more beam); draws loaded $10\frac{1}{2}$ feet of water. The "Plymouth" is 225 feet in length, (loaded draft not as-tained,) and carries 700 tons. These vessels can only carry full cargoes when the lakes are at their greatest height. There are times, occurring every year, when vessels with over $9\frac{1}{2}$ feet draft of water cannot pass the St. Clair Flats; consequently those of greater depth must load lighter than their capacity, or depend on lightening when they reach the Flats, or have occasion to enter harbors of similar depth of water. The two most important lake ports for outward bound tonnage are Chicago and Toledo. The entrance into the harbor of Chicago is kept open by excavation, so that vessels drawing ten feet of water can, for the greater portion of the season of navigation, enter the harbor. Toledo is on the Miamée River, and 9 feet water is as much as can usually be depended on, though at times they can go in with $10\frac{1}{2}$ feet. Detroit River affords better water, and vessels that can pass the St. Clair Flats easily make Detroit.

"In the enquiries I have been able to make as to the draft of water that vessels could carry and make the harbor with safety on the upper lakes, I have found considerable diversity of opinion among navigators. The range of opinion has been $8\frac{1}{2}$ to $11\frac{1}{2}$ feet. It is admitted by those that advocate $11\frac{1}{2}$ feet that lightening will often be necessary, and this is considered to injuriously affect the profit of and cause delay in the voyage. It is an important fact that the most usual time for high water (not regarding those rises and falls that occur in a series of years) is in midsummer, and lowest in spring and autumn,—the latter are the seasons of greater pressure in freight. It is considered, generally, that the largest vessels can only make full loads when the lakes are most favorable, and then only to the port having the greatest depth of water. So far as I have been able to ascertain, it appears the most prevalent opinion that the largest class of propeller, both in relation to length and draft of water, has not been so successful in economy of transport as those of less dimensions. The greatest weight of opinion I have been able to obtain is that a draft of 9 or $9\frac{1}{2}$ feet is as much as can profitably be adopted for general use, and that 10 feet is the extreme draft that should in any case be adopted, and only for ports of best water. In the opinion of several very experienced navigators, the propeller "Portsmouth," in her main features, is the best pattern for general use and economy of transport; she is 175 feet long, and draws $9\frac{1}{2}$ feet water; cargo 5,000 barrels of flour. Some would add 5 feet, others 15 feet to her length—this last addition would make her 190 feet long, and with a small increase of beam would enable her to carry 6,000 barrels. Objections are made to greater length on account of the increase of weight that is required to give the requisite strength on a vessel of so small depth as must be adopted for lake navigation."

The beam of the largest of the propellers instanced by Mr. Jervis, (the "Oriental,") is 34 feet; that of the medium size, such as the "Portsmouth," 28 feet; and as the result of his enquiries and observations he recommends locks of two hundred feet in length by thirty-six feet in width, with depth of water to admit the passage of vessels of $9\frac{1}{2}$ feet draft, as the most judicious size to be adopted for the Caughnawaga Canal.

When the Commissioners did me the honor to entrust to me the examination of the Ottawa chain of waters, I entered upon the task with the conviction, growing out of previous knowledge of the general capacity as to depths of the harbors of the lakes, that ten feet of water was as much as it was desirable to seek for in ascertaining the capabilities of the route. It was my belief also, then as it is now, that if nine feet depth was found to be obtainable throughout, I might speak with favor of the project, and predict its success. That the harbors of the lake ports are not, as a general thing, adapted for ten feet draft of water, I was well aware, and it must be obvious to any one who has at all studied the subject, that

the vessel which can at any stage of the lakes obtain or deliver her cargo in the greatest number of the principal ports, must be a more profitable one to employ in the trade than the larger craft, which, from her excessive draft, must limit her intercourse to one or two of the deeper harbors, or else, more unprofitable still, make her trips with light loads. I am not of those who believe that sea going vessels will ever be freighted to any considerable extent in lake ports; and in that belief had an additional reason for adopting ten feet as the available maximum depth that there was any occasion for attempting to obtain. That depth (with a reservation as regards the lower Ottawa) I believe to be practicable throughout, and upon it I shall base my estimate of

COST.

The cost of canalling, or improving river navigation, increases in rapid ratio as we seek for increased depth, and from a general estimate I have made, I would not venture to set down the difference in cost between the forming of a *ten* feet and a *twelve* feet navigation through the Ottawa, Matawan, and French River, at a less sum than five millions of dollars, a useless expenditure when the lesser draft is so obviously sufficient. I would recommend, then, that the mitre sills of all locks henceforward to be constructed on the Ottawa and other waters in the chain, be calculated for a least depth of ten feet. Nine and a half, or even nine feet, would doubtless answer all purposes for a long time to come, but whenever the greater draft may become a necessity, let there be no pulling down of solid masonry or ripping up of costly foundations in order to obtain it.

On the question, then, of the draft of vessels best adapted to the commerce of the Upper Lakes, to attract which is the common object of the Ottawa Canals and the Caughnawaga, Mr. Jarvis and myself are of one opinion; but as relative to his other dimensions, while freely admitting that he has made out his case as applying specially to the latter, I cannot agree to adopt them as equally suitable to the former project, and for the following reasons:

The Ottawa route possesses certain distinctive features which entitle it to other considerations than those incident to a mere channel for merchandise. Penetrating the heart of our country, it can boast of magnificent scenery, which, as it becomes accessible and known, cannot fail to attract the tourist, as well European as American. The waters consist to a great extent of a succession of noble lakes, between which, as the country becomes inhabited, and civilization turns its resources to account, internal intercourse will spring up creating a trade apart entirely from the dull routine of western traffic, propeller following propeller, with their eternal cargoes of grain and flour. To prohibit by a deliberate act, and for all time to come the use on Ottawa waters of the paddle wheel steamer, with her commodious upper cabin and promenade deck, would be a mistake. I propose, therefore, to fix such dimensions for Ottawa locks as will admit the passage of vessels of that denomination superior in some points to those which, as passenger boats, now use the St. Lawrence Canals.

I have before stated the size of the St. Lawrence locks at 200 feet long by 45 feet wide. The depth of water on the mitre sills is nine feet. They are not justly proportioned, being too short for their width. The largest of the passenger steamers now in use, the "Arabia," for instance, so completely fill the chamber of the lock as to require considerable manœuvring to get them in, and to close the gates behind them when they are in. The process of locking is thus rendered more tedious than it need have been were there a little more "play" for the vessel. It is well known, too, that these vessels are short in proportion to their beam, and that with from 25 to 30 feet more length, they could have all the speed necessary to give them equal rank with the larger lake steamers; while now, though having to compete with those for the lake business, they only rank as river boats. In short, while not sufficiently

large properly to fulfil the purpose for which they are designed, they are too large for the canal locks.

It is not likely that much more than 45 feet beam would ever be required for vessels intended to combine the attributes of lake-craft and river-craft; but assuming that as the extreme width of vessel, the lock should certainly be as much wider, say five feet, between the gate quoins, as would allow of her entering it with ease and dispatch, and without lifting her guards. For the extreme length of vessel to be accommodated, I would assume as my standard the longest propeller now in use upon the upper lakes, the "Iowa." Her length is 242 feet; to which I propose to add eight feet, to make up the length of my lock.

With the above additions, the dimensions I recommend for the Ottawa locks are as follows:

Clear length between the mitre sills.....	250 feet.
Clear width between the gate quoins.....	50 "
Depth of water on the mitre sills.....	10 "

And here I think we have a well proportioned lock to which no exception can be taken a century hence.

ESTIMATE OF COST.

Under any circumstances the creation, as it were, upon any scale of upwards of four hundred miles of internal navigation must be a matter involving immense outlay, and my estimate of the cost of carrying out the French River and Ottawa navigation project on the scale above laid down, amounts to the very large figure of twenty-four millions of dollars, or about five millions of pounds sterling.

The proportion of actual canalling on the route is not large; being about twenty per cent. less (Lachine Canal included) than on the Welland and St. Lawrence line of navigation. The quantities of material, also, to be excavated and removed will average less, mile for mile, on the former than was involved in the carrying out of the latter series of undertakings. So far, then, the average of physical advantage would seem to be in favor of the new project, and would be largely so in reality, were it not that the geological structure of the region watered by the upper Ottawa and its tributary the Matawan, by Lake Nipissingue and its outlet the French River, is such as to far more than counter-balance all the apparent facilities for construction which the proposed route presents as compared with the existing one.

The greater difficulties to be encountered on the former consists, first, in the hard unyielding nature of the material to be worked upon—the granite rocks—chiefly (according to the classification of Sir William Logan) syenite, gneissoid—syenite and gneiss, thrusting themselves forward harsh, naked, and repellant, over the whole of the more distant portions of the line. On the nearer sections, from the Chats Rapids to St. Ann, the formation to be dealt with, though of less impracticable character than that named above, is still rock,—rock everywhere.

The second great difficulty that presents itself in considering the improvement of these distant waters, where the major portion of the first-named and principal difficulty exists, lies in the inaccessibility of the region which they penetrate, the whole of which, in so far as relates to the sustaining of human life, may be called non-producing, little or none of it being as yet settled. This is a feature that must be kept in view, as one that must add largely to the cost of the undertaking, just as it now does the cost of "making lumber" on the Upper Ottawa and its tributaries.

When so comparatively small a portion of this long chain of navigation has been submitted to the test of instrumental survey, it would, of course, not be

possible to present an accurate and detailed estimate of the quantity of work to be executed at each point of interruption. General examination, however, joined to the results of the surveys as far as carried out, have enabled me to make such an estimate of the amount of excavation to be encountered as, allowing for all known difficulties and probable contingencies, warrant me in stating the cost of establishing the communication through from Montreal to Lake Huron at the amount already named.

The leading denominations of the work involved in the undertaking are, 1st, Rock Excavation; 2nd, Dams; 3rd, Locks.

I have considered all excavation from St. Ann upward as rock, and estimated the cost of removing it at from \$2 to \$4 per cubic yard. The dams, of timber and stone, after our Canadian fashion of "crib work," I place at \$4 per cubic yard. A large portion of the canalling will be accomplished by means of these dams, and that too without incurring the disadvantage so often a consequence of that mode of improving river navigation—the drowning of valuable lands. As a general thing, save in the great hoist proposed to be given to Lake Nipissingue, the raised waters will merely wash their rocky boundaries at a higher level without acquiring any material increase of surface area. The locks, of masonry not inferior in quality to the highest standard on our existing canals, are provided for at an average of \$10 per foot lift. Engineers who have had experience in the carrying out the hydraulic works of this continent, and those more especially who have gathered such experience on our noble St. Lawrence navigation, will, in comparing the above prices with the actual cost of similar works elsewhere, credit me with liberality in my views of the probable cost of constructing the works pertaining to the Ottawa and French River navigation scheme.

The cost of lockage on the main Ottawa River will be not a little affected by the necessity that will exist for providing lofty guard-locks at the entrances of some of the canals, because of the great fluctuations of the water; the difference of level between extreme high and extreme low water reaching in some places to twelve feet; on no section of the river is it much less than six feet.

Before concluding on this question of cost, I will touch briefly on one other point bearing upon it in no small degree, viz: the facilities presented for procuring the materials requisite for construction.

The granitic formation, such as pervades the greater portion of the route, is not likely to furnish much material for those portions of the lock masonry, such as quoins, coping, &c., which will require to be finely cut; though the gneiss proper may be found well suited for the interior and many parts of the face work of the walls.

The Great Manitoulin Island, in Lake Huron, directly facing the mouths of the French River, abounds in limestone of superior quality. From there the structures on the river can be conveniently supplied with cut stone of any required dimensions; the "backing" and certain portions of the face stone being, as suggested above, procurable from the necessary excavations for the locks, or in close proximity to them. It is more than likely that much of the material for the Matawan locks would also have to be transported from Lake Huron, and that could only be effected within reasonable limits of costs, after the completion of the French River works.

At two points only between the Georgian Bay and the confluence of the Matawan with the Ottawa, do I know of the limestone cropping out. On "Iron Island," (so named by Mr. Murray, Assistant Geologist) in Lake Nipissingue, and near the "Talon Chute," upon the Matawan. In neither instance does it present itself in strata of sufficient amplitude to promise much assistance towards the construction of the locks, unless in furnishing lime for such portions of the masonry as might not require to be laid in hydraulic cement mortar.

For the works upon the Ottawa, from the Matawan to Portage du Fort, I am not prepared to say where appropriate building stone may be most conveniently obtained. There are, however, quarries of fine limestone in Lac des Chênes, below the Chats Rapids, whence, as the several sections of canal advance towards completion, ascending the stream, material for the more distant improvements, at Les Deux Joachims, Le Rocher-Capitaine, Les Deux Rivières, &c., may be carried at reasonable expense, provided no nearer sources of supply should be discovered. This is the most unfavorable view that can be presented of this phase of the undertaking. The probability is that suitable material is to be found very much more convenient to the several points above-named, and that portion of the Matawan improvements also may be supplied from not far distant quarries on the Ottawa.

For the Chaudière Canal at Bytown, and all works on the lower Ottawa, building stone of unexceptionable quality is to be had close by.

After the locks, the dams are the parts of the work which will absorb the largest amount in wrought material, but fortunately, in no one instance will it be necessary to go to a distance for the timber and stone, which form the main elements of their construction. These are on the spot, in inexhaustible quantities, and labor only has to be provided for this class of work—the cost of which I have estimated at as high a rate as I have ever known similar work to amount to where the raw material formed a large proportion of the expense.

The St. Lawrence and Welland Canals cost per mile, not far from	\$150,000
The fifty-eight miles of Ottawa Canal (enlargement of Lachine included) I estimated at upwards of	\$370,000
per mile, and for the removal of shoals, hereinbefore referred to, I allow two and a quarter millions more, swelling the whole cost to	\$24,000,000
Equal in sterling money to	£4,931,506

That the raising and expenditure of this large amount of capital should be entered upon all at once it is not the object of this report to recommend. The prosecution of the "Ottawa and French River Navigation" scheme must be a gradual and progressive work, advancing towards completion as we grow in wealth and national resources.

It is not, however, the money cost of the enterprise that will be so difficult to deal with in endeavoring to procure an impartial consideration of its merits as the remoteness and present inaccessibility of the district which it traverses. But an atom of our population belongs to the valley of the Ottawa, and to the mass of the people the whole of the region drained by that great river and by the basin of Lake Nippissingue is a *terra incognita*, supposed to be enveloped in frosts and snow for the greater part of the year, and, therefore, unsuited for the habitation of civilized man. Indifference to the facts of the case and consequent absence of correct information engender unbelief. The very name of "Canada" was wont but a few years since to suggest similar ideas to the minds of the people of New York and Massachusetts.

Viewing the project in detachment will disarm it of many of its terrors.—The canals of the lower Ottawa, for instance, from Bytown to Montreal, have to be enlarged—not made *de novo*. This section covers more than one-fourth of the whole route and embraces more than one-third of all the canalling.

Above the City of Ottawa (Bytown) the first canal—four miles in length—to connect the lower Ottawa with Lac des Chênes, has long been in contemplation, and a money appropriation has, in fact, been made for its commencement.—There are none but ordinary difficulties in the way of its construction, and no one having a knowledge of the locality can doubt but it must ere long be undertaken and carried out.

Beyond that again is the "Chats" canal—three miles long—to connect Lac des Chênes with Lac des Chats: This has already been commenced, and the works, though temporarily suspended, far advanced towards completion. The finishing of those two links in the chain will render the river continuously navigable for fifty-five miles from the City of Ottawa upwards to Portage du Fort.

From Portage du Fort to the "Grand Calumet" five miles of canal are wanting, and furthermore, at the "Calbute," two miles. The construction of these seven miles will not be more difficult than that of the equal length embraced in the Chats and Chaudière sections, and will add seventy-eight miles to the continuity of the chain, bringing us to the head of the "Deep River;" 143 miles above Bytown or 253 miles above Montreal; considerably more than half the entire distance covered by the project.

The head of the Deep River, at Les Rapids des deux Joachims, is also the head of steamer navigation on the Ottawa, and almost the last outpost of settled habitation.

There are a few isolated patches of settlement beyond, but though "lumbering" operations are largely carried on to a great distance further up the River, the sole means of transit is the canoe.

Seven miles of canal at and above "Les Joachims" would enable the forest-born steamer, now plying on the Deep River to ascend to the Matawan, 305 miles from Montreal; seven miles at and below the "Calbute" would allow her to descend into the Chats Lake; as regards the Ottawa itself, then those fourteen miles form the only portion of the proposed improvements, which have not yet been recognized by some decided action of the Legislature as necessary to the well-being of the commerce of that section of the Province. It is difficult to imagine that when the half finished canal at the Chats Rapids is completed we shall have reached the limit of our expansion in that direction.

Distant and inaccessible as the region of the Matawan, Lake Nippissingue and the French River may now appear to us, it is in reality no more difficult of access than was the forest country between Bytown and Kingston when first pierced, some thirty years ago, by Colonel By, in the construction of the Rideau Canal; nor, comparing now with then, are the obstacles to be encountered, generally, in the project under consideration of equal magnitude with those which he so bravely grappled with and so successfully overcame.

The practicability of the Caughnawaga Canal project is no longer a matter of opinion. We have surveys and estimates of cost, which place its entire feasibility beyond doubt. As a consequence of its construction, the people of the State of New York would be compelled to enlarge their "Champlain" Canal to corresponding dimensions; thus opening a complete water communication between the St. Lawrence above Montreal and the Hudson above Albany; in other words, a direct ship-navigation between Montreal and New York by way of Lake Champlain and the Hudson River. I would not like to assert that there is among us any commercial man taking broad views of the future of Canada in its connection with the trade of the west, who doubts for a moment that that line of communication is destined to be established; and yet it will involve the construction of upwards of thirty miles more of Canal than the route herein reported on as between Montreal and Lake Huron, besides the deepening of some ten miles of the Hudson River. There is no scepticism as regards the feasibility of the former project, even among those who may question its utility, simply because it relates to a section of the country with which we are all more or less familiar—where the forest has disappeared before the march of civilization; and where we have hitherto allowed no difficulties to arrest our progress in the mission of enterprise.

I have already stated the dimensions proposed for the locks of the Ottawa and French River navigation. For the canals, 100 feet wide on bottom is calculated in

long reaches—60 feet in short reaches, where vessels need never seek to pass one-another. The surface widths of water, the excavations being all in rock, would be about ten feet greater than the bottom widths; the depths to be from ten to eleven feet.

The deepening to full depth of much of the shallow portions of the waters might be very gradually carried out, but as hereinbefore observed, the sills of all locks should be laid at ten feet below the level of the lowest water; each successive step in the advancement of the undertaking being regarded but as a link in a great uniform and well digested scheme of navigation.

CLIMATE, SOIL, &c.

At each of the camps a careful meteorological record was kept, noting the temperature three times each day. The rain-fall and snow-fall were also recorded. Appendix "B" herewith gives in full the result of those observations.

The winter of 1856-7 was one of more than average severity all over Canada, and it will be seen from the tables that on the 23rd January, in the latter year, the mercury had descended to the point at which it freezes, 39° zero of Fahrenheit, and the cold on these occasions was estimated at from six to seven degrees lower. Not anticipating such extreme severity of temperature, the camps were only furnished with the ordinary quick silver thermometers.

The mean temperature of that, the coldest, month was:

	7 A.M.	2 P.M.	9 P.M.
On Upper Matawan.....	5.15	6.27	3.87
“ Lower Matawan.....	8.06	8.35	1.03
“ Ottawa below Fort William.....	6.74	13.00	2.49

The periods over which these records extend are as follows:

On Upper Matawan from 1st November, 1856, to 15th June, 1857.			
“ Lower “ “ “ “ 31st May, “			
“ Ottawa “ “ “ “ 28th Feb'y, 1858.			

We had thus but one winter's experience on the Matawan, and that a particularly severe one. On the Ottawa, in the region of the Allumettes Island the records embraced nearly two winters; the second that of 1857-58, proving, as was the case throughout the province, very much milder on the whole than the first. For instance, in January, 1858, the mercury fell once as low as 17°. In February, which as it commonly is, was the coldest month that year, the extreme, and on but one day, was 25°. The average of the weather in that particular month (1858) having been more severe than in the corresponding month of the previous year; which, notwithstanding the general severity of the winter, was, in the western parts of the Province also, singularly mild for February. The table shews:

Mean temperature, February, 1857	19° 39'
“ “ “ “ 1858	11° 74'

As regards the bearing which this question of temperature may have on the navigation in limiting its period of duration, I took much pains to ascertain for what portion of the year open water may be reckoned on throughout. The conclusions arrived at are: that the ice on the French River is never particularly strong; that the river is generally quite clear before the 1st May, and rarely closed till some time in December. That Lake Nipissingue is always open all through November, and the ice seldom strong enough to bear till towards the close of the following month, but once it "takes" it continues ice-bound to an advanced period in the spring, and has been crossed on foot as late as the 15th of May. This, however, is a very rare occurrence; my Indian informants having been able to recall but one such instance. From the 1st to the 5th May may be assumed as the ordinary period of dissolution of ice in Lake Nipissingue.

The Matawan was entirely open by 5th of May, 1857, which, as already observed, succeeds a winter of more than common severity. The Ottawa is generally

entirely free by the first of May, and often from a week to ten days before that time. The St. Lawrence Canals below Prescott, it will be remembered, are seldom ready for navigation sooner than the first of May.

Through the kindness of Captain Cumming of Aylmer, on the Ottawa, a gentleman of long experience in the navigation of that river, I have obtained a reliable return of the dates at which, for eleven years past, steamer navigation has commenced and closed each year. The earliest opening was in 1848, when the boats commenced their trips on the 18th April. The latest closing was in 1854, on 1st December. The average for the eleven years referred to 1847 to 1857 inclusive, is,

Commencement of Navigation	27th April.
Closing of do	27th November.

And as a general thing, the steamers might have continued to run during part of December, had the trade of the river warranted their owners in not laying them up.

The season of water-borne traffic between Montreal and the Western Lakes is at present governed, as to duration, by the period at which the lower links in the St. Lawrence improvements—the Beauharnois and Lachine Canals to wit—open and close. The former period is not often earlier than the 1st of May; the latter as seldom goes beyond the 30th November. It will be observed, then, from the dates already given, in reference to the assumed season of open water on the Ottawa and French River route, say from 5th of May to 27th November, that the balance against it in the actual number of days navigation in the year cannot be very great, while practically, and in point of available time, it can claim an advantage over the lake route, from the fact that, owing to the lesser distance to be travelled, a vessel could make at least three trips more in the season between Chicago and Montreal by the former than it could by the latter route.

In Canada and the neighbouring States the season of canal navigation is commonly considered to be 200 days. From an average of eight years, I find the Welland Canal to be open 209 days in the year (Sunday being a *dies non*), and the Erie Canal, in the average of the same years, 1850 to 1857 inclusive, for 195 days. I do not venture to calculate on more than 180 days for the navigation of the Ottawa line, but, as I have endeavored to show on page of this report, it should have on each trip a gain in point of time of forty-four hours over the Welland and twenty-four hours over the Toronto and Georgian Bay route.

Appendix letter C gives the dates of opening and closing of navigation on the Welland and Erie Canals, and on the used portions of the Upper Ottawa for a number of years immediately preceding the current one.

In its agricultural capabilities the valley of the Ottawa presents a striking and unfavorable contrast to the almost uniformly fertile aspect of the country watered by the St. Lawrence and bordering the Great Lakes.

From St. Ann upwards the lower Ottawa exhibits varied features of fine cultivable lands and bold mountain scenery.

On the upper section of the river also, for one hundred miles above the City which bears its name, a fair proportion of well tilled farms and comfortable homesteads meet the eye of the traveller, together with tracts of wild land that will well repay the labor of clearing.

From the westerly limits of the County of Renfrew, the last outpost of surveyed settlement on the south side, ridges of area sand or frowning rocky mountains, border the waters. Forests of pine, from which the large timber has already been chiefly culled out, prevail everywhere, save where the cold, naked granite refuses even the scanty nourishment that suffices to induce the growth of the Norway fir, or its hardy companion, the white birch.

The traveller, however, who judges the country only by what can be seen of it from the river as he glides past in his canoe, does not form a fair estimate of its adaptability to the uses of civilization. The worst of it is along shore on both sides. interior possesses large tracts of good hardwood land in the valleys of the

mountains on the north side, or stretching in broad belts, towards the lake country, on the south.

Still the impartial chronicler, when he has completed his tour of the river, must record his opinion that the destiny of the valley of the Ottawa is not to be a parallel one to or of the same inviting character as that of the St. Lawrence Valley, with its rich alluvial soil and broad wheat growing districts; but, having faith in the future of his country, he will at the same time predict that the former section has awaiting it a destiny not second in national importance to that of the more favored region, as to soil and climate, which constitutes the latter section, and that with our great northern river for the spinal column, Canada must gradually gain the strength and vigor which length without breadth can never confer. As yet we represent but an attenuated frontier settlement, fringing a thousand miles of exposed and unprotected coast, but our position on the map of the continent is a distinctive and impregnable one. The lakes and the noble St. Lawrence defining our limit of expansion to the south, the polar regions bounding us in rear, we are the "Northmen" of America. Our national growth may be slow, but it will be healthy and enduring. Here the surplus population of the British Isles may, for centuries to come, find scope for their genius and their industry, and transplanting with them to congenial soil the laws and principles of the mother country—here for ever may her

"Freedom spread unfevered and serene."

A striking feature in the conformation of the Ottawa is the concentration of the greater proportion of its descent into short, abrupt rapids, or almost perpendicular falls, at distances of from fifteen to fifty miles apart, over the entire length embraced in the proposed scheme of improvement: forming at each point water power of singularly easy adaptation to manufacturing purposes and of unlimited extent. In the city of Ottawa alone the available power almost defies computation; the whole volume of the mighty river here pours over a natural weir or dam of forty feet in height, while into the basin below the cataract flow two large tributaries. The "Rideau," entering from the south, falls perpendicularly from a height of fifty-four feet. On the north the "Gatineau" comes in, presenting mill site after mill site as it stretches far away into the unexplored forest.

This rising City, the future metropolis of United Canada—of United British North America perhaps—with the Ottawa and French River navigation completed, would be nearer by at least 100 miles to Chicago than Buffalo is by water carriage, and with a branch of the Grand Trunk Railway direct to Montreal, and the Victoria Bridge finished, it would also be nearer by at least 30 miles to an Atlantic Port (Portland) and over a continuous line of Rail, than Buffalo, the "Queen City" of Lake Erie, is to New York.

The Ottawa country abounds in iron ore of the richest description. Its forests of pine are inexhaustible. Its water power, as already stated, not only unlimited in capacity but available to its full extent at numberless stages upon the route. By the opening of the projected navigation this great manufacturing agent would be brought into comparative proximity to the granaries of Lake Michigan, and would immediately be turned to account in preparing the cereals of the west for the markets of the east. With such a combination of advantages in possession or in prospect, it is surely not difficult of belief that the valley of the Ottawa is destined to be not only the workshop of Canada, but one of the chief manufacturing districts of America.

The country bordering the Matawan, Lake Nippissingue, and the French River, corresponds very closely in character to that on the uppermost sections of the Ottawa; all that can be seen from the waters is harsh and barren, but in the interior are broad tracts of good land. The whole region is beautifully watered and in the highest degree healthy; fever and ague, those scourges of the new settlements in the rich alluvial districts along the Great Lakes, and on the prairies of the west, being wholly unknown. In fine, like the granite regions elsewhere

upon this continent, the granite regions of Canada are capable of producing and maintaining a hardy, industrial, enterprising and self-reliant race of men.

I have before said, that in investigating the important question submitted to me by the Commissioners of Public Works, it was not my intention to enter largely into the compilation of statistics, deeming rather that I would best follow out my instructions by confining myself chiefly to the acquisition of the materials necessary to enable me to pronounce on the practicability of the undertaking, and I trust that I have to some extent succeeded in showing that the interior of our country is not wholly without hope in the future. To those who have made the laws that govern the movements of western traffic their study I leave it to them to estimate the height to which the commercial position of Canada would be elevated by opening through the heart of her dominion an uninterrupted water communication, shorter by hundreds of miles than any that now does or ever can exist besides, between the Atlantic coast and the greatest extent of fertile country in the world.

With the commerce of a continent pouring down the valleys of our two great rivers (by rail as well as by water), and centering in Montreal, that City and Quebec could not fail to become the principal entrepôt of merchandise for the north and west, and our eastern lines connecting them with one another and the sea-board, would then cease to be stigmatized as unproductive appendages to our national railway.

In concluding this report I would beg leave to observe that the survey, entered upon with a view to comprehensive results, having been brought to a somewhat abrupt termination, the work necessarily remains in an unfinished condition. The greatest pains have, however, been taken to fix permanently on the ground the principal points in the triangulation; so that at any time for some years to come the several positions of the survey commenced and abandoned may be taken up where left off and continued to completion without the necessity of going over again with the instruments ground that has already been carefully triangulated and waters that have been accurately sounded at great expense.

My principal assistant in the general management of the surveys was Mr. James Stewart, a gentleman whose skill and experience as a Hydrographical Surveyor have been long known to the Department. Mr. George H. Perry had immediate charge of the section between Fort William and Portage du Fort, and during two severe winters and one hot summer displayed untiring energy and zeal in pushing forward the work. The two parties on the Matawan were in charge of Mr. H. Munro Mackenzie, and Mr. Robert Shanly, respectively: the former gentleman completed the triangulation and soundings of the river from the mouth to the head of Lake Talon, and is familiar with it in all its bearings in that distance of twenty-six miles.

The latter knows the river intimately in its entire length, having run the levels throughout, and made the surveys of its upper section as well as of the dividing ridge between its waters and those which flow to the west; with the topography of the summit barrier and of the adjacent shores of Lake Nipissingue he is also thoroughly acquainted.

All of the gentlemen above named took the deepest interest in the work, continuing under all the trying conditions of camp life in the forest, the thermometer ranging from forty-five degrees below to ninety-seven degrees above zero. to discharge the duties assigned them with a zeal, ability and patience to which I bear most willing testimony.

The whole is respectfully submitted, and

I remain, Sir, your obedient servant,

T. A. Begly, Esq., Secretary Public Works,
Toronto.

(S'd.) W. SHANLY.

APPENDIX A.

SECTION of Waters on French River and Ottawa route—Lake Huron to Montreal.

Names of Lakes, Rivers, and Rapids.	Details.			Totals.	
	Distance in miles.	Rise in feet.	Fall in feet.	Distance from Montreal.	Elevation above Tide water.
<i>Lake Huron</i> .....	..	..	..	430	572
French River (still water)	1 $\frac{1}{2}$	..	..	428 $\frac{1}{2}$	572
Les Petites Dallé's Fall .....	..	6 $\frac{1}{2}$	..	428 $\frac{1}{2}$	578 $\frac{1}{2}$
French River (current)	16	1 $\frac{1}{2}$	..	412 $\frac{1}{2}$	599 $\frac{1}{2}$
Grand Recollet Fall .....	..	7	..	412 $\frac{1}{2}$	586 $\frac{1}{2}$
French River (current)	13	1 $\frac{1}{2}$	..	394 $\frac{1}{2}$	488
Grand Fausse-Isle Rapid to Des Pins Rapid	4	18	..	390 $\frac{1}{2}$	606
French River (still water)	9	..	..	381 $\frac{1}{2}$	606
Chaudière Rapid	$\frac{1}{2}$	26	..	381	632
<i>Lake Nipissingue</i>	30	..	..	351	632
Rivière de Vase (still water)	1	..	..	350	632
do (current)	$\frac{1}{2}$	5 $\frac{1}{2}$	..	349 $\frac{1}{2}$	637 $\frac{1}{2}$
Rapid .....	..	9 $\frac{1}{2}$	..	349 $\frac{1}{2}$	647
Rivière de Vase (still water)	$\frac{1}{2}$	..	..	349	647
Rapid .....	..	4	..	349	151
Rivière de Vase (current)	1	1 $\frac{1}{2}$	..	348	651 $\frac{1}{2}$
Creek (current)	1 $\frac{1}{2}$	5	..	346 $\frac{1}{2}$	656 $\frac{1}{2}$
Rapid	$\frac{1}{2}$	2 $\frac{1}{2}$	..	246 $\frac{1}{2}$	658 $\frac{1}{2}$
Lagoon	$\frac{1}{2}$	..	..	346	658 $\frac{1}{2}$
<i>Portage</i> { Summit .....	..	8 $\frac{1}{2}$	..	345 $\frac{1}{2}$	657
{ From thence to Trout Lake (distance about 400 feet) .....	..	..	12	345 $\frac{1}{2}$	655
Trout Lake connecting Rapid at Turtle Lake	12 $\frac{1}{2}$	..	1 $\frac{1}{2}$	332 $\frac{1}{2}$	653 $\frac{1}{2}$
River Matawan—Rapids with reaches of still water	4 $\frac{1}{2}$	..	31 $\frac{1}{2}$	328 $\frac{1}{2}$	622 $\frac{1}{2}$
Lac Talon	7	..	..	321 $\frac{1}{2}$	622 $\frac{1}{2}$
Talon Chute	$\frac{1}{2}$	..	42 $\frac{1}{2}$	321 $\frac{1}{2}$	579 $\frac{1}{2}$
Eel Lake	1 $\frac{1}{2}$	..	..	320	579 $\frac{1}{2}$
River Matawan—Rapids with reaches of still water	1 $\frac{1}{2}$	..	21 $\frac{1}{2}$	318 $\frac{1}{2}$	568 $\frac{1}{2}$
Paresseux Rapids and Chute	$\frac{1}{4}$	..	34	318 $\frac{1}{2}$	524 $\frac{1}{2}$
Lac des Aiguilles	3	..	..	315 $\frac{1}{2}$	524 $\frac{1}{2}$
Rapid des Aiguilles	$\frac{1}{2}$	..	6	315	518 $\frac{1}{2}$
River Matawan (current)	1 $\frac{1}{2}$	..	$\frac{1}{2}$	313 $\frac{1}{2}$	517 $\frac{1}{2}$
Rapid de la Rose	$\frac{1}{2}$	..	6	313 $\frac{1}{2}$	511 $\frac{1}{2}$
River Matawan (still water)	$\frac{1}{2}$	..	..	313 $\frac{1}{2}$	511 $\frac{1}{2}$
Rapid des Epines .....	..	..	6	313	505 $\frac{1}{2}$
Lac Plein Chants	5 $\frac{1}{2}$	..	..	307 $\frac{1}{2}$	505 $\frac{1}{2}$
River Matawan Rapids with reaches of still water to mouth	2 $\frac{1}{2}$	..	20 $\frac{1}{2}$	305	485
Rapids on Ottawa at mouth of Matawan	2	..	5	303	480
River Ottawa (current)	17	..	9	286	471
La Veillée Iron and Deux Rivières Rapids	3	..	32	283	439
River Ottawa (current)	10	..	5	273	434
Rocher Capitaine Rapid	2	..	45	271	389
River Ottawa (current)	16	..	8	255	381
Joachim's Rapid	2	..	28	253	353
River Ottawa ("Deep River") perceptible current at foot of Joachim's Rapid only	23	..	2	230	351
do (current)	11	..	1	219	350
Culbute and L'Islet Rapids	2	..	13	217	332
River Ottawa (by Lake Coulonge and Calumet Channel current generally)	42	..	7	175	325
Grand Calumet Rapids	2	..	56	173	269
River Ottawa—Rapids with reaches of still water to Portage du Fort	8	..	42	165	227
Lac des Chats	18	..	1	147	226
Chats Rapids	3	..	50	144	176
Lac des Chênes	28	..	..	116	176
Chaudière Rapids	6	..	67	110	109
River Ottawa (still water)	54	..	..	56	109
Long Sault Chute au Blondeau and Carillon Rapids	12	..	48	44	61
River Ottawa (Lake of the Two Mountains, still water)	20	..	..	24	61
St. Ann Rapid	$\frac{1}{2}$	..	3	23 $\frac{1}{2}$	58
Lake St. Louis	15	..	..	8 $\frac{1}{2}$	58
Lachine Canal to Montreal	8 $\frac{1}{2}$	..	45	0	13

APPENDIX

SUMMARY of Means, &c., of preceding Registers

Year.	Month.	Upper Matawan Register.						Lower Matawan Register.					
						Depth in inches.						Depth in inches.	
		7 a. m.	2 p. m.	9 p. m.	Mean.	Rain.	Snow.	7 a. m.	2 p. m.	9 p. m.	Mean.	Rain.	Snow.
1856.....	November	27.27	32.60	28.63	29.47	2.60	8.40	28.73	34.13	28.27	29.71	2.50	16.30
	December.....	5.89	14.63	8.81	9.74	0.20	23.10	4.97	14.87	9.89	9.74	0.30	24.40
1857.....	January	5.15	6.27	8.37	0.92	...	4.85	8.06	8.35	1.02	0.25	...	13.10
	February	14.54	24.80	19.34	19.39	2.00	0.90	13.57	24.86	19.07	19.17	0.90	12.20
	March	11.74	30.87	17.82	20.14	0.10	14.40	0.94	32.13	18.23	20.10	0.04	11.90
	April	28.07	43.08	28.12	33.09	1.00	8.55	28.13	42.60	28.20	32.31	2.20	7.40
	May	44.11	62.10	43.94	50.05	1.81	5.70	...	...	...	...	...	...
	June .....	...	...	...	...	...	...	...	...	...	...	...	...
	July .....	...	...	...	...	...	...	...	...	...	...	...	...
	August .....	...	...	...	...	...	...	...	...	...	...	...	...
	September .....	...	...	...	...	...	...	...	...	...	...	...	...
	October .....	...	...	...	...	...	...	...	...	...	...	...	...
	November .....	...	...	...	...	...	...	...	...	...	...	...	...
	December .....	...	...	...	...	...	...	...	...	...	...	...	...
1858.....	January .....	...	...	...	...	...	...	...	...	...	...	...	...
	February .....	...	...	...	...	...	...	...	...	...	...	...	...
Total Rain and Snow for seven months						7.71	74.90	...	...	...	...	...	...
Total Rain and Snow for six months .....						...	...	...	...	...	...	5.94	85.80
Total Rain and Snow for whole year 1857 .....						...	...	...	...	...	...	...	...
Mean Temperature of year 1857, shewn by Register kept on the Ottawa between Fort William and Portage du Fort .....						...	...	...	...	...	...	...	...

B.

of Temperature, &c., on the Ottawa Survey.

Fort William to Portage du Fort.						Mean Temperature, shewn by the three Registers.			
						Depth in inches.			
7 a. m.	2 p. m.	9 p. m.	Mean.	Rain.	Snow.	7 a. m.	2 p. m.	9 p. m.	Mean.
28.37	36.60	29.37	30.78	1.25	13.10	26.79	34.41	28.78	29.99
4.58	15.54	9.00	9.70	0.20	33.80	6.15	14.98	9.07	9.73
6.74	13.00	2.49	1.26	...	8.30	6.65	9.21	2.43	0.03
18.25	31.32	19.71	23.09	2.10	10.70	15.45	26.33	19.37	20.56
19.48	34.34	22.44	25.44	...	26.80	13.72	32.46	19.50	21.89
34.43	47.90	34.33	38.89	13.10	12.10	29.54	44.53	30.22	34.76
52.51	66.64	50.19	58.44	3.85	1.40	48.31	64.37	47.06	53.28
58.06	67.86	60.10	62.20	3.70	...	...	...	...	...
67.29	83.08	70.39	73.58	4.70	...	...	...	...	...
62.48	77.70	65.26	68.48	3.55	...	...	...	...	...
57.93	71.08	58.80	61.73	3.25	...	...	...	...	...
36.00	52.53	44.13	44.26	0.84	...	...	...	...	...
29.70	37.63	32.53	33.29	2.26	9.10	...	...	...	...
21.19	28.84	24.52	24.85	0.92	9.10	...	...	...	...
10.74	25.45	18.97	18.39	0.37	4.50	...	...	...	...
3.74	20.18	11.89	11.74	...	8.60	...	...	...	...
...
...
...	...	...	...	38.27	77.60	...	...	...	...
37.55	51.00	39.83	42.79	...	...	...	...	...	...

APPENDIX C.

DATES of opening and closing of Navigation on the Erie and Welland Canals, and on the Upper Ottawa.

Opening.				Closing.			
Year.	Erie Canal.	Welland Canal.	Upper Ottawa.	Year.	Erie Canal.	Welland Canal.	Upper Ottawa.
1847..			May 6	1847..			November 28
1848..			April 18	1848..			" 18
1849..			" 24	1849..			" 29
1850..	April 22	April 1	" 30	1850..	December 5	December 12	" 30
1851..	" 15	March 25	" 17	1851..	" 5	" 12	" 25
1852..	" 20	April 13	May 1	1852..	" 15	" 14	" 30
1853..	" 20	" 1	April 26	1853..	" 15	" 17	" 62
1854..	May 1	" 3	" 29	1854..	" 3	" 4	December 1
1855..	" 1	" 16	" 27	1855..	" 15	" 12	Novemb'r 27
1856..	" 5	" 26	" 29	1856..	" 3	" 13	" 30
1857..	" 5	" 15	" 30	1857..	" 10	" 15	" 24
Average	April 26	April 9	April 27	Average	December 9	December 12	Novemb'r 27

REPORT

OF THE

COMMISSIONER OF CROWN LANDS,

OF CANADA,

FOR THE YEAR 1857.

Printed by order of the Legislative Assembly.



TORONTO :

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1858.

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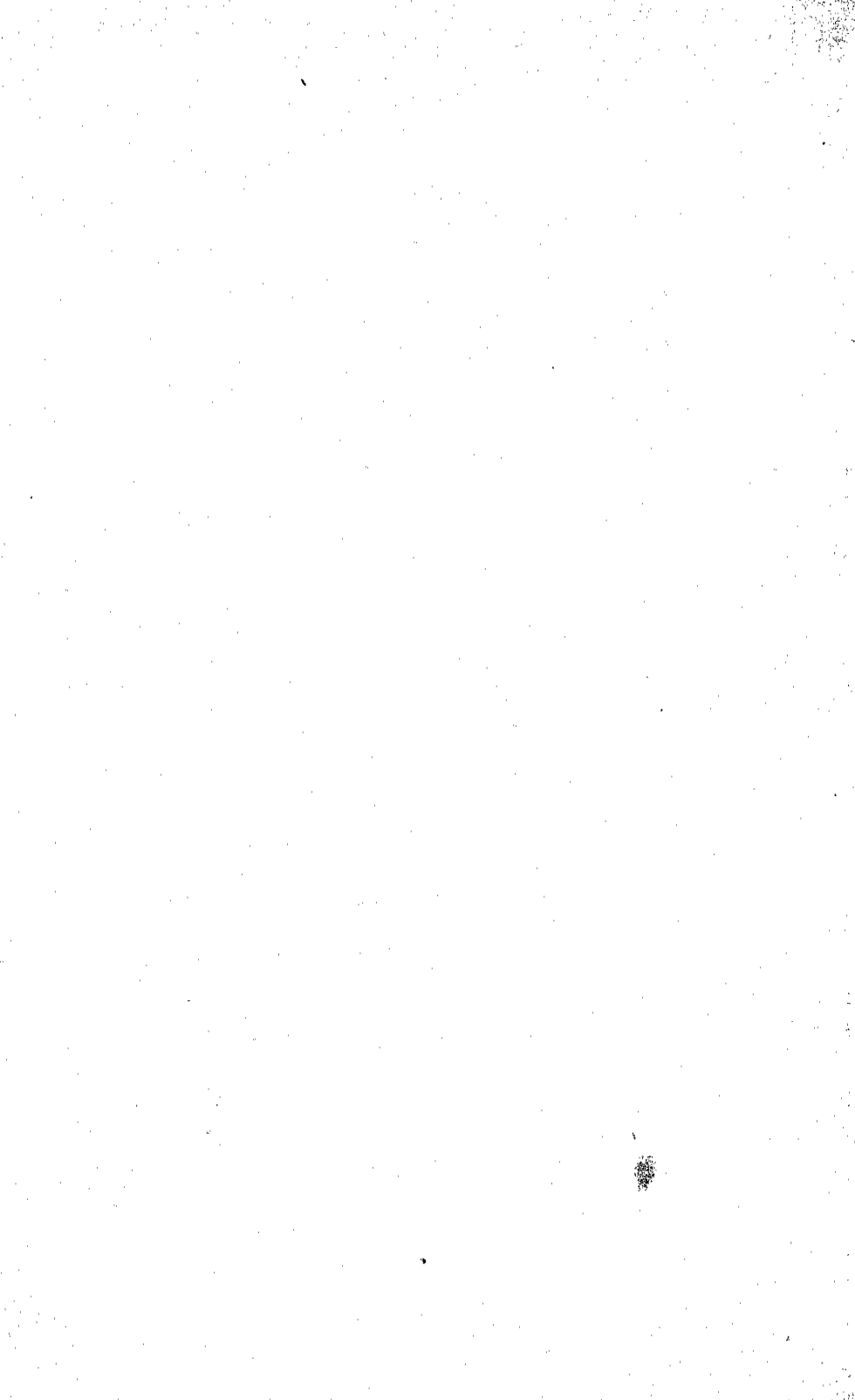
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REPORT
OF THE
COMMISSIONER OF CROWN LANDS,
OF CANADA.

To His Excellency The Right Honorable Sir Edmund Walker Head,

BARONET, GOVERNOR GENERAL OF BRITISH NORTH AMERICA, &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

I have the honor to submit to your Excellency a Report of the operations of the Crown Lands Department during the year ending on the 31st of December, 1857, in conformity with a Resolution of the Legislative Assembly, passed on the 5th of May, 1856.

LOWER CANADA.

CROWN LANDS.

During the year there were 210,000 acres of Crown Lands surveyed, which added to the quantity undisposed of on the 31st December, 1856, 4,843,668 acres, make a total of 5,053,668 acres; of which 34,064 acres were sold, and 500 acres granted gratuitously, leaving 5,019,104 acres disposable at the close of the year.

The total amount of the purchase money of the lands sold is £3,737 8s. 5d. The gross amount received on account of lands sold, including payments on sales of former years, was £2,491 4s. 4d.

CLERGY LANDS.

5,221 acres of Clergy Lands were sold for £1,419 12s. 8d, leaving a balance of 482,462½ acres unsold.

The gross amount received in payment of instalments, rents, &c., was £2,030 0s. 3d.; the net proceeds £1,908 4s. 7d.

JESUITS' ESTATES.

The gross receipts from these Estates, in the year 1857, were £4,941 5s. 2d., and the expenses for agents' commission, salary and disbursements, survey and advertisements, were £877 16s. 9d., leaving the net revenue £4,063 18s. 5d.

The cost of survey included in the above expenses, amounting to £228, is to be reimbursed by the locatees of the lands surveyed upon receiving their permits of occupation, each paying a proportion.

During the past year the large and increasing arrears due on these Estates received the special attention of the Government, and an agent was appointed charged with the regulation and collection of these arrears due up to the passing of the Act 19th and 20th Vic. cap. 54, which arrears are by this law to be vested to the credit of the "Lower Canada Superior Education Investment Fund." It is expected that a large proportion of such arrears will thus be collected, by which the fund in question will be much increased.

In the month of October the Laprairie mill, which had been offered for sale in 1856, but not then disposed of, was again put up at auction, and, after competition, sold for the sum of £1,810. This mill, repaired by the Government in 1849, was then leased for a term of years, which expired in 1856, for £260 per annum (reduced to £230.) In 1856 it was rented for a year at £105, and in 1857 for one year more at £125; in both cases after competition in the form of tenders.

The last mentioned lease not having yet expired the present purchasers are bound to continue it to its expiration in May next.

LAUZON.

The receipts from this Seigniorship for the past year are £2,779, and the expenses, comprising agents' commission and disbursements, advertising, and £557 8s. 6d. on account of the new survey, (undertaken under order in Council of the 3d of July, 1854,) now being completed, are £863 7s., leaving a balance of £1,915 13s.

The amount received from this Seigniorship was greater in 1856 than last year, but in the former year a larger portion of the receipts was on account of sales of mills, farms, &c.,—thus, £2,185 15s. 1d. were received from this source in 1856, and only £987 3s. 2d. in 1857; which leaves the actual revenue of the latter year nearer that of the former. Another reason for a difference in the receipts of these two years may be found in the abolition of the *lods et ventes*.

CROWN DOMAIN.

Receipts for 1857, £3,775 1s. 1d.: expenses for agents' commission, salary, and disbursements, including £95 9s. 6d. *lods et ventes* reimbursed, £737 16s. 8d.

The total receipts, although greater than for the year immediately preceding, are much the same as those of the two prior years, viz: 1854 and 1855.

As far as regards the *censives* forming part of the Crown Domain, it must be expected that the revenue therefrom will decrease for the same reason as stated in the remarks respecting the Seigniorship of Lauzon, namely: the abolition of *lods et ventes*, the principal, in fact it may almost be said, the sole source of revenue.

The *lods et ventes* now being collected are those due previous to the 30th of May, 1855, the date mentioned in the Act 19th Vic., cap. 53.

UPPER CANADA.

CROWN LANDS.

At the close of the year 1856 there were 830,398 acres of Crown Lands disposable in Upper Canada, and 288,290 acres of vacant lands were surveyed in 1857, making a total of 1,118,688 acres of disposable lands. The sales of the year

amounted to 122,119 $\frac{5}{8}$ acres, the purchase money of which was £48,921 2s. 11d.,—the Free Grants amount to 33,767 acres,—leaving, on the 31st of December last 1,062,801 acres of Crown Lands undisposed of.

The gross amount of collections during the year was £41,487 13s. 9d.; the net amount (deducting refunds) £41,189 16s. 10d.

CLERGY LANDS.

There were 59,937 $\frac{1}{4}$ acres of Upper Canada Clergy Lands sold, the purchase money being £43,356 11s. 10d.

The gross amount of receipts during the year, £80,060 6s. 7d., from which, deducting disbursements, £5,179 6s, there remains a net amount of £74,881 0s. 7d. There are 363,007 $\frac{1}{4}$ acres remaining unsold.

SCHOOL LANDS.—GRAMMAR SCHOOLS.

Of the 154,505 $\frac{1}{2}$ acres of Grammar School Lands remaining undisposed of on the 1st of January, 1857, 76,301 $\frac{1}{4}$ were sold during the past year, the amount of the purchase money being £47,417 12s., the gross receipts £12,413 7s. 6d., and the net amount (deducting commission) £11,668 11s. 9d.

COMMON SCHOOLS.

The sales of the balance of the million of acres of land in Upper Canada, set apart by the 12th Vic. cap. 200 for creating a Common School Fund, during the past year amounted to 9,978 $\frac{1}{2}$ acres, which leave 29,159 $\frac{1}{4}$ acres disposable.

The purchase money of the sales of the year amounts to £9,213 2s., and the gross receipts on account of principal, rent, interest, &c., to £15,163 19s. 4d.

The disbursements for surveys, commission, and sundries, amount to £1,099 1s. 5d., leaving a net income for the year of £14,064 17s. 11d.

WOODS AND FORESTS.—UPPER AND LOWER CANADA.

The amount of revenue accrued from the Timber Dues during the year 1857 is £57,677 1s. 5d., and from Government Slides £9,782 16s. 7d., making the total sum of revenue from these sources £67,459 18s. *

The amount of revenue collected from Ground Rents and Timber Dues, £52,236 3s. 5d., and from Government Slides £8,994 9s. 5d. Total £61,230 12s. 10d.

The charges of management in collecting Ground Rents and Timber Dues—not including salaries of the Woods and Forests branch at head-quarters, nor the sum of £199 11s. refunded—are £6,262 17s. 9d., the charges against Slides being £253 8s. 9d., making the total cost £6,516 6s. 6d.

MINES.

The sum of £150 was received, being the purchase money of a mining tract of 400 acres on the north shore of Thunder Bay, Lake Superior.

* Payment of the ground rents having been postponed by Order in Council to the 30th of April next, their amount cannot now be ascertained with accuracy. It may be about £12,000.

SURVEYS.—IN UPPER CANADA.

With a view to the development of the waste lands in Upper Canada, the following Surveys were ordered, some of which were completed during the past year, and considerable progress made in the others:

In the valley of the River Ottawa the townships of Sebastopol, North and South Algona, and Brudenell on the Opeongo Road, containing together about 145,000 acres of land, have been completed and are for sale. The land being generally of a good quality and easy of access, is rapidly settling.

The townships of Buchanan and Petewawa on the Ottawa, containing 73,240 acres, have also been surveyed.

The surveys of the townships of Canonto, Miller and Griffith, on the River Madawaska, are well advanced, and will afford many favorable locations, as they contain 174,000 acres of land, a large proportion of which is reported to be arable.

P. L. S. Snow has been engaged in exploring and marking out the line for a leading road from the town of Perth into the interior of the Ottawa country, and reports favorably on the project. The road would connect the navigation of the Rideau with the fertile lands on the upper waters of the Madawaska River.

On the Colonization Roads leading from the settlements on Lake Ontario, several surveying parties have been employed in laying out the lands into farm lots. On the Addington Road the townships of Abinger, Ashby, Barrie, and Denbigh, have been in whole or in part surveyed. They compose an area of 205,000 acres, much of which is susceptible of cultivation, although broken by rocky ridges.

The outlines of the townships of Wollaston, Farraday, Herschel, McClure, Wicklow, Monteagle, Dungannon, and Limerick, were drawn, and the lands in them on both sides of the Hastings Road surveyed into lots; also the whole of the Township of Tudor was subdivided. The land on the water-shed is somewhat broken and hilly, but it improves on entering the valley of the Madawaska. About 160,000 acres were surveyed in these townships.

On the Bobcaygeon road about 35,000 acres have been subdivided in the township of Galway, and extensive explorations made in the rear, which have led to the discovery of considerable tracts of land fit for settlement.

P. L. S. Robt. Bell's line for a road from the County of Renfrew to the High Falls on the Muskoka River has been prolonged to steamboat navigation on Lake Simcoe. This line intersects the Ottawa country centrally, and would, if opened, present an extensive field for colonization.

During the past year, P. L. S. Salter, and his assistants, Messrs. Johnson, Herrick, Molesworth and Donnelly, continued and completed the survey of a base line on the North Shore of Lake Huron, and traced meridian lines at intervals of eighteen miles, thoroughly exploring the country on both sides of these lines. The area of the tract over which their survey extends is about 8,400 square miles, or five millions of acres; the easterly portion of which, owing to the land being generally broken and remote from settlements, does not at present offer any inducement to the settler; but the superior quality of the soil in the western section and its vicinity to Sault de Ste. Marie, afford great facilities for colonization. (See Mr. Salter's Report of Survey, Appendix T.) Mr. Salter has been instructed to proceed to Sault de Ste. Marie on the opening of the navigation, and sub-divide two townships in its vicinity, with a view to meet the demand for lands by the immigrants of the ensuing season.

P. L. S. Sinclair and Savigny are at present surveying the outlines of a tier of townships lying southwardly of Lake Nipissing, and the Matawin and French Rivers, where an extensive tract of fertile land has been discovered.

The construction of a leading thoroughfare from the mouth of French River across this tract to the Ottawa, would not only develop this section of the Province, but would benefit largely the lumberers on the upper Ottawa, as they could get their supplies of pork, flour, &c., from the west by it, at much less cost than by the present circuitous route, down the St. Lawrence and up the Ottawa.

SURVEYS.—IN LOWER CANADA.

The Surveys performed in Lower Canada under instructions from the Crown Lands Department, during the year ending 31st of December, are more or less scattered over that section of the Province, and may be said to be nearly equally divided among the different districts as follows:—

Townships.	District.	Nature of the Survey.	Remarks.
Nouvelle.....	Gaspé.....	Sub-division.....	Part of residue.
Percé and Malbay.....	do.....	do.....	Residues.
Denonville.....	Kamouraska...	do.....	All the arable part.
Chabot.....	do.....	do.....	do.
Pohenegamook.....	do.....	do and outlines.....	And along Government Road.
Charlevoix.....	Chicoutimi.....	do do.....	The arable part.
Metabetchouan.....	do.....	Village.....	Occupying the reserve.
Saguenay.....	Quebec.....	Sub-division.....	Arable part along Government Road.
Shenley.....	do.....	do.....	Residue.
Armagh.....	do.....	do.....	Verification.
Mekinack.....	Three Rivers..	Outlines.....	New Township.
Grantham and Upton.....	do.....	do.....	Disputed Boundary.
Durham.....	St. Francis....	Re-survey.....	Municipal Survey.
Ham.....	do.....	do.....	Part of the Township.
Cathcart.....	Montreal.....	Sub-division.....	Residue.
Gore of Kildare.....	do.....	do.....	Tract between Rawdon and Kildare—occupied.
Arundel.....	do.....	do and outlines.....	Arable part.
Bouchette.....	Ottawa.....	Sub-division.....	Residue.
Esther and Malakoff.....	do.....	Outlines.....	Rear lines.
Aberdeen.....	do.....	do and sub-division..	Arable part.

SURVEYED IN 1857, BUT NOT EXAMINED OR REPORTED UPON.

María.....	Gaspé.....	Sub-division.....	Residue.
Chapais and Duquesne....	Kamouraska...	do and outlines.....	Arable part.
Suffolk and Ponsonby.....	Ottawa.....	do do.....	do.
Acton.....	Three Rivers..	Re-survey.....	Municipal Survey.

In the above enumerated (reported) surveys, about 210,000 acres were laid off into farm lots; about 260 miles of outlines run and bounded in the field; 30 miles of disputed township boundaries verified; and about 58,000 acres re-surveyed under the provisions of the 31st section of the Act 12 Vic., cap. 35, made applicable to Lower Canada by the amended Act 18 Vic., cap. 83, the greater part of which surveys was required for colonization purposes, or urgently called for by resident settlers, or the inhabitants of the adjacent townships or parishes; whilst it is satisfactory here to mention the favorable report the surveyors who have been employed in those surveys give of the general fitness of the lands for settlement and cultivation.

To the above mentioned township surveys carried out during the year may be added the laying out of eight concessions in the interior of the Seigniori of Cap de

la Magdeleine, and the concessions along the Piles (Government) Road leading from Shawenegan to the River St. Maurice, besides the completion of the survey in three grand sections of the Seignior of Lauzon, for the Papier Terrier of that portion of the Crown Domain.

COLONIZATION ROADS.--LOWER CANADA.

The Lower Canada portion of the parliamentary grant of last session was appropriated partly to the continuation of the roads previously opened (see Superintendent's Report in Appendix), and partly to construct new lines of leading roads to open up the waste lands of the Crown.

Five highly important explorations connected with the object of the colonization of the public lands in Lower Canada were commenced last summer, and are now being brought nearly to completion :

1st. An exploration for a line of road along the belt of country in rear of the Seigniories on the south shore of the River St. Lawrence, occupying the elevated table-land at the head of the streams flowing into the St. Lawrence towards the north-west, and of the tributaries of the Rivers St. John and Restigouche towards the south-east, commencing in the township of Buckland, and trending in a general north-easterly direction, taking advantage of the already surveyed ranges in the townships wherein the land and soil are found propitious for settlement, lying in the general line of survey, to the intersection with the Metis, or Kempt Road; being a total distance of about 180 miles.

2nd. An exploration for a line of road from the Black River, in the township of Callières, on the north shore of the St. Lawrence, north-eastwardly to the Bay of St. Catherines, at the mouth of the Saguenay, and from Tadousac to the easterly boundary of the township of Iberville; a total distance of about sixty miles.

3rd. A road thirty-two miles in length from Hunterstown, in the County of Maskinongé, to the confluence of the rivers St. Maurice and Matawin, as well to open up the lands for settlement as to afford a means of communication by which the lumberers on the St. Maurice may procure their supplies of farm produce from the settlements on the St. Lawrence.

4th. An exploration for a line of road from the village of Masham, northerly through the townships of Masham, Low, Wright, Aylwin, Bouchette and Maniwaki, on the west side of the Gatineau River, to the River Desert, a distance of about sixty miles, with a branch up the valley of one of its western tributaries, called La Pêche, westerly through the townships of Low, Aldfield, Thorne and Litchfield, to the Ottawa, in the township of Mansfield; being a distance of about thirty miles.

Most important and satisfactory results in the interest of colonizing the public lands in this Province may be fairly expected from the operations of the surveyors employed on these different lines of road, whose reports from time to time in the progress of their respective surveys establish (with only a partial exception of the line on the north shore of the St. Lawrence) the fact of the adaptation of the lands explored by them for purposes of colonization and settlement to a very considerable extent along and back of the lines of road so far as traced by them; whilst at the same time a more accurate knowledge of the general topography will be obtained of different sections in Lower Canada, by the traverse and exploration of upwards of 400 miles of lines marked in the field.

COLONIZATION ROADS.—UPPER CANADA.

On the Addington Road 300 lots, of 100 acres each, were laid out for gratuitous location to actual settlers, having the means of supporting themselves until the produce of their lands is sufficient to maintain them, upon condition of their clearing and cultivating twelve acres in the course of four years, building a house at least twenty by eighteen feet on each lot, and residing on it. 183 lots (18,300 acres) are at present occupied, and the locatees have 560 acres under improvement.

The settlement of this road is superintended by E. Perry, Esq.

The Hastings Road, under the superintendence of Mr. Hayes, has 23,200 acres located, on which there are now 183 resident settlers, who have cleared or in process of clearing 2,069 acres.

The settlement of the Bobcaygeon Road was commenced more recently than that of the others. Mr. Hughes, the Superintendent, reports that he has located 3,742 acres.

The settling of the Opeongo Road was commenced at an earlier period than the others, and is consequently more advanced. It is under the charge of T. P. French, Esq., who has now located 166 settlers. He reports that there are 1,092 acres cleared and under cultivation.

FISHERIES.

Under the provisions of the "Fishery Act" of the last Session of the Legislature, which came into force on the 10th of June, two Superintendents of Fisheries were appointed: Mr. Richard Nettle, for Lower Canada, and Mr. John McQuaig, for Upper Canada.

UPPER CANADA.

Mr. McQuaig having received his instructions proceeded to the Sault de Ste. Marie to inspect the fisheries on Lake Huron, with the view of obtaining information respecting their present state and the measures which should be adopted for their protection and development. He visited upwards of 30 fishing stations lying between the Sault and Amherstburgh.

He was subsequently instructed to visit the fishery locations on Wellington Beach, in the County of Prince Edward; of which he has furnished a detailed account in his statement of the 16th of October.

(See his Report in the Appendix.)

LOWER CANADA.

Mr. Nettle first directed his attention to the construction of artificial salmon-passes in the mill-dams in the various southern tributaries of the St. Lawrence below Quebec. He next visited the Rivers Jacques Cartier and Murray Bay, and also the fisheries in the Saguenay, and along the North Shore of the St. Lawrence as far down as the Bay of Seven Islands.

In conformity with the requirements of the Fishery Act an apparatus for the artificial propagation of fish has been erected by Mr. Nettle, a description and plan of which will be found in his report. (See Reports of the 24th of September and the 31st of December.)

CANADA.

The fisheries of Canada, extending over upwards of 4000 miles of the seaboard and the shores of the great Lakes of the St. Lawrence, apart from its many tributaries, present an almost unlimited scope for the enterprise of our inhabitants, and will, when properly developed, become a source of immense wealth to the Province, and largely augment the public revenue.

Much may be done towards effecting this desirable result by establishing suitable regulations to protect these fisheries and the true interests of those engaged in the various branches of the trade of taking and curing fish.

Respectfully submitted,

By Your Excellency's obedient servant,

L. V. SICOTTE,
Commissioner.

Crown Lands Department,
Toronto, 25th February, 1858.

APPENDIX TO THE REPORT

OF THE

Commissioner of Crown Lands of Canada,

FOR THE YEAR 1857.



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APPENDIX

RETURN of Officers and Clerks in the Crown Lands

Designation, 20 Vic. c. 124.	Names.		Salaries.		
			£	s.	d.
Commissioner	Honorable L. V. Sicotte		1250	0	0
Assistant Commissioner	Andrew Russell		600	0	0
Deputy Surveyor General	Joseph Bouchette		600	0	0
Accountant	William Ford		402	10	0
Surveyor and Draftsman	E. J. Fletcher		300	0	0
Do	Thomas Devine		300	0	0
Do	G. G. Dunlevie		275	0	0
Do	J. W. Bridgland		200	0	0
Do	E. Fox		200	0	0
Draftsman	J. F. Bouchette		250	0	0
Do	S. P. Bauset		225	0	0
Do	F. A. Tétu		150	0	0
Supt. of Land Sales	William Spragge		460	0	0
Supt. of Woods and Forests	Wm. McD. Dawson	Resigned 24th Dec., 1857	460	0	0
1st Class	Thomas Hector		373	15	0
Do	Henry J. Jones		340	0	0
Do	J. C. Tarbutt		402	10	0
Do	W. F. Collins		402	10	0
Do	F. J. Judah		300	0	0
Do	E. A. Genereux		360	0	0
Do	F. T. Roche		300	0	0
Do	J. Alley		300	0	0
Do	J. Morphy		300	0	0
Do	C. J. Walcot		300	0	0
Do	John Tolmie		300	0	0
Do	Thomas Hammond		300	0	0
Do	F. A. Hall		300	0	0
2nd Class	W. F. Whitcher		250	0	0
Do	P. M. Partridge		270	0	0
Do	V. E. Tessier		270	0	0
Do	T. Cherrier		270	0	0
Do	A. Kirkwood		270	0	0
Do	A. J. Taylor		225	0	0
Do	T. D. Dugal		225	0	0
Do	L. R. Fortier		225	0	0
Do	F. Chassé		225	0	0
Do	L. A. Robitaille		225	0	0
Do	C. Gamon		225	0	0
Do	D. A. Grant		225	0	0
Do	John V. Gale		225	0	0
Do	J. J. Prendergast		225	0	0
Do	F. Banister		225	0	0
Do	A. A. Vanfelson		225	0	0
3rd Class	P. A. Derbishire		150	0	0
Do	J. Innes		150	0	0
Messenger	J. Bradshaw		125	0	0
Do	George Fisher		104	0	0
Do	E. Dumontier		93	15	0

Crown Lands Department,
Toronto, 31st December, 1857.

A.

Department for the year ending 31st December, 1857.

Appointed.	By whom appointed.
28th November, 1857	Lord Sydenham.
22nd November, 1839	Sir J. C. Sherbrooke.
18th March, 1818	Commissioner of Crown Lands.
10th April, 1852	Surveyor General Parke.
31st December, 1841	Commissioner of Crown Lands.
11th July, 1846	Do
22nd March, 1852	Do
22nd January, 1856	Governor in Council.
28th September, 1857	Commissioner of Crown Lands.
9th January, 1854	Do
1st June, 1854	Do
12th June, 1857	Sir John Colborne.
1st January, 1829	Commissioner of Crown Lands.
1st October, 1841	Sir George Arthur.
17th June, 1839	Sir George Arthur.
9th November, 1840	Governor General.
17th March, 1842	Commissioner of Crown Lands.
7th August, 1843	Do
12th June, 1849	Do
November, 1849	Do
20th March, 1846	Do
6th February, 1848	Do
8th July, 1851	Do
16th October, 1854	Lord Elgin.
23rd October, 1853	Commissioner of Crown Lands.
24th January, 1842	Do
1st January, 1847	Mr. Secretary Daly.
1st April, 1847	Commissioner of Crown Lands.
19th February, 1851	Do
7th August, 1852	Do
6th October, 1852	Do
21st March, 1854	Do
29th October, 1854	Do
18th February, 1854	Do
30th November, 1854	Do
28th May, 1855	Do
1st April, 1855	Do
28th August, 1856	Do
31st August, 1856	Do
11th September, 1856	Do
1st August, 1851	Do
28th August, 1856	Do
5th June, 1857	Do
8th July, 1857	Do
1st November, 1848	Do
27th March, 1852	Do
1st September, 1844	Do
9th March, 1855	Do

ANDREW RUSSELL,
Assistant Commissioner.

APPENDIX B.

List of Crown Land Agents for Lower Canada date of their Appointment, and Commission allowed to each, on Collections made during the year ending 31st December, 1857.

Names of Agents.	Counties.	Appointed.	Commission.
Arcand, J. O. C.	Megantic, Part of	15th Dec., 1849	1 6 0
Barron, Thos.	Argenteuil, Part of	4th Aug., 1845	0 0 0
Bastion, F. X.	Pontiac, Part of	4th Aug., 1845	3 3 5
Bochet, Amable	Portneuf and Champlain	30th June, 1843	0 0 0
Blanchet, Cyprien	Megantic and Beauce, Paris of	23rd Mar., 1850	0 14 11
Boutillier, Thos.	Inspector of Agencies, Lower Canada	30th Mar., 1864	460 0 0
Beaudet, N. A.	Arthabaska, Part of	7th April, 1854	0 18 8
Daly, Alexr.	Montcalm, Part of	12th June, 1854	0 0 0
Dery, J. P.	Portneuf, Part of	12th July, 1851	3 13 1
Deguisse, Florence	Kamouraska, Part of	25th May, 1850	0 0 0
Eden, John	Gaspé	24th April, 1851	28 13 2
Felton, John	Richmond, Sherbrooke, Stanstead, Part of Wolf & Compton	30th June, 1843	1 18 5
Fleming, Wm.	Napierville	21st Aug., 1852	0 0 0
Gauvreaux, L. N.	Tenniscouata	22d July, 1848	1 18 4
Gibeau, A. T.	Ottawa, Part of	5th May, 1855	12 13 7
Hume, John	Megantic, Part of	21st June, 1752	5 12 9
Kaines, George	Argenteuil, Part of	19th May, 1854	4 3 9
Kane, John	Chicoutimi, Part of	30th June, 1843	37 15 3
Kemp, O. J.	Brome, Missisquoi, and Shefford	15th April, 1848	8 7 8
LaFontaine, A.	Ottawa and Pontiac, Parts of	11th Oct., 1845	1 5 4
La Vallée, A. B.	Terrebonne	12th Aug., 1848	93 15 6
LeBel, J. T.	Wolf and Compton, Parts of	31st May, 1852	0 11 6
Larue, J. V.	Bellechasse, Part of	11th Oct., 1852	3 6 0
Lynch, John	Pontiac, Part of	20th June, 1849	0 3 6
Lewis, J. S.	Huntingdon	16th Decr., 1848	0 11 9
Lepage, J. P.	Rimouski	12th Decr., 1856	

EMOLUMENTS

5 per Cent commission on first \$500 Currency, 2½ per Cent for next \$7000, and 1½ per Cent for any sum exceeding \$7500 Currency.

List of Crown Land Agents for Lower Canada, &c.

[Continued.]

McLean, Donald	Ottawa, Part.	4th Aug., 1845	5 3 2
Morrison, Wm	Berthier and Joliette	4th June, 1843	0 17 10
Pratte, F. X.	Arthabaska and Nicolet, Parts of	10th Mar., 1856	1 1 0
Ross, Andrew	Beauce, Dorchester, and Bellechasse, Parts of	30th June, 1843	3 8 6
Skewart, McLean.	Quebec	27th Sept., 1845	2 4 1
Sheppard, C. C.	Drimmond	7th Decr., 1850	9 12 8
Téti, François	L'Islet, Montmagny, Parts of	25th May, 1850	2 0 8
Tremblay, E.	Saguenay, and Charlevoix	16th June, 1855	0 6 3
Bourgeois, G. A.	Nicolet and Arthabaska, Part of (Resigned 16th Dec., 1857)	23d March, 1850	2 5 1
Heath, Edmund	Pontiac, Part of (Resigned 3rd December, 1857)	3d Sept., 1855	8 11 3
La Barre, D. G.	St Maurice & part of Maskinongé (Resigned 14th Nov., '57)	17th Sept., 1855	4 11 3
Radford, Walter	Pontiac, Part of (Resigned 3rd May 1857)	4th Aug., 1845	11 14 3

ANDREW RUSSELL,
Assistant Commissioner.

Crown Lands Department,
Toronto, 31st December, 1857.

APPENDIX C.

List of Crown Lands Agents for Upper Canada, dates of their appointment, and Commission allowed to each on collections made during the year ending 31st December, 1857.

Names of Agents.	Counties.	Appointed.	Commission.			Enrolments.
			£	s.	d.	
Alexander, John.	Simcoe	18th April, 1843	163	15	9	5 per cent. on first £500 currency, 3½ per cent on £7,000 currency, and 1½ per cent for any sum exceeding £7,000 currency.
Ambridge, T. A.	Wentworth	27th April, 1853	40	8	10	
Askin, J. B.	Middlesex and Elgin	July, 1839	133	10	7	
Ballard, N.	Prince Edward	6th July, 1854	34	6	3	
Brooke, John E.	Kent	24th Aug., 1853	107	4	7	
Campbell, Duncan	Norfolk	July, 1839	82	13	3	
Carroll, John	Oxford and Brant	20th Nov., 1844	82	0	10	
Crawford, Walker	Peterborough and Victoria	11th April, 1849	104	7	1	
Durie, John	Carleton	10th March, 1845	100	17	5	
Gibson, David.	Inspector of Agencies for Upper Canada.	4th April, 1854	460	0	0	
Geddes, Andrew	Wellington	8th June, 1845.	253	17	0	
Harris, William	Renfrew	June, 1851	182	3	7	
Hart, Samuel.	Stormont, Dundas, and Glengarry.	26th Nov., 1844	96	0	7	
Huber, H. S.	Waterloo	26th April, 1856	168	19	4	
Jackson, William	Grey	3rd Nov., 1854.	344	8	6	
Lestie, Anthony	Lanark	30th April, 1844	89	10	1	
McAnnamy, Francis.	Hastings	May, 1840	63	17	3	
McNabb, Alexander	Bruce	29th April, 1851	221	12	8	
McPherson, Allan	Frontenac, Lennox and Addington	20th Nov., 1844	116	10	7	
Moynahan, Denis	Essex	21st April, 1853	80	9	6	
Scott, W. J.	Leeds and Grenville	July, 1839	73	3	7	
Scott, Alexander	Lambton	31st May, 1854.	84	0	0	
Sharman, John	Perth	27th April, 1853	82	11	8	
Smith, E. P.	Northumberland and Durham	20th Feb., 1843	106	18	8	
Smith, Henry	Lincoln, Welland, and Haldimand.	6th June, 1850.	27	1	1	
Stewart, Neil	Prescott and Russell.	26th Sept., 1855	147	6	6	
Widder, Charles	Huron	15th Jan., 1857	128	15	2	
Wilson, Joseph	Sault Ste. Marie.	25th July, 1845	16	15	10	
French, T. P.	Agent for the settlement of the Ottawa and Opeongo Road	17th Sept., 1855	Salary	20s.	per diem.	
Perry, E.	Agent for the settlement of the Addington Road	27th March, 1856	Salary	20s.	per diem.	
Hayes, M. P.	Agent for the settlement of the Hastings Road.	2d July, 1856	Salary	20s.	per diem.	
Clark, Samuel	Elton (resigned 18th April, 1857).	27th April, 1853	0	15	3	

Crown Lands Department,
Toronto, 31st December, 1857.

ANDREW RUSSELL,
Assistant Commissioner.

APPENDIX D.

List of Crown Timber Agents in Lower and Upper Canada, dates of their appointment, and Salary allowed to each for services during the year ending 31st December, 1857.

Agents.	Agencies.	Appointed.	Salary.		
			£	s.	d.
Belle, Charles E.	Lower Ottawa	6th May, 1854	300	0	0
Dubé, C. T.	Lower St. Lawrence	15th March, 1855	175	0	0
Dubéger, George	Saguenay Territory	30th May, 1854	300	0	0
Davgon, Charles	Madawaska and Chaudière	15th Sept., 1857	175	0	0
Hammond, Nathaniel	Peninsula of Upper Canada	13th Oct., 1854	250	0	0
Masse, Edward	Collector of Slide Dues, Ottawa	10th Feb., 1855	250	0	0
Nagte, G. J.	St. Francis Territory	30th May, 1854	300	0	0
Russell, A. J.	Ottawa and Tributaries	June, 1846	460	0	0
Powell, McLean	Huron and Superior	30th June, 1855	250	0	0
Stewart, McLean	General Collector at Quebec	27th Sept., 1845	450	0	0
Verge, J.	Peninsula of Gaspé	15th March, 1845	150	0	0
Wells, Oliver	St. Maurice Territory	11th Oct., 1852	360	0	0
Way, J. F.	Ontario Territory	6th May, 1854	360	0	0

The duties of the Crown Timber Agents are, to grant licenses to cut timber, collect the crown dues, protect the public domain from trespass as regards the woods and forests within their respective agencies, and general administration of the timber regulations, &c.

Crown Lands Department,
Toronto, 31st December, 1857.

ANDREW RUSSELL,
Assistant Commissioner.

APPENDIX E.
List of Agents for Jesuits' Estates, Crown Domain, and Seigniori of Lauzon.

Names of Agents.	Nature of Agency.	Dates of appointment.	Remuneration received in 1857.	Remarks.
Felix Fortier	Agent Seigniori of Lauzon and Superintendent of Beach and Deep Water Lots, Port of Quebec.	September, 1855.....	£ s. d. 512 6 11	
Joseph Laurin.....	Agent, Crown Domain, and Commuting Agent Censive, Quebec.	September, 1855	232 12 7	This remuneration, £125 being salary, and the balance commission received as Crown Domain agent. As commuting agent, Mr. Laurin is paid by the applicants \$6 on each commutation. There were five commutations in 1857.
Valère Guillet	Commuting Agent Censive, Three Rivers.	June, 1854 .....	.....	None in 1857.
Ambroise Trudel.....	Commuting Agent, Seigniori of Lauzon.	June, 1854.....	.....	Do
Jean Bte. Varn.....	Collecting and Commuting Agent, Jesuits' Estates, District of Montreal, and General Agent to collect arrears in Jesuits' Estates in Lower Canada.	Appointed Local Agent by late Commissioner of Jesuits' Estates; appointed General Agent, July, 1857.	314 11 2	£117 13s. 8d. of this amount were for commission as local collecting agent, the balance is salary as general agent from date of accepting office, 24th July, 1857, to end of year, at £450 per annum. In his capacity of commuting agent, Mr. Varn receives the same fees as other commuting agents. There were no commutations in his agency in 1857.
The Hon. Louis Panet ..	Collecting and Commuting Agent, Jesuits' Estates, District of Quebec.	Appointed by late Commissioner of Jesuits' Estates.	174 7 10	This amount received as collecting agent. As commuting agent he receives the usual fee. No commutations in 1857.
Valère Guillet and Flavien Lotinville.....	Collecting and Commuting Agent, Seigniori of Cap de la Magdeleine and Jesuits' Estates in the City of Three Rivers.	June, 1855.....	18 10 9	Do do do do
Louis Guillet, Jr.....	Collecting and Commuting Agent, Seigniori of Batiscan.	June, 1848.....	18 6 3	Do do do do

ANDREW RUSSELL,
Assistant Commissioner.

Jesuits' Estates Branch, Crown Lands Office,
Toronto, 31st December, 1857.

APPENDIX F.

STATEMENT of the number of Acres sold, amount of sales, and amount collected in Upper and Lower Canada for the Years 1855, 1856, and 1857.

	ACRES SOLD.			AMOUNT OF SALES.						AMOUNT OF COLLECTIONS RECEIVED.						
	1855.	1856.	1857.	1855.		1856.		1857.		1855.		1856.		1857.		
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Clergy Lands, Upper Canada.....	129037½	81086½	59887½	92823 13 1	66150 0 7	43866 11 10	98042 0 1	99021 6 11	80060 6 7							
Clergy Lands, Lower Canada	9731	12473½	5221	3704 6 11	2678 13 5	1419 12 8	3221 5 5	1948 8 3	2080 0 3							
Crown Lands, Upper Canada.....	461368	140520	122119½	164833 11 9	52319 9 4	48921 2 11	63193 5 7	41929 13 8	41487 13 9							
Crown Lands, Lower Canada.....	65855	46118½	34064	7175 7 2	5145 15 3	3737 8 5	3598 13 2	3302 8 2	2491 4 4							
Common School Lands.....	312293	47725	9978½	159143 18 1	31835 19 0	9213 2 0	42820 15 6	25036 9 6	15163 19 4							
Grammar School Lands.....	1097	2840	7680½	689 13 6	1906 15 3	47417 12 0	3510 4 3	3833 13 11	12413 7 6							
	979481½	330263½	307622	428370 10 6	160036 12 10	154065 9 10	214386 2 0	174472 0	5153646 11 9							

ANDREW RUSSELL,
Assistant Commissioner.

Crown Lands Department,
Toronto, 31st December, 1857.

APPENDIX G.

STATEMENT OF RECEIPTS by the Crown Lands Department for the year 1857, which are considered as Revenue.

	£	s.	d.
Woods and Forests.....	45574	3	8
Indian Timber.....		8	15 0
St. Maurice Slides and Works.....	1249	9	7
Ottawa Slides and Works.....	7491	11	1
Clergy Timber Duties, Lower Canada.....	89	7	5
Location Fees, Lower Canada.....	10	5	0
Surveyor's Fee Fund, Lower Canada.....	28	8	10
Casual Fees, Upper Canada.....	61	4	7
Casual Fees, Lower Canada.....		2	15 0
Surveyor's Fee Fund, Upper Canada.....	127	16	2
Patent Fees, Lower Canada.....	36	13	10
Crown Instalments, Upper Canada.....	41189	16	10
Crown Instalments, Lower Canada.....	2325	2	1
Crown Quit Rent.....	159	0	7
Crown Arrears of Rent.....		7	1 8
Mines.....	150	0	0
	£98511	11	4

ANDREW RUSSELL,

Assistant Commissioner.

Crown Lands Department,
Toronto, 31st December, 1857.

APPENDIX H.

STATEMENT OF DISBURSEMENTS by the Crown Lands Department for the year 1857,
on account of Expenses of management.

	£	s.	d.
Exploration, Lake Huron	5250	0	0
Boundary line Commission, Beverley	150	10	0
T. P. French, pamphlet, O. C., 14th February, 1857.....	25	0	0
Exploration, Moravian Tract, Orford and Zone.....	16	17	6
Maps, North West Territory.....	40	0	0
Hastings Road.....	370	7	2
Ottawa and Opeongo Road.....	375	7	9
Addington Road.....	365	0	0
Huron and Bruce Commission.....	3051	19	0
Exploration of Roads, Lower Canada.....	989	14	5
Exploration of Roads, Upper Canada.....	982	5	7
Inspection of Agencies, Upper Canada.....	1736	6	5
Inspection of Agencies, Lower Canada.....	803	8	2
Crown Inspections, Upper Canada.....	54	7	6
Crown Inspections, Lower Canada.....	14	15	0
Crown Surveys, Lower Canada.....	7453	19	11
Crown Surveys, Upper Canada.....	12898	16	5
Board of Examiners of Land Surveyors, Lower Canada.....	76	5	0
Board of Examiners of Land Surveyors, Upper Canada.....	141	5	0
Crown Advertising, Upper Canada.....	1361	8	10
Crown Advertising, Lower Canada.....	257	15	2
Postage of Agencies, Upper Canada.....	35	0	5
Postage of Agencies, Lower Canada.....	4	18	4
Office Postage.....	221	1	3
Salaries.....	12738	13	6
General Disbursements.....	3847	0	0
Commission to Agents, Upper Canada.....	3241	7	9
Commission to Agents, Lower Canada.....	281	6	2
Exploration of Mines.....	290	0	0
Fisheries, Upper Canada.....	203	16	4
Fisheries, Lower Canada.....	266	8	10
Supervisor Culler's Office, Quebec.....	1000	0	0
	£58495	1	5
Deduct Commission, School and Clergy Services.....	6580	0	0
	£51915	1	5

ANDREW RUSSELL,
Assistant Commissioner.

Crown Lands Department,
Toronto, 31st December, 1857.

APPENDIX I.

CROWN LANDS DEPARTMENT—Amount of Collections during the year 1857.

	£	s.	d.
Clergy Lands, Upper Canada	80060	6	7
Clergy Lands, Lower Canada	2080	0	8
Crown Lands, Upper Canada	41487	18	9
Crown Lands, Lower Canada	2491	4	4
Common School Lands	15168	19	4
Grammar School Lands	12418	7	6
	£158646	11	9
Crown Domain	4680	11	5
Jesuits' Estates	4941	15	2
Seignior of Lauzon	2779	0	2
Woods and Forests	52286	3	5
Slides, St. Maurice and Ottawa	8994	9	5
Location Fees, Lower Canada	10	5	0
Indian Timber	8	15	0
Clergy Timber Duties, Lower Canada	95	1	5
Surveyors' Fee Fund, Lower and Upper Canada	156	5	0
Casual Fees, Lower and Upper Canada	63	19	7
Patent Fees, Lower Canada	36	18	10
Mines	150	0	0
	£227779	11	0

ANDREW RUSSELL,
Assistant Commissioner.

Crown Land Department,
Toronto, 31st December, 1857.

APPENDIX J.

Return of Receipts and Disbursements on account of Clergy Reserves Upper Canada, for the year 1857.

LAND SOLD.		RECEIPTS.							PAYMENTS.						
Date	Acres.	Amounts.	Principal.	Interest.	Inspection	Rent on leased lots.	Rent on lots not leased.	Principal.	Interest.	Inspection	Rent on leased lots.	Rent on lots not leased.	Disbursements.		
		£ s. d.	18 Vic. cap. 2	18 Vic. cap. 2	18 V. c. 2.	£ s. d.	£ s. d.	18 Vic. cap. 2	18 Vic. cap. 2	18 V. c. 2.	£ s. d.	£ s. d.	£ s. d.		
1857	59937 1/4	43356 11 10	53878 14 3	20016 9 5	816 5 0	1758 6 2	4090 11 9	50358 10 7	18797 9 0	268 15 6	1611 2 4	3845 3 2	5179 6 0		

Recapitulation.

RECEIPTS.		PAYMENTS.	
	£ s. d.		£ s. d.
Principal, 18 Vic., cap. 2.	53878 14 3	Principal, 18 Vic., cap. 2, transferred to Government.	50358 10 7
Interest, 18 Vic., cap. 2.	20016 9 5	Interest, 18 Vic., cap. 2, transferred to Government.	18797 9 0
Inspection, 18 Vic., cap. 2.	816 5 0	Inspection, 18 Vic., cap. 2, transferred to Government.	268 15 6
Rent on leased lots.	1758 6 2	Rent on leased lots, transferred to Government.	1611 2 4
Rents on lots not leased.	4090 11 9	Rent on lots not leased, transferred to Government.	3845 3 2
	80060 6 7	Disbursements.	5179 6 0
			80060 6 7

ANDREW RUSSELL,
Assistant Commissioner.

Crown Lands Department,
Toronto, 31st December, 1857.

APPENDIX K.

RETURN of Receipts and Disbursements on account of Clergy Reserves Lower Canada, for the year 1857.

Date.	LAND SOLD.				RECEIPTS.							PAYMENTS.											
	Acres.	Amount.	Principal.		Interest.		Rent.		Inspect'n. on lots sold.	Timber Dues.	Quit rent on lots sold.	Principal.		Interest.		Rent.		Inspect'n. on lots sold.	Timber Dues.	Disbursements.			
			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.				£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.						
1857.	5221	1419 12 8	£ 1491 8	£ 1343 18 10	£ 58 7 5	£ 24 4 6	£ 524 4 6	£ 17 0 0	£ 95 1 5	£ 1401 18 6	£ 323 6 2	£ 254 17 5	£ 22 15 6	£ 15 19 7	£ 89 7 5	£ 121 15 8	£ 1401 18 6	£ 323 6 2	£ 54 17 5	£ 22 15 6	£ 15 19 7	£ 89 7 5	£ 121 15 8

Recapitulation.

RECEIPTS.		PAYMENTS.	
Principal, 18 Vic. cap. 2.....	£ 1491 8 1	Principal, 18 Vic. cap. 2, transferred to Government.....	£ 1401 18 6
Interest, 18 Vic. cap. 2.....	£ 343 18 10	Interest, 18 Vic. cap. 2, transferred to Government.....	£ 323 6 2
Rent, 18 Vic. cap. 2.....	£ 58 7 5	Rent, 18 Vic. cap. 2, transferred to Government.....	£ 54 17 5
Inspection, 18 Vic. cap. 2.....	£ 24 4 6	Inspection, 18 Vic. cap. 2, transferred to Government.....	£ 22 15 6
Quit Rent on Lots Sold.....	£ 17 0 0	Quit Rent on Lots Sold, transferred to Government.....	£ 15 19 7
Timber Dues.....	£ 95 1 5	Timber Dues, transferred to Government.....	£ 89 7 5
	£2,080 0 3	Disbursements.....	£2,080 0 3

Crown Land Department,
Toronto, 31st December, 1857.

ANDREW RUSSELL,
Assistant Commissioner.

APPENDIX L.

RETURN of the number of Acres Sold, and the amount received on Sales of School Lands under Vic. 12, cap. 200, being part of the one million of acres appropriated for Common Schools.

Date.	Acres.	Price.		RECEIPTS.				PAYMENTS.						Disbursements & Sundries.				
		£	s. d.	Principal.	Rent.	Interest.	Saugeen Road Fees.	Principal.	Rent.	Interest.	Saugeen Road.	Surveys.	Commission Principal.		Commission Rents.	Commission Interest.		
1851	52611	£	12 6	5561 7 10	7 8 9	£	8 9	13 4 10	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
1852	61243	to	12 6	7204 18 11	5 5 1	122 19 11	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
1853	177483	10 0	0	21605 0 0	35 0	3 424 19 7	105 0 0	17423 15 6	39 18 3	399 9 8	1888 5 9	1093 9 9	1803 7 0	2 2 0	25 9 11	1 2 0	1 15 4	1 15 4
1854	304953	10 0	0	25212 15 11	226 11	0 643 11 2	.....	23493 15 4	235 10 2	.....	.....	654 17 0	1512 15 4	13 11 10	38 11 0	51 7 3	36 12 0	36 12 0
1855	312338	10 0	0	40700 1 8	24 1	1 2036 9 11	.....	37404 14 8	233 13 1	1068 4 2	.....	818 4 11	2442 0 1	1 8 10	125 15 9	114 7 4	225 0 0	225 0 0
1856	477235	10 0	0	22487 5 0	643 3	6 1906 1 0	.....	19298 14 8	634 11 9	1728 13 8	.....	964 11 2	1349 4 7	38 11 9	114 7 4	101 18 8	101 18 8	101 18 8
1857	99783	10 0	0	13417 16 3	47 5	0 1638 18 1	.....	12423 10 2	44 5 4	1696 19 5	.....	128 9 10	805 1 3	2 16 8	414 6 5	395 4 1	395 4 1	395 4 1
	9664194	.....	.....	136189 5 7	988 15	6 6905 4 6	105 0 0	116128 2 3	929 9 4	6489 8 1	1888 5 9	9705 15 11	8178 7 7	69 6 2	414 6 5	395 4 1	395 4 1	395 4 1

Town and Park Lots..... 4,421 1/2
 Total number of Acres Sold..... 970,840 1/2
 Total number of Acres appropriated..... 1,000,000
 Total number of Acres unsold 29,159 1/2

Recapitulation.

RECEIPTS.		PAYMENTS.	
£	s. d.	£	s. d.
Principal.....	136189 5 7	Amount transferred to Government account of Principal.....	116128 2 3
Rent.....	988 15 6	do do do Rent.....	829 9 4
Interest.....	6905 4 6	do do do Interest.....	6489 8 1
Saugeen Road Fees.....	105 0 0	Total transferred to Government.....	123546 19 8
	£ 144,188 5 7	Amount paid account of Saugeen Road.....	1888 5 9
		do do do Surveys.....	9705 15 11
		do do do Commission Principal.....	8178 7 7
		do do do Commission Rent.....	59 6 2
		do do do Commission Interest.....	414 6 5
		do do do Disbursements and Sundries.....	395 4 1
			£ 144,188 5 7

Crown Lands Department,
 Toronto, 31st December, 1857.

ANDREW RUSSELL,
 Assistant Commissioner.

APPENDIX M.

STATEMENT of the amounts available for Public Improvements on sales of Crown Lands, Grammar School Lands and Common School Lands, under 16 Vict., cap. 159, sec. 14, in each County of Upper Canada, for the year ending 31st December, 1857.

COUNTIES.	RECEIPTS.						AMOUNT AVAILABLE.					
	Crown Sales.		Grammar School Sales.		Common School Sales.		Crown Sales.		Grammar School Sales.		Common School Sales.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Addington	252	0 0	217	19 7			50	8 0	43	11 9		
Bruce	1927	18 11			7302	18 11	385	11 9			1718	3 10
Brant												
Carleton	1324	7 4					284	17 5				
Durham	28	17 7					5	15 6				
Dundas	43	5 0					8	13 0				
Elgin	125	13 6	201	13 11			25	2 8	40	6 9		
Essex	1325	5 2					265	1 0				
Frontenac	1297	18 2	374	4 5			239	11 5	74	16 10		
Grey	5901	14 1	9417	10 11	2524	13 0	1180	6 8	1883	10 2	593	7 1
Grenville	203	5 11	108	7 10			40	13 2	21	13 6		
Glengarry	40	0 0					8	0 0				
Haldimand												
Hastings	475	19 3					95	3 9				
Halton												
Huron	1411	7 6			3708	2 10	232	5 5			870	19 2
Kent	2857	15 4					571	11 1				
Lincoln												
Leeds	36	11 4					7	6 3				
Lanark	1900	4 0					380	0 9				
Lennox	423	7 0					84	13 5				
Lambton	680	2 2					132	0 6				
Middlesex	180	17 6	265	3 5			36	3 6	53	0 7		
Northumberland	259	0 0	272	2 8			51	16 0	54	3 6		
Norfolk	110	0 0	1251	10 6			22	0 0	250	6 0		
Ontario	761	19 4					152	7 10				
Oxford			293	15 5					58	15 1		
Peterborough	1089	7 11					213	13 1				
Peel	71	17 10					14	7 7				
Perth	592	10 9			1208	16 0	118	10 2			284	0 4
Prince Edward	15	5 0					3	1 0				
Prescott	1751	12 0					350	6 4				
Russell	1326	14 0					265	6 9				
Renfrew	6396	15 7					1279	7 2				
Simcoe	2832	17 8					566	11 6				
Stormont	79	6 3	10	8 10			15	17 3	2	3 9		
Victoria	1451	6 3					290	5 4				
Wellington	2853	9 0			261	14 10	570	13 9			61	10 3
Welland	190	8 4					38	1 8				
Wentworth	4	4 0					0	16 9				
Waterloo												
York	513	17 2			159	18 9	102	15 5			37	10 7
	£40697	0 10	£12413	7 6	£15163	19 4	£8139	7 10	£2482	12 11	£3563	11 3

ANDREW RUSSELL,
Assistant Commissioner.

Crown Lands Department,
Toronto, 31st December, 1857.

APPENDIX N.

Lower Canada.

RETURN relative to Surveyors and Surveys for the year ending 31st December, 1857.

NAMES OF SURVEYORS EMPLOYED.	Description.	Date of appointment.	By whom appointed.	Salaries.	Allowances.	Laborers em- ployed.	Amount paid to them as wages.		Total expen- diture during the year.		Land surveyed during the year. Acres.	Average cost per acre.	Quantity (if any) of land surveyed, but not by a Gov- ernment Surveyor.	Remarks.	
							£	s.	d.	£					s.	d.
Wm. Macdonald.....	Provincial Land Surveyors.	24th Sept., '21	Earl Dalhousie.....	20s. per									The larger propor- tion of lineal and outline surveys has raised the cost per acre of the lands actu- ally subdivided during the year. None but surveys under Instruc- tions from Gov- ernment are re- turned to this Office.		
F. P. Quinn.....		15th July, '44	Sir Charles Metcalfe.	diem.											
G. F. Austin.....		19th July, '46	Earl Cathcart.....	Do											
O. A. Dubé.....		23rd Sept., '46	Do	Do											
A. Larue.....		2nd May, '29	Sir James Kempt.....	Do	2s. 6d.										
A. Painchaud.....		12th May, '53	Earl of Elgin.....	Do			112	2,787	1	4	5,222	6		10	210,000
G. N. Allbright.....		13th Oct., '48	Do	Do											
C. J. Bouchette.....		25th Oct., '49	Do	Do											
J. B. Duberger.....		27th April, '18	Sir J. C. Sherbrooke	Do											
W. W. O'Dwyer.....		15th July, '44	Sir Charles Metcalfe.	Do											
P. A. Tremblay.....		15th Oct., '53	Earl of Elgin.....	Do											
A. Gagnon.....		10th May, '48	Do	Do											
J. B. Richard.....		7th July, '53	Do	Do											
J. P. Dery.....		27th July, '46	Earl Cathcart.....	Do											
John Neilson.....	8th July, '52	Earl of Elgin.....	Do												

ANDREW RUSSELL,
Assistant Commissioner.

JOSEPH BOUCHETTE,
Deputy Surveyor General.

Crown Lands Department,
Toronto, 1st January, 1858.

APPENDIX O.
UPPER CANADA.—RETURN of Surveys for the Year ending 31st December, 1857.

No.	Surveyors.	Surveys.	Cost of Survey.		No. of Acres surveyed.	No. of Miles.		Remarks.
			£	s. d.		Main Lines.	Lateral Lines.	
1	John A. Snow	Township of Sebastopol.	688	4 9	47868	20	..	
2	A. B. Perry	Do	906	12 11	41178	30	..	
3	H. O. Wood	Do	803	12 1	53582	19	25	
4	Charles Rankin	Do	636	2 10	26345	10	25	
5	J. L. P. O'Handy	Do	738	6 7	34774	17	..	
6	Do	Do	234	6 2	8600	30	50	
7	A. B. Perry	Road Lots in Kaldar, and verification	181	11 8	15000	13	..	
8	Michael Deane	Do Galway & Somerville (Bobcaygeon Road)	820	2 7	9849	96½	250	
9	Do	Do Outlines of Galway, Somerville, and Anstruther.	522	16 1	..	..	..
10	Do	Do Explorations in rear of Somerville, &c.	768	3 6	..	70	150	
11	Charles Unwin	Muskoka Road Lines.	750	8 4	..	59	150	
12	Duncan Sinclair	Tier of Lots and outlines of Townships, Mattawan Road	1504	14 3½	45160	143	200	
13	Do	Road Line from Township of Nipissing to Lake Huron.	1026	19 3½	..	153	210	
14	Michael Deane	South Boundary Line of Somerville (verification).	88	1 3	..	12	20	
15	Francis Kerr	Greenock and Brant Town Reserve into Farm Lots.	46	1 3	989	..	..
16	Joseph Kirk	Town Plot of Towbridge	233	9 10	397	..	..
17	T. N. Molesworth	Do Wingham.	395	14 6	1992	..	..
18	Robert Gilmour	Do Town Lots, Southampton (reserve).	11	1 8	11½	..	..
			£10370	9 2	290690½	672½	1080	

(As this is the total amount of the accounts for surveys completed and audited during the year, on which advances were previously made, it does not correspond with the Accountant's Return of Monies paid for Surveys, which includes advances on surveys in progress.)

Recapitulation.

288290 Acres subdivided into Farm Lots of 100 acres each, at 41d. per acre.	672½ Miles of Main Lines.
2400½ Acres subdivided into Town Lots of half an acre, and Park Lots of 2 to 10 acres, at 5s. 4d. per acre.	1080 Miles of Lateral Lines.
290690½ Acres.	1752½ Miles of Outlines of Townships, Exploring Lines, &c., at £2 18s. 8d. per mile.

Crown Lands Department,
Toronto, 31st December, 1857.

ANDREW RUSSELL,
Assistant Commissioner.

APPENDIX P.

CROWN LANDS DEPARTMENT—STATEMENT of Office work for the year 1857.

Number of	Plans compiled and copied.....	955
"	Instructions for surveys prepared.....	105
"	Plans, field notes, diaries, reports, accounts and pay lists of surveys of the public lands audited and examined.....	490
"	Plans and reports of private surveys examined and areas calculated.....	72
"	Railway plans and books of reference examined and areas calculated, &c.....	70
"	Candidates for admission as Provincial Surveyors, examined..	18
"	References for letters patent prepared.....	3229
"	Descriptions for letters patent prepared.....	3692
"	Letters patent engrossed, examined and entered in the several books of record.....	3221
"	Erections of Parishes, Townships and Villages in Lower Canada.....	38
"	<i>Proces Verbaux</i> of boundaries between the Crown lands and Seigniories examined.....	7
"	Specifications of lots in Towns and Townships for sale, prepared.....	35
"	Assignments examined and registered....	1098
"	Agents' returns examined and entered.....	1165
"	Accounts current prepared.....	112
"	Statements of amounts available for public improvements under 16 Vict., cap. 159, sec. 14.....	168
"	Statements for the Legislature and Blue Book.....	46
"	Reports for the Executive Council, prepared.....	1146
"	Of letters written.....	7903
"	Folio pages of reports, land rolls, assignments, &c., entered...	6585
"	Pages of field notes, reports, letters, &c., copied.....	8177
"	Schedules of Crown, Clergy and School lands furnished to Timber Agents.....	741
"	Returns of lands patented for the use of County Registrars and Treasurers.....	80

ANDREW RUSSELL,

Assistant Commissioner.

Crown Lands Department,
Toronto, 31st December, 1857.

APPENDIX

Crown Lands

COMPARATIVE STATEMENT of Letters received

YEARS.	WESTERN BRANCHES.					EASTERN BRANCHES.				
	Correspondence— Mr. Tarbutt.	Late Surveyor General's, Mr. Spragge.	Surveyor's Mr. Russell & Mr. Devine.	Accountant's, Mr. Ford.	Total.	Correspondence— Mr. Collins.	Crown Domain, Mr. Judah.	Surveyor's, Mr. Bouchette.	Accountant's, Mr. Collins (thro' Mr. Ford.)	Total.
1857	4056	1912	798	1927	8698	1337	758	526	279	2900
1856	3602	2192	701	1538	8023	1464	735	388	331	2768
Increase.....	454	..	97	389	670	..	23	188	48	132
Decrease.....	..	280	..	..	..	127	..	..	..	..

MONTHLY DISTRIBUTION OF LETTERS.

January.....	1071
February.....	1068
March.....	1306
April.....	1255
May.....	947
June.....	950
July.....	1170
August.....	1111
September.....	1116
October.....	1084
November.....	925
December.....	868

Total, covering 1220 pages.....12871

DISTRIBUTION OF ORDERS IN COUNCIL.

Mr. Tarbutt.....	94
Mr. Spragge.....	94
Mr. Russell and Mr. Devine.....	14
Mr. Ford.....	9
Mr. Collins.....	40
Mr. Judah.....	18
Mr. Bouchette.....	10
Mr. Dawson.....	20
Miscellaneous.....	11
Total.....	310

The Honorable,
The Commissioner of Crown Lands.

January, 1858.

Q.

Department.

and registered in the years 1856-7, &c., &c.

PROVINCE AT LARGE.			Commissioner on road matters, &c.	Grand Total.	Names Indexed.	Enclosures.	ORDERS IN COUNCIL.				Remarks.
Woods and Forests, Mr. Dawson.	Transferred to other Departments.	Total.					East.	West.	Miscellaneous.	Total.	
847	47	894	384	12871	17800	28700	68	211	31	310	1220 large pages covered, and with endorsements, &c., equivalent to 2440 pages.
971	32	1003	454	12258	16500	22000	74	137	39	250	
..	15	..	..	613	800	6700	..	74	..	60
124	..	109	70	..	..	..	6	..	8	..
..	

LETTERS REGISTERED IN THE YEARS

1852.....	5924	Letters and opinions of Att. General, west.....	49
1853.....	3765	Do do do east.....	29
1854.....	9071	Letters received through Provincial Secretary.....	861
1855.....	9167	Returned through Post Master General (not called for).....	75
1856.....	12258		
1857.....	12871		

Respectfully submitted,

JOHN MORPHY,
Registrar.

APPENDIX R.—WOODS AND FORESTS: GENERAL RECAPITULATION.

NAMES OF AGENTS.	DUTIES ACCRUED: QUANTITIES AND DESCRIPTION OF TIMBER.																		
	SAW LOGS.		WHITE PINE.		RED PINE.		TAMARAC.		OAK.		ELM.		BIRCH.		SPRUCE.		GLADSTAD JUNIPER.		
	W. Pine.	R. Pine.	Spruce.	Pieces.	Feet.	Pieces.	Feet.	Pes.	Feet.	Pes.	Feet.	Pes.	Feet.	Pes.	Feet.	Pes.	Feet.		
A. J. Russell	279,343	177,947	11,945,621	47,220	1,974,225	238	7,350	493	16,095	109	2,929	91,768	109	3,102	2,036	61,045			
Joseph F. Way	265,901	9,545	726,508	388	30,255	102	4,415	2,036	61,045	12	7,655								
Charles E. Belle	207,266	640	403,541	148	27,404	1,609	21,237												
Oliver Wells	103,246	7,874	25,359	8	148														
Ger. J. Naegle	88,689	36,500	25,359																
George Dittberger	34,509	1,325	20,737	156	10,756														
S. Larue																			
N. Hammond	21,975			2	230														
A. W. Powell	14,658	41,604																	
Charles T. Duve	10,476	1,193	35,896																
Joseph N. Verce	6,893	1,343	68,753																
Charles Dawson	973,656	1,325	133,260	213,130	13,575,863	48,795	2,044,853	1,609	21,237	1,927	73,194	4,955	177,969	921	19,810	268	4,334	773	7,141

NAMES OF AGENTS.	DUTIES ACCRUED: QUANTITIES AND DESCRIPTION OF TIMBER.																							
	STAVES.		BASSWOOD.		OTHER WOOD.		OAKS.		SHINGLES.		FLOATS & RAILS.		MASTS.		WOOD.		CORD SPARS.		TIMBERS.		HEMLOCK.		DUTIES ACCRUED ON TIMBER CUT.	
	Stand'd.	W. I.	Other	Pes.	Feet.	Pes.	Feet.	Pes.	Feet.	No.	No.	No.	No.	Cords.	No.	No.	No.	No.	Pes.	Feet.	Pes.	Feet.		
A. J. Russell	5,160	1,209	35	1,651	760	24,484	10,000	2,568	8	1,423	20	13	117	4,670										
Joseph F. Way																								
Charles E. Belle																								
Oliver Wells																								
Ger. J. Naegle																								
George Dittberger																								
S. Larue																								
N. Hammond	195,438	204,387			10	Walnut																		
A. W. Powell																								
Charles T. Duve																								
Joseph N. Verce																								
Charles D. WSOE	200,598	204,387	1,200	37	1,714	730	24,334	421	10,000	20,294	8	2,414	69	1,093	117	4,670								

Six Months delay having been granted for the payment of Ground Rents, on renewals of licenses, the amount accrued from this source of revenue cannot be ascertained until after the 30th April next. The amount accrued from Ground Rents last year was £11,473 17s. 1d.

Total amount accrued from Timber cut in the year 1856 ... £45,636 1 9

Total amount accrued from Slides in the year 1857 ... £67,459 18 0

Total amount accrued from Slides in the year 1858 ... £13,215 12 11

Increase in 1857

ANDREW RUSSELL, Assistant Commissioner.

Woods and Forests: Crown Lands Department, Toronto, 31st December, 1857.

APPENDIX R.

Woods and Forests.

STATEMENT showing the proportion derived from each section of the Province, of Revenue arising from "Timber dues," and "Ground Rents," during the year 1857.

From Upper Canada.....	£23,730	5	9
From Lower Canada.....	28,505	17	8
Difference in favor of Lower Canada....	£4,775	11	11

Slide dues during 1857—

Ottawa.....	£7,741	11	1
St. Maurice.....	1,252	18	4
	£8,994	9	5

The proportions of this amount derived from the different sections of the Province cannot be ascertained. }

Total from Timber Dues and Ground Rents..	£52,236	3	5
Total from Slides.....	8,994	9	5
	£61,230	12	10

ANDREW RUSSELL,
Assistant Commissioner.

Crown Lands Department,
31st December, 1857.

R. (a.)

WOODS AND FOREST.

GENERAL STATEMENT OF RECEIPTS AND DISBURSEMENTS OF THE SUPERVISOR OF CULLERS, FOR MEASURING, CULLING, AND COUNTING LUMBER, FROM 1ST JANUARY TO 31ST DECEMBER, 1857.

	£	s.	d.		£	s.	d.
To gross Receipts for Measuring, Culling, and Counting Lumber, as per statement.....	12,786	19	0	b	12,786	19	0
To amount received for furnishing duplicate specifications connected with Surveys, &c.....	6	12	5		6	12	5
To balance.....	1,560	8	0		1,560	8	0
	£14,853	19	5		£14,853	19	5
				c			
By amount paid Cullers, per statement.....				d			
By paid Salaries of Clerks, per statement.....				e			
By paid Contingent Disbursements, per statement.....				f			
By paid Deputy Supervisor (Sorel) balance.....				k			
By paid J. A. Dorval, per letter of instruction from the Hon. Commissioner of Crown Lands, dated Toronto, 8th April, 1857.....	19	14	9		19	14	9
By paid Salary of Supervisor for year ending 31st December, 1857, under Act 9 Vic. cap. 16.....	500	0	0		500	0	0
	£14,853	19	5		£14,853	19	5
To amount received from Surplus Funds through the Hon. Commissioner of Crown Lands, dated Toronto, 3rd April, 1857.....	1,564	15	7		1,564	15	7
To amount received per do. through the Bank of Upper Canada, dated Toronto, 4th April, 1857.....	1,564	15	7		1,564	15	7
To amount received from do. as per Letter from the Assistant Commissioner of Crown Lands, dated Toronto, 16th December, 1857.....	1,000	0	0		1,000	0	0
	4,129	11	2		4,129	11	2
To Balance.....	£116	7	4		£116	7	4
	1,560	8	0		1,560	8	0
By Balance brought down.....							
By Balance as per statement A rendered 31st December, 1856.....	888	0	3		888	0	3
By amount returned to the Honorable Commissioner of Crown Lands by Bank Draft, dated Quebec, 28th April, 1857.....	1,564	15	7		1,564	15	7
By Balance.....	116	7	4		116	7	4
	£4,129	11	2		£4,129	11	2

ANDREW RUSSELL,
Assistant Commissioner.

Crown Lands Department,
Toronto, 31st December, 1857.

R. (b.)

WOODS AND FORESTS.—STATEMENT of Lumber measured, culled and counted at the Port of Quebec, through the Office of the Supervisor of Cullers, during the Season of 1857.

	Pieces.		Tons.		£ s. d.
White Pine.....	302208	Measured off.....	490460 ² / ₁₀	d.	
Basswood.....	316	do.....	390 ² / ₁₀		
Butternut.....	85	do.....	38 ² / ₁₀		
			490889 ² / ₁₀	at 2 ¹ / ₂	5624 15 7
Red Pine.....	46932	do.....	48746 ² / ₁₀		
Oak.....	15437	do.....	27408 ² / ₁₀		
Elm.....	35058	do.....	36421 ² / ₁₀		
Ash.....	3170	do.....	3681 ² / ₁₀		
Tamarac.....	26113	do.....	18335 ² / ₁₀		
Birch.....	2340	do.....	1080 ² / ₁₀		
Maple.....	86	do.....	73 ² / ₁₀		
Beech.....	8	do.....	4 ² / ₁₀		
Hemlock.....	104	do.....	56 ² / ₁₀		
Spruce.....	59	do.....	86 ² / ₁₀		
Walnut.....	768	do.....	541 ² / ₁₀		
			136336 ² / ₁₀	3 ¹ / ₂	2130 5 0
		Measured and Culled.			
Oak.....	2	do do.....	2 ² / ₁₀		
Birch.....	6675	do do.....	2705 ² / ₁₀		
Walnut.....	306	do do.....	225 ² / ₁₀		
			2933 ² / ₁₀	7 ¹ / ₂	87 1 11
Oars.....	974	do do per.	100 pieces	4 6	2 3 10
Do.....	641	Counted off.....	do	1 2	0 7 6
	1615				
Masts and Bowsprits.....	292	Measured off & Culled each.	24 inc. & upw	3 10	55 19 4
Do do.....	361	do do.....	19 to 24 inc.	3 3	58 13 3
Do do.....	84	do do.....	12 to 19 inc.	2 2	9 2 0
	737				
Spars, Red Pine.....	93	Measured off.....	19 to 24 inc	3 3	15 2 3
Do do.....	1551	do.....	12 to 19 inc	2 2	168 0 6
	1644	Amount carried forward....			£8151 11 2

R. (b.)

WOODS AND FORESTS.—STATEMENT of Lumber measured, culled, &c.—
(Continued.)

	Pieces.			
			Amount brought forward....	£8151 11 2
			s. d.	£ s. d.
Spars, Spruce.....	16	Measured off, 12 to 19 inc. each.....	at 2 2	1 14 8
Do, Tamarac.....	2	do do, 12 to 19 inc. each.....	2 2	0 4 4
Staves, Standard.....	2205402	2064m. 0c 0q. 18ps., per mille.....	14 6	1496 8 2
Do, West India.....	2868794	2390m. 6c. 2q 14ps., per mille.....	6 4	757 0 10
Deals, Culled.....	1613045	Culled 1748305 $\frac{2}{3}$ standard pieces, per 100 standard.....	2 10	2476 15 4
Do do.....	367419	Counted off 438418 $\frac{1}{2}$ standard pieces, per 100 standard.....	7	127 17 5
Planks and Boards.....	137059	Culled, per 100 pieces.....	2 0	137 1 2
Do do.....	12086	Counted off, per do.....	1 8	10 1 5
Lathwood Cords.....	5003 $\frac{1}{8}$	Culled and counted, per cord.....	1 8	416 19 8
				£13575 13 9
			£ s. d.	
Returned outstanding as per Statement B., of 31st December, 1855, £266 5s. 9d.; since received.....			230 19 9	
Returned outstanding, as per Statement B. of 31st December, 1856, £96 18s. 7d. since received.....			50 1 4	
				281 1 1
				£13856 14 10
Remaining outstanding this present season.....				1069 15 10
				£12786 19 0

Outstanding.	
	£ s. d.
For year 1855.....	35 6 0
Do 1856.....	46 17 3
Do 1857.....	1069 15 10
Total outstanding.....	£1151 19 1

R. (c.)

STATEMENT of Fees paid to Cullers, in their respective departments, for work performed during the Season of 1857.

Department.	Culler's name, &c.	Voucher.	Amount.	Total.		
			£ s. d.			
Square Timber Masts	Ig. A. Dorval	1	329 18 3			
	Bowsprits, Spars	2	221 0 11			
	Oars and Handspikes	3	179 6 8			
				£730 5 10		
Square Timber	James Lynch	4	217 19 0			
	J. B. Vachon	5	210 8 2			
	Joseph Larose	6	209 0 6			
	James Scott	7	206 19 11			
	John Clark	8	201 8 9			
	Pierre Jeunest	9	200 19 2			
	Peter Gilgan	10	192 5 0			
	Thomas Murphy	11	183 1 1			
	Joseph Locquell	12	181 7 9			
	Stephen Lambert	13	176 11 6			
	Edward Verrault	14	175 1 4			
	Henry McPeak	15	175 0 4			
	William Duggan	16	173 1 1			
	Thomas Redmond	17	172 17 9			
	Oliver Gauvreau	18	172 16 1			
	William Bee	19	169 13 9			
	Jno. S. Waterson	20	168 3 3			
	Narcisse Valin	21	168 1 2			
	John O'Sullivan	22	164 5 5			
	Louis Doiron	23	163 3 9			
	F. H. Beland	24	161 13 6			
	Jacques Jobin	25	157 10 6			
	Denis Dugean	26	154 9 8			
	Denis Cantillon	27	151 11 10			
	Robert Russell	28	149 4 11			
	Pierre McNeill	29	145 7 8			
	John Miller, Ship'ng Cul'r	30	86 14 5			
	George Miller, do	31	83 10 6			
	John Jordan, part of sea'n	32	63 8 11			
						£4835 16 8
	Deals, Boards, Planks and Lathwood	Patrick Malone	33		279 1 3	
		Michel Hamel	34		278 1 8	
Thomas Wilson		35	269 8 1			
Michael Power		36	268 10 0			
F. X. Thompson		37	240 5 10			
Peter Gil'y		38	214 7 7			
Benj Locquell		39	176 7 3			
James Myler		40	158 9 7			
William McKutcheon		41	144 12 9			
Charles Couture		42	113 17 4			
Jeffery Malone		43	107 7 1			
Jean Couture		44	89 4 10			
Jerome Couture		45	80 9 6			
J. B. Jarnac		46	72 10 2			
Maurice Malone		47	7 1 9			
				£2499 14 8		

R. (c.)

STATEMENT of Fees paid to Cullers, &c.—(Continued.)

Department.	Culler's name, &c.	Voucher.	Amount.	Total.
Deals, Boards, Planks, Lath- wood and Staves.....	Thomas Malone.....	48	£ s. d. 173 10 10	
	Michael Murphy.....	49	125 3 9	
Staves.....	Joseph Frederick.....	50	206 16 5	£298 14 7
	Louis Myrand.....	51	202 11 3	
	Jacques Villeneuve.....	52	184 12 11	
	Clement Giroux.....	53	179 9 8	
	Michael Gibbons.....	54	166 9 5	
	Barthl. Chartier.....	55	164 2 7	
	Charles Corneau.....	56	161 7 7	
	Joseph Langlois.....	57	155 14 6	
	J. B. Philibert.....	58	150 4 10	
	Robert Boyle.....	59	121 16 9	
	William O'Brien.....	60	104 13 8	
	John Curtin.....	61	92 14 3	
Jas. Mackie, Ship'g Cul'r.	62	9 19 2	£1900 12 7	
				£10265 4 4

N. B.—The amount paid to Cullers, as per detailed Statement, is the gross amount of their respective earnings; out of which they have to pay, agreeably to the 17th clause of the Act, their attendants and assistants, also all other expenses inseparable from the execution of their duties.

(R. d.)
WOODS AND FORESTS.

STATEMENT of Salaries paid to Clerks employed in the office of the Supervisor of Cullers, Quebec, for the year ending the 31st of December, 1857.

NAME OF CLERK.	EMPLOYED AS	DEPARTMENT ENGAGED.	TERM OF ENGAGEMENT.	No. of A. V. Clk.	Salaries.	Amount.
Matthew Harbeson.....	{ Head Clerk and Deputy Supervisor. }	.....	12 months salary ending 31st Dec., 1857.....	63	360 0 0	
Charles S. Graddon.....	Cashier.....	.....	{ 10 mos. salary, frm. 1st Jan. to 1st Oct. 1857 } { and fm. 1st Dec. to 31st Dec. at £25 per mos }	64	250 0 0	
Alexander Fraser.....	Bookkeeper.....	.....	12 months ending 31st December, 1857.....	65	300 0 0	
John Y. Cook.....	Specification Clerk.....	Timber Department.....	Season—1st May to 20th November, 1857....	66	181 5 0	
John O'Keane.....	Do.....	Do.....	Do 1st May to 31st December, 1857.....	67	200 0 0	
Alexander McGillis.....	Do.....	Do.....	Do 1st May to 31st December, 1857.....	68	193 15 0	
James Prendergrast.....	Do.....	Deal and Stave Department.....	Do 1st May to 15th November, 1857.....	69	160 0 0	
Pierre Miller.....	Specification Clerk.....	Timber Department.....	For general purposes.....	70	171 17 6	
Francis Quinn.....	Do.....	Deal and Stave Department.....	Season—1st May to 31st December, 1857....	71	137 10 0	
Octave Vezina.....	Do.....	Timber Department.....	Do 1st May to 1st December, 1857.....	72	125 0 0	
James O'Leary.....	Do.....	Do.....	Do 1st May to 31st December, 1857.....	73	125 0 0	
Thad. Walsh.....	Do.....	Do.....	Do 1st May to 31st December, 1857.....	74	100 0 0	
W. A. Lauriere.....	Do.....	Do.....	Do 1st May to 1st November, 1857.....	75	100 0 0	
L. Hearne.....	Do.....	Do.....	Do 1st May to 30th November, 1857.....	76	100 0 0	
Edward Duggan.....	Extra Do.....	Do.....	Do 16th June to 16th September, 1857.....	77	43 0 0	2587 7 6
D. Vaughan.....	.....	.....	.....	78	17 10 9	
Ferguson & Knight.....	.....	.....	.....	79	19 13 0	
Ferguson, Temple & Knight.....	.....	.....	.....	80	20 0 1	
Ferguson, Byrne & Knight.....	.....	.....	.....	81	29 11 7	
R. Ferguson.....	.....	.....	.....	83	1 12 11	
F. Larue.....	.....	.....	.....	84	14 11	
Vaughan & Temple.....	.....	.....	.....	85	3 6 1	
G. Temple.....	.....	.....	Casual, engaged from time to time.....	86	22 8 7	
James McGillis.....	.....	.....	.....	87	4 14 11	
Alexander McGillis.....	.....	.....	.....	88	15 0 0	
Francis Quinn.....	.....	.....	.....	89	12 10 0	
Thad. Walsh.....	.....	.....	.....	90	10 0 0	
Pierre Miller.....	.....	.....	.....	91	5 0 0	
Byrne & Ferguson.....	.....	.....	.....	82	1 1 8	163 4 6
						£2700 12 0

R. (h).

WOODS AND FORESTS.

AN ABSTRACT of the number of Pieces, and Cubic Feet, of each description of Timber, Measured and Culled, under the superintendence of the Supervisor of Cullers, at the Port of Quebec, during the season of 1857, with the section of the Province whence the same was produced.

1857.	No.	Section of Province.	White Pine.		Red Pine.		Oak.		Eliz.		Ash.		Basswood.		Butternut.	
			Pcs.	Feet.	Pcs.	Feet.	Pcs.	Feet.	Pcs.	Feet.	Pcs.	Feet.	Pcs.	Feet.	Pcs.	Feet.
	1.	Quebec and Montreal.....	8295	462118	197	6371	1	45	321	12471	35	1360	6	212		
	2.	St. Lawrence from Montreal to head of Ontario.....	21559	1667461	1267	49771	273	1784	19076	823147	533	25785	51	2661	15	688
	3.	Grand River and Lake Erie.....	1657	126680	1	33	13687	1024760	2272	105468	1	102			1	41
	4.	Ottawa River and its Tributaries below Ottawa City.....	35764	2062033	285	8733	394	19105	4850	196733	2138	99184	80	4126	18	777
	5.	Gatineau.....	7912	467304	45	1715		28	149	4902	47	2243	1	46		
	6.	Rideau.....	1266	67845			32	977	2012	78464	170	8531			1	33
	7.	Ottawa River and its Tributaries above Ottawa City.....	225746	1476445	45137	1883018	932	23868	4430	150499	199	8599	178	8390		
	8.	United States.....	4	196			119	10148	1948	83108	47	2470				
			402203	13618402	46892	1949881	15439	1086215	35058	1456852	3170	147274	316	15695	35	1549
	1857.	Section of Province.	Tamarac.		Birch.		Maple.		Beech.		Hemlock.		Spruce.		Walnut.	
	No.		Pcs.	Feet.	Pcs.	Feet.	Pcs.	Feet.	Pcs.	Feet.	Pcs.	Feet.	Pcs.	Feet.	Pcs.	Feet.
	1.	Quebec and Montreal.....	9681	193461	8746	141800					103	2207	53	1221	1	46
	2.	St. Lawrence from Montreal to head of Ontario.....	1690	56419	34	1359									668	18524
	3.	Grand River and Lake Erie.....	1	30											100	4371
	4.	Ottawa River and its Tributaries below Ottawa City.....	8576	267151	139	4633	85	2558	2	108			3	135	100	4371
	5.	Gatineau.....	113	5743												
	6.	Rideau.....	2826	101149	4	122	1	73					3	105	307	7741
	7.	Ottawa River and its Tributaries above Ottawa City.....	2524	87347	92	1731					1	35				
	8.	United States.....	702	24125												
			26113	733430	9015	149975	86	2931	3	172	104	2242	59	1461	1074	30682

R. (h.)—Continued.

OTTAWA SECTION, above Ottawa City, subdivided under the following heads.

1857.	Section of Province.	White Pine.		Red Pine.		Oak.		Elm.		Ash.		Basswood.		Walnut.
		Pcs.	Feet.	Pcs.	Feet.	Pcs.	Feet.	Pcs.	Feet.	Pcs.	Feet.	Pcs.	Feet.	
No.														
1.	Carp and Quio Rivers.....	8946	499825	896	48395	6	80	1	30	11	579	..	..	..
2.	Duchene and Chats Lakes.....	3054	158951	3	116	3	99	17	742	29	1089	..	..	..
3.	Mississippi River.....	30484	2131713	253	11967	314	8711	2955	98124	112	4921	131	6085	..
4.	Manawaska.....	46473	3074409	12316	574010	2	54	26	803	20	852	24	1120	..
5.	Bonnechere.....	17325	1194651	2044	57389	272	7968	4	97	..	..	..	..	..
6.	Attunet Island and Fort Coulonge River and Lake.....	22248	1281578	2977	1048349	248	6307	206	5945	18	749	4	189	..
7.	Black River.....	28972	1911173	1128	48887	45	1592	1206	45031	6	254	8	384	..
8.	Westmeath, Des Allumettes Islands and Lake, and Culbutte.....	7216	378612	62	2176	1	29	5	175	..	..	..	..	..
9.	Indian, Muskrat, and Snake Rivers.....	8521	483549	2669	102175	36	1060	6	161	..	..	..	..	..
10.	Chalk River.....	12873	891661	14773	579598	4	116	4	86	1	51	..	..	..
11.	Deep River, Deux Joachim's Rapids, and upwards.....	15868	982031	2110	79432	1	42	4	..	2	124	..	..	..
12.		24871	1747893	5908	249414	..	..	..	..	..	..	..	..	..
		2257467	14764465	45137	1883018	982	25968	4430	150409	199	8599	178	8390	..
1857.	Section of Province.													
No.														
1.	Carp and Quio Rivers.....	197	6391	..	..	..	..	..	..	..	..	..	..	..
2.	Duchene and Chats Lakes.....	73	9395	..	..	..	..	..	..	..	..	..	..	..
3.	Mississippi River.....	1907	43686	87	1536	..	..	..	..	1	35	2	86	..
4.	Manawaska.....	814	28276	..	..	..	..	..	..	..	..	..	..	..
5.	Bonnechere.....	293	228	..	..	..	..	..	..	..	..	..	..	..
6.	Attunet Island and Fort Coulonge River and Lake.....	118	2828	..	..	..	..	..	..	..	..	..	..	..
7.	Black River.....	40	1027	4	112	..	..	..	..	..	..	..	..	..
8.	Westmeath, Des Allumettes Islands and Lake, and Culbutte.....	27	870	..	..	..	..	..	..	..	..	..	..	..
9.	Indian, Muskrat, and Snake Rivers.....	4	153	..	..	..	..	..	..	..	..	..	..	..
10.	Petawawee.....	1	25	..	..	..	..	..	..	..	..	..	..	..
11.	Chalk River.....	35	1144	1	63	..	..	..	..	..	..	..	..	..
12.	Deep River, Deux Joachim's Rapids, and upwards.....	4	115	..	..	..	..	..	..	..	..	..	..	..
		2524	87347	92	1731	..	..	..	..	1	35	3	105	307 7741

R. (2.)

WOODS AND FORESTS.

AN ABSTRACT of the number of Pieces of all Lumber (Square Timber excepted) Measured, Culled, and Counted Off, under the superintendence of the Supervisor of Cullers, during the season of 1857, with the section of Province wherefrom.

		Section of Province.									
		Masts and Bowsprits.		Spars.		Oars.		Lathwood.			
		Pieces.		Pieces.		Pieces Culled.		Pieces Counted.		Cords.	
No.											
1.	Quebec and Montreal	519	6	1006	6	608	608	641	641	5003 ¹ / ₂	5003 ¹ / ₂
2.	St. Lawrence from Montreal upwards	218		650		366	366			....	....
3.	Ottawa and its Tributaries	737		1662		974	974			5003 ¹ / ₂	5003 ¹ / ₂
		Fine Deals.		Plank and Boards.		Spruce Deals.		Plank and Boards.		Deals, Pine and Spruce, Counted off only.	
		Pcs.		Pcs. Culled.		Pcs. Counted.		Pcs. Culled.		Pcs. Counted.	
		Std.		Std.		Std.		Std.		Std.	
No.											
1.	District below Quebec	8048	9162 ⁴ / ₂	9327	44442	40887 ¹ / ₁	343	343	343	....	....
2.	Quebec District	938137	267057 ² / ₉	32045	251627	254344 ⁴ / ₂	27636	5137	5137	....	....
3.	Quebec District to Montreal	365311	424691 ³ / ₉	23510	334168	321932 ¹ / ₆	29477	942	64246	....	74439 ² / ₄
4.	St. Lawrence from Montreal upwards	1021	1249 ² / ₂	....	....	....	....	....	....	....	....
5.	Ottawa and its Tributaries	368887	427537 ² / ₂	14417	1404	1342 ¹ / ₆	....	....	308173	....	368879 ¹ / ₂
		981404	1129698 ³ / ₃	79294	631641	618606 ³ / ₀	57765	6422	367419	....	438418 ³ / ₀
		Section of Province.									
		Standard Staves.		Standard Staves.		Standard Staves.		Standard Staves.		West India.	
		Pcs.		M. c. qrs. pfs.		M. c. qrs. pfs.		M. c. qrs. pfs.		M. c. qrs. pfs.	
No.											
1.	Quebec to Montreal	....	....	....	....	....	....	....	....	....	....
2.	Montreal and Kingston	27706	22	7	0	11	16	6	1	22	22
3.	Kingston and head of Lake Ontario	2177696	2041	3	0	7	2374	0	0	22	22
4.	Grand River and Lake Erie, including River Thames	....	....	....	....	....	....	....	....	....	....
5.	Ottawa and its Tributaries, including Rideau	2205492	2064	M. Oc. Oqr. 18pfs.	2390	M. Oc. Oqr. 14pfs.	....	....	....	....	....

R. (k.)

WOODS AND FORESTS.

STATEMENT of Timber measured, culled, and counted, at Lachine, through the office of the Deputy Supervisor of Cutlers, during the season of 1857.

QUANTITY AND DESCRIPTION OF TIMBER.

	Square.		Flat'd and round.		Saw Logs
	Pieces.	Feet.	Pieces.	Feet.	Number.
White Pine	15186	744094	6027	257499	....
Red Pine	58	2109	....	....	....
Oak	1069	48753	220	5973	....
Elm	805	24963	213	8169	....
Ash	269	9966	170	5234	....
Birch	62	1633	53	1613	....
Tamarac	482	13946	508	18579	....
Basswood	28	1533	17	648	....
Butternut	3	99	1	27	....
Hemlock	72	1633	....	....	....
Maple	18	624	5	142	....
Cedar .....	....	....	571	19522	....
Spars .....	....	....	10	574	....
Saw Logs .....	....	....	....	....	13653
	18052	849353	7795	317980	13653

Number of Rafts 80.

STAVES—1857:

COMPARATIVE STATEMENT of Timber measured at Lachine, 1856-'57.

Standard.....115,877 pieces M 121.1.1.29
West India...180,350 " 150.7.0.10

	Square.		Flat'd and round.		Saw Logs.
	Pieces.	Feet.	Pieces.	Feet.	Number.
In 1856	6142	285045	5624	183324	2039
In 1857.....	18052	849353	7795	317980	13653
Increase in 1857	11910	564308	2171	134656	11614

R. (L)

WOODS and FORESTS.—Statement of Timber Measured at Sorel, through the Office of the Deputy Supervisor of Cutlers, during the Season of 1857; and Section of the Province where produced.

Section of Province.	White Pine.		Red Pine.		Oak.		Elm.		Ash.		Tamarac.		Birch.		Beech.		Basswood.	
	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.	Pieces.	Feet.
Ottawa, Allumette Island	2856	147884	67	1990	3	68	1	45	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ottawa, Clarence Townp.	1840	95107	.....	.....	.....	.....	22	854	30	1130	517	15231	22	745	1	42	3	162
Ottawa, Newton Townp.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	427	8979	.....	.....	.....	.....	.....	.....
	4696	242941	67	1990	3	68	23	899	80	1130	944	24210	22	745	1	42	3	162

THOMAS BOUTILLIER in Account with the Crown Lands Department.—(Continued.)

1857.		£	s.	d.	
July	22	By paid Eucher Dion.....	50	0	0
"	22	" paid Thos. Pelletier.....	50	0	0
"	23	" paid Louis Bernatchez for indemnity.....	20	0	0
"	24	" paid Andrew Boa.....	10	0	0
"	24	" paid Rev. E. Richard.....	7	0	0
"	27	" paid J. B. Delisle and A. Wait.....	60	0	0
"	28	" paid P. Dagneault.....	75	0	0
"	29	" paid J. Bombeau.....	30	0	0
"	29	" paid Elie Audet.....	100	0	0
"	30	" paid Charles Thériault.....	50	0	0
"	30	" paid N. Miville.....	150	0	0
"	30	" paid Joseph Roy.....	125	0	0
"	30	" paid L. H. Lebel.....	50	0	0
"	30	" paid Eucher Dion.....	100	0	0
"	31	" paid John Fannel.....	75	0	0
"	31	" paid D. Phillips.....	100	0	0
Aug.	1	" paid J. E. Fraser.....	45	0	0
"	1	" paid C. F. Caron.....	20	0	0
"	3	" paid J. Prince.....	49	0	0
"	5	" paid C. F. Dionne.....	99	19	9
"	5	" paid A. Martineau.....	75	0	0
"	7	" paid J. E. Coté and M. Gaudette.....	75	0	0
"	7	" paid Z. Bertrand.....	75	0	0
"	8	" paid P. S. Kelly.....	51	5	1½
"	8	" paid H. Milway.....	40	0	0
"	8	" paid L. M. Lapointe.....	100	0	0
"	10	" paid B. Cimon and T. Fortier.....	100	0	0
"	12	" paid Patrick Farrell.....	200	0	0
"	13	" paid T. L. Duberger.....	150	0	0
"	13	" paid Louis Dufresne.....	50	0	0
"	15	" paid P. G. Verrault.....	125	0	0
"	15	" paid T. Pelletier.....	50	0	0
"	18	" paid J. L. M. Martin.....	25	0	0
"	18	" paid John Duff.....	14	0	4
"	19	" paid Eucher Dion.....	169	0	3
"	20	" paid B. Garneau and J. B. Coulombe.....	100	0	0
"	20	" paid Joseph Verrette.....	75	0	0
"	24	" paid E. Audet.....	95	0	0
"	25	" paid Louis Arcand.....	200	0	0
"	25	" paid J. Bombeau.....	20	0	0
"	26	" paid J. A. Leprohon and M. Crépeau.....	150	0	0
"	26	" paid P. N. Pacaud and J. T. Lebel.....	121	2	6
"	26	" paid J. E. Coté and M. Gaudette.....	23	1	0
"	27	" paid T. Pelletier.....	25	0	0
"	29	" paid R. Dickson, Attorney.....	316	13	4
"	31	" paid Patrick Farrell.....	125	0	0
"	31	" paid N. Lefrançois.....	50	0	0
Sept.	2	" paid B. Cimon and T. Fortier.....	100	0	0
"	2	" paid A. Martineau.....	25	0	0
"	3	" paid Z. Bertrand.....	50	0	0
"	3	" paid P. Dagneault.....	50	0	0
"	4	" paid Joseph Roy.....	23	10	9½
"	7	" paid V. St. Germain.....	75	0	0
"	10	" paid P. G. Verrault.....	64	19	8½
"	10	" paid A. Martineau.....	75	0	0
"	10	" paid E. Dion.....	75	0	0
"	11	" paid B. Cimon and T. Fortin.....	75	0	0
"	11	" paid N. Boucher.....	98	5	6
"	11	" paid Wm. Macdonald.....	30	0	0
"	12	" paid J. B. Delisle and A. Wait.....	39	19	4
"	12	" paid J. G. Fair.....	37	1	3
"	12	" paid P. N. Pacaud and J. T. Label.....	81	5	7
"	12	" paid P. Dagneault.....	25	0	0
"	12	" paid Thomas Lloyd.....	150	0	0

THOMAS BOUTILLIER in Account with the Crown Lands Department.—(Continued.)

1857.		£	s.	d.
Sept.	15 .. By paid B. Garneau and J. B. Coulombe.....	150	0	0
"	15 .. " paid J. B. Gaudin, on 15th August.....	175	0	0
"	16 .. " paid N. Miville.....	125	0	0
"	17 .. " paid Charles Teriault.....	25	0	0
"	17 .. " paid Joseph Savard.....	25	0	0
"	17 .. " paid F. L. Duberger.....	125	0	0
"	17 .. " paid L. E. Larocque.....	75	0	0
"	17 .. " paid John Cullen.....	40	0	0
"	18 .. " paid A. Talbot.....	117	19	10½
"	19 .. " paid H. Boright.....	219	16	3
"	19 .. " paid B. Cimon and T. Fortin.....	225	0	0
"	21 .. " paid John Poupore, Attorney of J. B. Poupore.....	60	4	5
"	21 .. " paid L. M. Lapointe.....	25	0	0
"	28 .. " paid P. Farrell.....	200	0	0
"	29 .. " paid L. Desaulniers.....	50	0	0
"	29 .. " paid Luc Gélinas.....	125	0	0
"	29 .. " paid J. B. Martin.....	75	0	0
Oct.	1 .. " paid B. Garneau and J. B. Coulombe.....	52	14	2½
"	2 .. " paid John Dillon.....	75	0	0
"	5 .. " paid Oliver Wells.....	200	0	0
"	6 .. " paid M. Bossé.....	40	0	0
"	6 .. " paid J. Roberge.....	60	0	0
"	6 .. " paid Louis Dufresne.....	27	7	7½
"	9 .. " paid J. A. Leprohon and M. Crépeau.....	50	0	0
"	9 .. " paid E. Dion.....	50	0	0
"	9 .. " paid N. Cavanagh.....	100	0	0
"	12 .. " paid Z. Bertrand.....	57	10	3
"	12 .. " paid J. B. Gaudin.....	125	0	0
"	12 .. " paid J. Verrette.....	49	0	9
"	14 .. " paid Louis Arcand.....	75	0	0
"	13 .. " paid J. Louis M. Martin.....	14	15	4½
"	14 .. " paid J. Louis M. Martin.....	50	0	0
"	15 .. " paid L. Desaulnier.....	50	0	0
"	15 .. " paid T. Lloyd.....	100	0	0
"	15 .. " paid N. Miville.....	75	0	0
"	16 .. " paid John Hurley.....	100	0	0
"	16 .. " paid Louis Dallaire.....	40	0	0
"	17 .. " paid Andrew Boa.....	50	0	0
"	20 .. " paid J. A. Leprohon and M. Crépeau.....	50	0	0
"	21 .. " paid Joseph Savard.....	15	0	0
"	21 .. " paid W. Lefrançois.....	20	0	0
"	21 .. " paid J. Roberge.....	30	0	0
"	21 .. " paid V. St. Germain.....	50	0	0
"	28 .. " paid John Guay, Attorney, Chicoutimi Municipality.....	130	0	0
Nov.	2 .. " paid L. Arcand.....	25	0	0
"	2 .. " paid J. Doddridge.....	50	0	0
"	3 .. " paid J. Roberge.....	10	0	0
"	5 .. " paid Reverend J. N. Guertin, Attorney.....	250	0	0
"	6 .. " paid N. Cavanagh.....	20	0	0
"	7 .. " paid Joseph Savard.....	10	0	0
"	9 .. " paid H. Leprohon and A. Crépeau.....	25	0	0
"	9 .. " paid Andrew Boa.....	50	0	0
"	10 .. " paid D. Phillips.....	40	0	0
"	13 .. " paid William Macdonald.....	35	0	0
"	17 .. " paid H. Boright.....	16	17	6
"	19 .. " paid P. Farrell.....	10	0	0
"	19 .. " paid Thomas Lloyd.....	25	17	10½
"	20 .. " paid E. Dion.....	18	7	2
"	24 .. " paid J. B. Martin.....	23	3	10
"	24 .. " paid D. Phillips.....	14	19	6
"	24 .. " paid John Dillon.....	23	13	3
"	25 .. " paid M. Bossé.....	5	19	10½

THOMAS BOUTILLIER in Account with the Crown Lands Department.—(Continued.)

1857.		£	s.	d.
Dec.	1 ..	"	paid J. B. Gaudin	60 0 0
"	1 ..	"	paid J. E. Fraser	20 0 0
"	3 ..	"	paid B. Cimon and T. Fortin	21 16 0½
"	4 ..	"	paid John Fauvel	25 0 0
"	7 ..	"	paid Andrew Boa	23 2 0
"	10 ..	"	paid N. Lefrançois	6 17 9
"	24 ..	"	paid J. B. Gaudin	4 9 10
"	28 ..	"	H. Boright	55 17 7
"	31 ..	"	paid William Macdonald	29 19 3¼
"	31 ..	"	Balance	885 16 5¼
Total				£16896 2 3¼

E. & O. E.

THOMAS BOUTILLIER,
Inspector of Agencies,
Lower Canada.

Inspector of Agencies Office,
St. Hyacinthe, 31st December, 1857.

NOTE.—For Report see Appendix S. (2.)

APPENDIX T.

To the Honorable Commissioner of Crown Lands.

SIR,—In compliance with your instructions, I have the honor to forward for your information, my final report upon the survey of the Base Meridian and Range Lines North of the Shore of Lake Huron performed under your instructions of February, 1856, and the exploration of the adjacent country, the superintendence of which you were pleased to entrust to my direction.

In my report of progress of 30th July last, I had the honor of laying before you a detailed account of my proceedings to the 15th of that month, and from that date until the 19th October, I was actively employed in forwarding the service with which I had been entrusted, and brought to a conclusion on that day the survey of the Base and all Range Lines, West of the River Mississâga.

On the 17th October, I received your instructions, ordering me to keep my parties organized for service during the winter months, and as I stated in my report of the 28th of that month, I had made arrangements to comply with your wishes: on receiving counter orders from you, I withdrew my parties from the field as expeditiously as possible. I am, however, happy to say that the Base Meridian and Range Lines you had instructed me to survey, have all been completed, and in a manner which I trust will be satisfactory to you.

I beg to refer you to the report and diaries of the several gentlemen you had appointed to assist me in this service, for a detailed account of their proceedings.

In laying before you a general view of the features of the country, I shall confine myself to that section traversed during the past season, having in my report of last year described as minutely as possible the topographical features of that section, East of the Spanish River.

Westward of the main branch of the Spanish River for 35 miles the surface is much broken by rock ridges, and although many valleys of good land were crossed, bearing hard wood timber, they were isolated, and this section is thereby rendered unfit for settlement at present. A large quantity of fine Pine timber was observed, which will doubtless become available at some future time. Several small streams were crossed in this distance, flowing southerly, none of which were navigable, all being much broken by falls and rapids, and having, generally, a very shallow depth of water.

From this point, for 24 miles, many tracks of good arable land were met broken by rock ridges.

In this section a number of small Lakes were crossed, as variable in size as shape, and also the Little White River, a rapid and shallow stream, flowing south-westerly and emptying into the River Mississâga. The shores of the Lakes are generally rugged and broken, but leaving them the surface is more uniform and the soil deep and rich, being for the most part a fine sandy loam resting on white clay.

The prevailing timber was Birch, Balsam, Maple, Iron wood, Hemlock, Cedar, and Pine. In this section several fine Townships can be obtained south of the Base.

From this point to the Mississâga, a distance of 18 miles, the surface is much diversified; at one time presenting a mass of granitic or quartz rocks, with occasional dykes of green stone trap, broken by deep precipitous ravines, and interspersed with small lakes; at others, valleys of fine arable land stretch North and South of the Base Line for a very considerable distance, and taken as a whole this section offers a fair field for settlement. In the valleys the timber mentioned

above was most prevalent. In the broken country a small growth of Pine and Balsam was the only vegetation.

Westward from the Mississâga to the termination of the Base Line on Lake Superior, the whole extent of country is fit for settlement,—though the surface is occasionally broken by the rock ridges, which, as I have above observed, form a marked characteristic in the topography of the whole country: this section contains many extensive tracts of valuable arable land, well timbered, and watered by numerous lakes and rivulets of excellent water.

Southward of the base as far as surveyed and explored, the same appearance prevails; and Northward, as far as could be observed, the country presented an inviting appearance: hard wood valleys, crossed by occasional hills, being the general feature.

In this section, in addition to the lakes and rivulets above spoken of, I crossed the Thessalon, Garden and Youlais Rivers.

In the vicinity of these Rivers the soil is excellent, and the country well timbered.

The navigation of the first is impeded by several falls and rapids.

The second is a broad shallow stream, with a very rapid current and very serpentine. I experienced considerable difficulty in ascending it with loaded canoes, both from the shallowness of the water and the rapidity of the current.

The latter, where crossed, is a fine stream, with a moderate current, and from the best information I could obtain, navigable for vessels of a light draught water, for 10 or 15 miles from its mouth or entrance into Goulais Bay. It is, however, difficult of approach from the bay in stormy weather, as the water is shallow near its entrance, and with a westerly wind a very heavy sea sets into its mouth.

I have not attempted to describe minutely each small section of the country traversed, having in my previous reports spoken of them, and the plan and field notes forwarded herewith for your information contain all that I could possibly offer on the subject.

In carrying on my field operations I produced the Base Line, West. The Range lines are all drawn parallel to the first or principal Meridian at White Fish Lake, due allowance having been made for convergence. The whole of the work was frequently checked by careful astronomical observations, and the variation of the magnet constantly noted.

In taking a review of the whole country surveyed and explored from Lake Nipissing to Lake Superior, I still, Sir, hold to the same opinion I expressed in 1855. That though many portions of the country are rugged and broken and present anything but an inviting appearance to an explorer, yet there are extensive valleys of excellent land, well fitted for purposes of settlement, and which, when subdivided, will afford a comfortable home to the emigrant, and materially enhance the revenue of the Province. And further, in the more rugged and barren portions of the country, groves of very fine Pine timber were frequently crossed, and indications of mineral wealth were often noticed.

From the Batchewâna and Goulais Bays on Lake Superior, eastward to the Mississâga, the country is very fine. Fine hard wood ridges greatly undulating, alternating with broad flats of deep alluvial soil. The hard wood timber I have so frequently mentioned prevails on the ridges, mixed with a sufficient quantity of fine White Pine for all building purposes—on the flats, Cedar, Tamarac, Ash, Elm, soft Maple and Birch predominate, and many small prairies, bearing a luxuriant growth of grass, commonly known as “the blue joint,” were crossed; and I feel convinced that were this section of country subdivided and offered for settlement, it would not long remain unpeopled.

I should again press upon you, Sir, the necessity for the acquisition by the Government of the Indian Reserves laid out on the Batchewana and Goulais Bays, and the Garden and Thessalon Rivers, but that I am aware that subject has already received the attention of the Indian Department. In my report to the Honorable Commissioner of 1855, I dwelt at length upon the resources of this country as to its agricultural capabilities, its timber and mineral wealth, and its fisheries, and it will therefore be needless again to touch upon the subject. I shall therefore confine myself to the mode of settling the country, upon which I beg respectfully to offer a few remarks.

I am of opinion that settlement should be pushed from the westward to the eastward; or in other words that the tract of country in rear of the village of St. Mary, bounded on the West by the Batchewana bay, and on the eastward by the Mississaga River, should first be surveyed and offered for settlement.

First, There is a larger block of contiguous arable land between these two points, than in any other portion of the country I have examined; and this block is easy of access from the shores of Lake Superior and Huron, and also from the River St. Mary; and secondly, there is already a village at the Sault, and a settlement at the Bruce Mines, which form naturally much for settlement, and posts upon which settlers can fall back in case of need.

I cannot conclude this report without referring to the facilities now offered to explorers for a thorough examination of the country from Lake Nipissing to to Lake Superior by the work just completed.

In a country so extensive, and provided with no "harbor of refuge," if I may use the term, mineral and other wealth may have lain for centuries undeveloped, as no single individual or company, unless possessed of extensive capital, could properly or advantageously explore the same. I need only allude to the great cost of supplying an exploring party with provisions to prove this; but further, to explore a wilderness so vast, not only means but experienced practical surveyors and woodsmen, who, well versed in the use of instruments, could lead a party out of the woods as well as into them.

This difficulty is now obviated; as by the Base and Range lines parties wishing to explore the country for mineral or other wealth, can readily do so, means of egress to the coast being opened at every 18 miles, rough and rugged though some may be, at which distances on the Base line blazed lines are surveyed to the coast of the lake. The base has also posts at every six miles duly marked, and a tree at every mile marked in chalk to note the distance.

In prosecuting my survey and exploration of this country, I had occasionally an opportunity, through an interpreter, of conversing with the Indians from the interior. By the Chief of one band I was informed that near the foot of the height of land, in the vicinity of Green Lake at the head waters of the River Mississaga, a valley of considerable width, unbroken by rock ridges or Lakes, stretches eastward and westward for a great distance.

I have generally found the Indians truthful in the reports they have given me of the country, and have no doubt that in this instance they do not exaggerate. Looking to the opening up of the North West Territory, and to the acquisition, by Canada, of the Red River and Sas-kat-che-wan valleys, a subject which at present agitates the public, I have deemed it my duty to mention this circumstance to you: as, if the information afforded me be correct, a great highway as a means of communication between Canada proper and the Red River might by it be effected; which in a national point of view would be most desirable, if they are to form one country.

In conclusion, Sir, I beg to return my thanks to the several gentlemen you had appointed as my assistants in this service, which has been one attended with

considerable mental and bodily labour, and at times with much anxiety and deprivation, for the readiness and promptitude they ever evinced in carrying out my instructions, and would respectfully recommend them to your favorable notice, as gentlemen possessing both great professional ability, and untiring zeal and energy in the prosecution of their duty.

I have the honour to be,

Sir,

Your very obedient Servant,

(Signed,)

ALBERT PELLEW SALTER,
Provincial Surveyor.

Chatham, January 20th, 1858.

APPENDIX U.

REPORT ENDING SEPTEMBER 24TH, 1857.

(Copy.)

OFFICE OF THE SUPERINTENDENT OF FISHERIES,
Quebec, September 24th, 1857.

SIR,—I have the honor to report that, on receiving the necessary instructions from you I hastened from Toronto to Quebec, and deeming it of paramount importance that the artificial salmon-passes (as required by law) should be placed on the various mill-dams within the Province, I directed my attention in the first instance to the south shore of the St. Lawrence.

Commencing from Point Levi, I proceeded to visit mills situate on the various tributaries flowing into the St. Lawrence.

The first river of any importance is the Du Sud, on which are the saw-mills of William Patton, Esq., and also those of the Messrs. Price. Having informed them of the provisions of the "Fishery Act," and having given the necessary instructions for the construction of the passes, I obtained the cordial co-operation of the proprietors, and I have to state that they were placed on the dam soon after my visit, and we may hope that the Du Sud will once more be stocked with fish, inasmuch as Mr. Patton had seen salmon attempting the leap of the dam previous to the boxes having been placed thereon.

From the Du Sud at St. Thomas, I drove to the Des Trois Saumons, at St. Jean Port Joli, and called on the proprietor, Mr. De Gaspé (the Seigneur), gave him a plan of the migration passes, also a copy of the Act; he promised that the matter should be attended to. This river is well adapted for the salmon, and without being obstructed by falls, leads into a lake in which are large quantities of trout. At the village of St. Ann's there is a mill belonging to Mr. Dionne,—the stream being of minor importance, I did not stop to direct the fishways to be put up. I have since heard that salmon have been taken at that place, and consequently the boxes will have to be placed on the dam.

I had to proceed to the back settlements on the River Ouelle, on which are a grist-mill and saw-mill. On this river the first salmon were taken this season. With the persons in charge of the mills I left the proper instructions, also a copy of the Fishery Act, and a plan of the migration passes, desiring them to give the papers to the owner of the mills, Mr. Casgrain. This river is admirably adapted for salmon, and vast quantities could be taken with only moderate care. Salmon had been taken at the dam (fourteen miles from the mouth of the river) a few days before my arrival.

From the wharf at River Ouelle I crossed to Mal Baie in the steamer "Saguenay," as I wished to hire a schooner to proceed to the lower rivers on the north shore. Failing to do so, and not having any more copies of the Fishery Act, I returned to Quebec. I am happy to say that since the destruction of the dam on the Murray River the salmon are returning to their old haunts. The stream is full of salmon fry, and it only requires that due care should be taken to prevent the destructive and illegal practice of torchlight fishing, and this river will soon be restored to its original excellence.

On my arrival at Quebec I made application for certain copies of the Fishery Act, which having been sent me, I immediately circulated the same widely in every parish bordering on the St. Lawrence, together with printed placards containing clauses relative to the salmon.

While at Quebec, I visited the various rivers in the locality. Complaints were laid before me by Joseph Boswell, Esq., charging certain persons with having contravened the statute by spearing salmon in the River Jacques Cartier by torchlight. Mr. Solicitor General Ross undertook the prosecution, and having caused one of the parties to be summoned (Elere Dubuc) at the Court House at Quebec, at the appointed time he appeared, pleaded guilty to the offence, and as he promised not to offend again by any breach of the law, he was fined in the lesser penalty—two pounds and costs—which fine (by the advice of Mr. Solicitor General Ross) I take the liberty to recommend to be remitted, the complainant having also consented to remit his portion of the fine, one half, which the law entitles him to receive.

The Jacques Cartier has this year been tolerably well supplied with salmon, though of very small size (grilse), about six hundred were taken up to the 1st of August, on which day I caused the net which has been set in the river to be removed. This net is a perfect barrier to the passage of the salmon, for though not occupying one-third of the river, it stretches across the only place where it is possible for the fish to pass.

I regret to say that since my return from the lower rivers, I have been told that certain parties have continued their nightly depredations—at the same time there are parties who visit the river and fish it constantly,—and who know the names of the persons who spear, yet they will not lay the information before "any Magistrate" as the law directs.

The only means of preventing these nightly depredations I shall have the honor to suggest at the close of this report.

At St. Catherines there are mills owned by Mr. Duchesnay. The small river on which they are built flows into the Jacques Cartier from Lake St. Joseph. I am of opinion that salmon will be enabled to ascend the Jacques Cartier, and from thence into Lake St. Joseph. I cannot speak positively, as I have to follow up the river from the outlet to the lake. The mills at St. Catherines only require a small slide, or chute; and I hope to be able to prove that my conjecture is correct.

Having obtained your sanction to my engaging a schooner for my mission to the north shore of the St. Lawrence, I hired the schooner "Providence," (Desjardins, master,) with the understanding that she was to leave within two days, and that, on her arrival at the Tadousac, she was to be under pay. On the following day I left Quebec in the steamer, being desirous of visiting the tributaries of the Saguenay ere the arrival of the schooner in the Tadousac.

RIVER SAGUENAY.

The principal tributaries of this noble river are on the west shore: the Little Saguenay, the St. John, the Ha Ha, and the à Mars. On the two former rivers Mr. Price had caused the artificial ways to be placed. The heavy freshets had

prevented them from being placed on the other rivers. At Grand Bay I saw Mr. Blair (Mr. Price's agent); he told me he would not fail to have the salmon-passes up directly the water subsided. On the east shore, the principal fishery is the Tadousac and the river Marguerite; on either side of the Saguenay there are other salmon fisheries in the various inlets and bays. More salmon have been taken in the Saguenay this year than for many years past.

The Tadousac (Hudson Bay Company's post) has this season yielded about 1,500 fish. In the St. Margaret large quantities have been taken: I regret to say that Indians and others have constantly been spearing in this river and the St. John (on the opposite side).

Mr. Radford (Mr. Price's agent) informed me that four Indians brought down from the river Marguerite 250 speared fish, and that others were every night killing them by the same means—torchlight fishing. He is of opinion that there is no other way of saving the salmon but by leasing the rivers.

Saturday, August 15th.

The schooner having arrived at the Tadousac, I thought it best not to detain her, and at noon we got under weigh, and with a fair wind proceeded down the St. Lawrence towards the River Escoumains, where we arrived about 6, P. M.; distance, 27 miles from the Tadousac.

Between these two points lie the Grand and Petit Bergeronne, Bon Desir, and Ance à la Cave, the two former famed for the abundance of sea-trout, and where salmon are also taken, as also at the latter places. Immediately on my arrival at the Escoumains, I went on shore to examine the mill-dam of the Messrs. Tetu. I had previously sent the proprietors a copy of the Fishery Act, together with a sketch of the necessary passes. I found that the heavy freshets had prevented their being placed on the dam. The water was then in good condition, and they promised to begin them on the Monday following. I am happy to state that having put in at the Escoumains on my return upwards, I found that the salmon-passes had been built with the utmost care, and in a most substantial manner; and I was much gratified to hear that salmon had been seen ascending the passage: so we may well hope that the far-famed Escoumains will once more take its place as one of the best rivers for salmon on the north shore of the St. Lawrence.

I cannot help mentioning the high state of perfection to which Mr. Felix Tetu has brought the farm that he is cultivating on the Escoumains. The crops consist of wheat, barley, oats, peas, and potatoes, which are as fine as any I have ever seen in any part of Upper Canada, or the old country. We remained at Escoumains on Sunday, and on the Monday proceeded on our downward course towards Portneuf, distant 26 miles, where we arrived at 6, P. M.

Between Escoumains and Portneuf are the following places where salmon are taken: Little Escoumains, Petit Romain, Sault au Mouton, Mille Vaches, and Point au Boisvert.

PORTNEUF RIVER.

At about three miles from the mouth of this river are the saw-mills belonging to James Gibb, Esq. I regret to say that the dam is without the necessary salmon-passes, the agent (Mr. Peverly) not being aware that the law required their being put up (though I had sent a copy of the Act, but which had not been received) before the approach of another season. He has promised that they shall be built in a solid and perfect manner. There had been a breach in the dam during this present summer, and I am in hopes that salmon have made their way over, and ascended the river, as large quantities of sea-trout have been killed this year

above the falls. From the dam upwards there is a fine sheet of water, five miles in length, at the head of which is a splendid bay of about three miles in circumference, with a fine gravelly bottom, admirably adapted for spawning ground.

The river enters the bay from a narrow gorge or ravine about a mile in length, and in some places not twenty feet wide. We have now arrived at the Grand Falls,—a sublime sight,—and over which I think no salmon could pass. The Portneuf was formerly a most excellent salmon river, and when the migration passes are erected, will again become of great value. Contrary winds detained us at Portneuf three days, when we again got under weigh, and proceeded downwards towards the

RIVER BETSIAMITE (OR, BERSIMIS).

Between these two rivers we find the following excellent salmon fishery stations: Sault au Cochon, Baie Laval (large quantities of fish are taken here), River Blanche, River and Point Columbar, and Isle Jeremie.

At Sault au Cochon there is a mill-dam, but no boxes have been placed there. It will be only necessary for me to write to Mr. Price, and I am sure from the great interest he has taken in the salmon fishery question he will cause them to be placed there, as he has on the other dams of which he is the proprietor.

The River Betsiamite (or, Bersimis) is one of the largest tributaries of the St. Lawrence, and on account of the strength of the current no nets have at any time been placed thereon. This river, with systematic fishing, would be of great value. The salmon from this river are the largest in the St. Lawrence, seldom under twenty pounds, and ranging from thirty-five to forty pounds, and even higher. Within the last two years the destructive practice of spearing has been carried on by the Indians—principally by the tribe of the Micmac, who, having destroyed the salmon fisheries on the Ristigouche and other rivers on the south shore, are now making their advances for the same purpose on the north shore. My arrival at the Bersimis was most opportune, as above one hundred Indians (besides women and children) were assembled here at “mission,” consequently I had a good opportunity of explaining to them the provisions of the Act relative to spearing.

With the tribe of Mountaineers I had but little difficulty, but the Micmacs were very violently disposed. Previously to my arrival they had been spearing every night, and had killed between four and five hundred salmon. They were preparing to go off on another excursion, when I called them together, and told them that on no consideration would I allow them to go up the river spearing. Some of them were quite savage, and I found out that they were intoxicated, having obtained the liquor from a schooner that had arrived from the south shore. (To the credit of the Hudson's Bay Company I would mention, that in all their posts no spirituous liquor is permitted to be sold to the Indians; and owing to the indefatigable exertions of the Indian missionary, the good Père Arnaud, not one of the Mountaineer tribe will touch any kind of spirituous liquor; the other tribes obtain the spirit from the viscious trader, who would first intoxicate and then cheat the poor Indian,—thus the trader not only evades the license law, but does incalculable injury to the poor native savage.) The day after they became more pacified, and came to ask my permission to let their party (Micmacs) go and spear fish for their own use. I told them that even if I could permit them I would not, and pointing to the schooner I said, they had obtained spirit from the vessel, and that I knew that it was not to eat that they wanted to get salmon, but that they might sell what they could kill to the men on board the schooner. They went away saying “that they would get their people to write petition to let Indian spear fish.”

The next day the Micmacs left for Isle Verte.

The only mode to prevent spearing is to punish with heavy fine, or imprisonment, (and with the forfeiture of the vessel that may contain the fish,) any person in whose possession any speared salmon may be found. Père Arnaud, the Indian missionary, who has journeyed from the Labrador upwards, and who has seen the destruction that is being brought upon the salmon fisheries, states, that vessels of all descriptions, and from various places, are fishing in every bay and river along the shore, and that they are both netting and spearing: that there were not less than two hundred nets set in the River Moisie, and that unless some stringent measures are taken directly to prevent such wholesale destruction, there will be few salmon in the River St. Lawrence in a few years; that they fish in opposition to the Hudson's Bay Company. Père Arnaud coincides with me in opinion, that the only way to preserve the salmon fisheries is to lease the whole shore, both rivers and bays. Mr. Smith, the Hudson's Bay Company's officer at this post, says, that there have been few fish (comparatively speaking) speared in the Bersimis this year, compared with the havoc perpetrated in the river last year.

The Mountaineers were much pleased at my arrival, as it hastened the departure of the Micmacs, who are no favorites with the tribes of Indians on the north shore.

I think it a matter of congratulation that this fine river has been partially saved from that destructive weapon, the *negog*, that not only kills but wounds innumerable quantities of fish. It would be well were power given to destroy them wheresoever found, and indeed all parties who may have them in their possession should be fined.

Mr. Smith and Père Arnaud are of opinion that large quantities of fish will spawn in the Bersimis this season.

There is another cause of complaint that I have been requested to bring under the notice of the Government: the utter loss and destruction of the wild fowl. The missionary tells me that there were not less than thirty vessels at the different islands loading with wild fowl eggs; that they break and destroy the eggs that are being hatched, so that the birds may lay more, and that every good egg that they can find is taken away, and that thousands are destroyed.

I think it would be well to prevent such destruction by making the taking of wild fowl eggs from any place within the Province of Canada illegal, and punishable with fine or imprisonment, for such practice is nothing but wanton destruction of the wild fowl.

PAPINACHOIS.

I visited this river on which a mill-dam is built. The mill was not being worked. The fishways had not been placed on the mill-dam. I wrote to the proprietor on the subject; and the boxes will be placed on the dam early in the spring, or should the mill not be worked again, the dam will be destroyed. This was a very excellent salmon river previous to the dam being built, since which time the fish have been unable to ascend the river, and they are only now taken below, and not in any very great numbers.

Proceeding downwards we arrived at the Goodbout River, (Hudson's Bay station.) This river is famed for its salmon fisheries, though this year only 1,100 fish have been taken by the Hudson's Bay Company's fisherman in charge of the post, and contrary to law he has barred the whole river with his nets. Being desirous of seeing the upper pools of this river, I proceeded by canoe and portage a considerable distance up. On my arrival at the spawning-beds I was mortified to find a seine spread on the rocks and on the bushes to dry; so not content with barring the river below, they had even taken the few that had escaped to the breeding pools.

Surely it cannot be with the knowledge of the authorities of the Hudson's Bay Company that such vile practices are being carried on.

A week previous to my arrival an American schooner arrived at Goodbout for the purpose of seining mackerel. The first haul they took 150 barrels; the second, 200 barrels; and the third they enclosed and secured no less than 600 barrels. A large quantity was destroyed, as they had not sufficient salt to cure them. Some Canadian fishermen who assisted them secured a few barrels; but quantities were strewed along the bottom of the Bay, having been drowned by the seine.

I would beg to state that, unless immediate steps are taken to define the boundaries of the river the whole shore will swarm with American vessels in the ensuing year.

I endeavoured to impress upon our people the urgent necessity of their being "up and doing," pointing to the fact that the Americans had gone off with about a thousand barrels of fish worth at least £2000, while year after year they had seen the fish swarming on the shore, and had not energy enough to capture them. Indeed, I heard an old resident say, that they used to "pelt them with stones."

I believe it will be a lesson to them, and that before long they will show some energy in their calling. They pleaded that they were too poor to purchase such vessels and apparatus as the Americans possessed, and that the latter had large bounties given them, which I could not gainsay.

The Americans fish in companies; each man has a personal interest in the pursuit; the profits are divided, consequently their whole energy is brought into play.

The same system should be adopted by our own people; fishing societies should be formed, each man should have a personal interest in the matter; and I venture to affirm that were a hundred schooners to leave the port of Quebec the ensuing spring, they would find a rich harvest in the Gulf and River of St. Lawrence.

I am very sanguine that by leasing the whole of the salmon fisheries, the Government will be enabled to aid all such fishing societies as may be formed, and that such societies may adopt such a systematic mode of fishing that will be creditable to the Canadian character, and at the same time abolish the present destructive stake-net fisheries that every year destroy millions of the spawn of the young fish.

The cod fishery commences at Bay St. Nicholas (sometimes they are taken as high up as Escoumains, and formerly at the Saguenay), and continues downwards. It is a mine of wealth; as fast as the line is down the fish are taken. There were ten or twelve schooners at Goodbout, cod-fishing. They were from the Saguenay, Mal Baie, Rimouski, &c.

As an evidence of the quantity of cod that may be taken, the following will suffice:—

We determined to try the seine for cod-fish in Goodbout Bay; at half-past six we threw the net, and at half-past seven we drew to shore and found we had secured 46 barrels of cod, besides some few herrings, and a large quantity of flounders.

The fishery stations for salmon between the Bersimis and Goodbout are: Papinachois Point and River Outarde, Manicouagan, English Bay River, Mistassinie, River au Bic Scie, and Bay St. Nicholas.

BAY OF SEVEN ISLANDS.

We visited this place to see what fisheries were being carried on. On the mainland we found the establishment of Mr. Clarence Hamilton (from Gaspé); he

employed about 40 men, and had taken at this date (27th August), about 2000 quintals of cod fish, and 100 barrels of mackerel.

The firm of Messrs. Robin had also an establishment here. They had taken nearly as many fish. A fine brig belonging to the Messrs. Robin was loading cod-fish in the bay. The Americans had also entered the bay, and had seized 200 barrels of mackerel; thereby contravening the Reciprocity Treaty, inasmuch as the fishery was in possession of British subjects. Mr. Hamilton and Mr. Comeau complained to me of the trespass. I told them I would lay the matter before the Government, and that I hoped before another season some action would be taken in relation to it.

Mr. Hamilton informed me that four of his men had deserted; each was in debt to him £20. The law relative to such offences does not appear to deter them; they get advances from their employers, and the first opportunity that offers for higher wages, they desert when their services are valuable, and when and where their employers can get no hands, especially do I hear that the Americans induce the men to desert by the offer of higher wages.

By the Act the men are well guarded because they have the first lien on the cargo. Several of the men in the employ of the Hudson's Bay Company demanded their discharge from Mr. Comeau (the officer in charge of the post). They were very violent, and with threats said they would leave him directly. Their plea was that they were engaged for the salmon fisheries only, which they contended were finished for the season. Mr. Comeau told them that he wanted them for the cod, mackerel and herring fishery, and that he could not discharge them. He called on me and told them he should leave the matter in my hands. I asked if there was any written agreement with the parties; he put in my hands a Notarial agreement with the men's signatures affixed. I asked them if they had signed the paper—they acknowledged the signatures. I read the agreement to them and found that they had been engaged for the salmon and "*other fisheries*."

I explained to the men their position, and told them the penalties they would incur for a breach of contract. They were much displeased—said they were engaged for the salmon fisheries only. After a short time I was glad to perceive they went quietly to their work.

From Seven Islands we proceeded to the River Moisie—a very valuable salmon river. Just as we arrived a schooner got under weigh and proceeded downwards. Mr. Comeau (who was with me), was of opinion that she was there for the purpose of spearing. The man at the station said she had been on the opposite side of the river eight days, so I fear she was there for no good purpose. The number of fish taken at the Moisie this season was about 1,100. An American firm, Messrs. Winslow & Jokes, purchase the most of the fish taken by the Hudson's Bay Company at the Moisie. They have an establishment where they prepare the fish in hermetically sealed tins, and some they pack in ice for the American market. It is not very creditable to Canadian enterprise that they should show us the wealth of our Gulf and Rivers.

Strong easterly winds prevailing, I sent the schooner back and returned the next day to Seven Islands, distant from the Moisie about 16 miles. We walked through leagues of cranberries, enough to supply the whole of Canada. It would yield a handsome return to any person who would engage in the business.

September 1st.

We returned to the Seven Islands and found the schooner "*Syren*" had just returned from Mingan. This vessel was in the employ of the Hudson's Bay Company. She had been at the lower posts collecting the salmon that had been caught

in the lower rivers. I have been permitted to make an extract from a letter sent to Mr. Comeau, from the officer in charge of the Mingan station. It speaks volumes :

“The salmon fisheries this season have completely gone to the d—l. All the rivers have been entered and held by force by arms. Some of the people at Chicaska threatened to shoot Mr. Dore for endeavouring to prevent them from setting their nets across those of the Company. The proceeds of the lower posts are 17 tierces.”

Such is the state of the salmon fisheries at the present time, it is impossible to ascertain the quantity of fish taken on the north shore this year. From the many hundreds of nets that have been placed in the rivers and bays which, together with the vile practice of spearing, has almost totally destroyed them.

By comparison we may perceive the evils that a few years have brought upon these fisheries.

The Natashquan formerly yielded from 250 to 300 tierces, sometimes as high as 400 tierces. This year it has only yielded about ten tierces.

The St. John gave 160 to 200 tierces. This year about 7 to 10 have been taken; and about the same number have been speared on the spawning beds. Other rivers have decreased in the same ratio

The following circumstance will show the abundance of salmon formerly taken, and at the same time show the destruction even by the Company themselves :—

In the spawning pools of the River Moisie were taken, in 1853, 55 tierces of salmon. In the following year they were reduced to 25 tierces. Last year to 18 tierces. This year the Company have not fished the spawning beds; another person has, and he took ten tierces of fish.

The reason why the pools were not fished this year by the Company arose from the fact that complaints had been made, that the fish were unsaleable owing to the peculiar mode by which the poor fish were taught to swim after death. They were caught on their spawning beds (between the river and these ponds there was a long portage), and the habit was to string the fish together, and by the aid of a float send them down the river over rapids and falls to the lower waters, consequently they became bruised, broken, and unsaleable. Is any punishment too severe for parties who so wantonly destroy the gifts of a good providence? The authorities of the Hudson's Bay Company could scarcely be aware that such a system of fishing was practised.

The easterly winds still continuing, and having obtained the information I sought for, I conceived it my duty to return, and at the earliest moment put you in possession of the information contained in this report.

On my return I touched at some of the places I had called at before; thence crossed to the south shore, visited various mill dams in my upward route by land, and arrived at Quebec on the 17th instant. The schooner arrived on the following day.

I have now the honor to suggest what I conceive to be the only effective remedy to prevent the utter destruction of the salmon fisheries of the St. Lawrence; and would beg to recommend :—

1st. That the boundary of the River St. Lawrence should be defined according to Article 1 of the Reciprocity Treaty of 1854, and which will prevent all disputes in future; for I am persuaded that serious collisions will take place unless the limits are defined by proper constituted authority.

2nd. That the salmon fisheries of the St. Lawrence and its tributaries (with the bays included), be leased by *public competition and tender*.

3rd. That the fisheries be leased for a term of not less than five years, and that one half of the whole rent be paid in advance.

4th. That the *Ste. Margeurite* (in the *Saguenay*), and the *St. John*, above *Mingan*, should be reserved as nurseries for the salmon, and that no nets should be placed in any part of those rivers, nor any fishing whatever permitted without the sanction of the proper authorities.

5th. The revenue that would be derived from the leasing of the salmon fisheries would be more than sufficient to cover the outlay for the most effective protection; and as it is impossible to do so by means of a sailing vessel, I would venture to suggest the adoption of the means pointed out by *Dr. Adamson*, in his lecture read before the members of the *Canadian Institute* last year, viz., the employing of one or two steamers of light draft of water, built very strong and of good power,—such vessels would not be affected by change of wind, and could make for any point where most required.

The good effects of such vessels would be seen, first, in affording a guaranty to the well disposed fishermen, and by being a terror to the lawless. Second, “by their service in visiting the lighthouses, and other public works, conveying the managers, workmen, and fishermen to their several stations; and in protecting the lessees of the province.”

On the extension of the railroad along our coast, the markets could be supplied daily, and in a short time the vast resources by the river and gulf would be brought into play; and before the expiration of the first salmon fishery leases, the *St. Lawrence* would have become the mart for the American continent.

The lease of the rivers held by the *Hudson's Bay Company* (I believe), is not yet expired; but I understand they are willing to give them up directly, if they are requested to do so. In such a case the leasing of the whole of the north shore would be perfect, otherwise it would be necessary to reserve their rivers until the lease expired, when they could be re-leased by competition.

Accompanying this report is a chart that I have prepared of the rivers, &c., &c., on the north shore of the *St. Lawrence* from the *Saguenay* (inclusive), to *Blanc Sablon*, the Province boundary.

The principal salmon rivers are marked with a double line red and black.

There are two rivers that are not included in the map—the *Jacques Cartier* and *Escoumins*, the last of which I would much wish to see leased, as in proper hands it would be a feeder to the upper rivers.

There are two plans relative to the leasing of the rivers that I would submit for your consideration. Either to lease the rivers separately, giving half-a-mile frontage, with the right of cutting firewood necessary for the fishing establishment, and the bays and points also separately, subject to the same provision; or to lease fishery stations from point to point, as marked off in the chart, and noted “Fishery tations.”

The latter plan I am most decidedly in favor of, as it would place the fisheries in the hands of persons of responsibility who would feel it their interest to fish systematically, and who would possibly erect weirs, and who, in the comprehensive words of *Dr. Adamson*, “would permit the fittest for the purpose to pass on to propagate their kind; allow the young to enjoy life till they become mature; and suffer the sick and unhealthy to return to their invigorating pastures in the depths of the ocean.”

I have the honor to remain, Sir,

Your obedient humble servant,

(Signed), RICHARD NETTLE.

Superintendent of Fisheries for Lower Canada.

Honorable Colonel TACHE,

Commissioner of Crown Lands, Toronto.

APPENDIX U. (2).

REPORT OF THE SUPERINTENDENT OF FISHERIES FOR LOWER CANADA, ENDING
31st DECEMBER, 1857.

(Copy.)

SIR,—My report for the quarter ending September 30th had special reference to the fisheries of the Gulf, and the Rivers of the Lower St. Lawrence, at the conclusion of which I had the honor to suggest the adoption of such measures as were necessary for the proper protection and development of the Salmon and the deep sea fisheries, and as before closing this report I shall have occasion to touch upon the same subject, I shall now do myself the honor to report my proceedings for the quarter ending 31st December, 1857.

Having obtained the sanction of the Government to construct the apparatus for the artificial propagation of salmon, &c., which I was well enabled to do by means of the aqueduct from the River St. Charles, giving a continuous supply of pure water, I engaged competent mechanics (carpenters and plumbers), and under my direction we have completed an "Ovarium," which has been viewed with very much gratification by the principal residents of Quebec, and elsewhere. (A plan of the apparatus will accompany this report.)

The spawning boxes would contain about 8,000 ova (portable boxes may be made to contain about 6,000 more within the tank or pond), and the large pond will contain about 10,000 young fish. I had hoped that the Ovarium could have been constructed solely of wood, but when I let on the water, I found that with all our care the boxes still leaked, consequently I was obliged to have them lined with lead and zinc, which has entailed an additional expense, and also lengthened the time taken in their construction. I also deemed it prudent to deviate a little from my original plan, as I had obtained a very large apartment, and was therefore enabled to build the apparatus one-third larger than I had at first intended, by which it has become vastly more useful. The whole arrangement has been acknowledged by all parties to be creditable alike to the Province and to the Superintendent of Fisheries.

I had intended to have obtained my spawn from the River Marguerite, in the Saguenay, but fearing I should have failed in consequence of the lateness of the season, I procured my ova from the Jacques Cartier, and a large quantity from Lake Beauport. The ova are looking very healthy, and with the temperature I am enabled to keep up in the room—65°, in the spawning boxes 43° to 44°, and in the pond, 46°—I may hope to have the young fish about the middle of February. I had the pleasure of showing the apparatus to a gentleman (Mr. Haladay,) who has been largely engaged in the breeding of salmon at Outerarde, Ireland, and who visited Quebec on matters relative to the fisheries. He expressed much pleasure in the construction of the boxes, and the arrangements generally, and on my telling him I had space for more spawn, he immediately wrote to his brother-in-law, in Ireland, to send me out a quantity of salmon ova. I am anxiously looking for it, not only as an experiment, but also because I have space for more, and would like to have my boxes filled. I have also placed myself in communication with the Board of Works, Dublin, and have solicited them to favour me with every information relative to the artificial propagation, also for such models or drawings as they may have of migration passes; I have also asked them for a quantity of spawn, of which I have been given to understand they have a constant supply.

The well known desire of the Board to disseminate all information relative to the artificial propagation, &c., leads me to hope that I may be favoured with some valuable matter useful to the Province.

It is very satisfactory to state that several persons who have seen the Ovarium, and to whom I explained the process of procuring the spawn, have determined to commence operations themselves the next season, on the small rivers and streams running through their lands, and I have no doubt but that in a short time the process will become very general. — It would be desirable to obtain a large amount of the spawn of the salmon trout of Upper Canada, to stock our lakes in the Districts of Quebec, Montreal, Sherbrooke, and the adjoining places. Many of my correspondents have written to me on the subject, to whom I have replied, — “Form among yourselves fishing societies, see that the Fishery Act is enforced on all who render themselves amenable to the law, and you will find that there is every desire to assist you in your laudable enterprise.”

Major Johnston, of Sherbrooke, in his correspondence with me says: — “That the Americans from the south shore of Lake Memphremagog cross over, spear, and otherwise take the fish from the Canadian side of the lake, and think they are ‘mighty smart to destroy the fish of the Britishers.’”

The Major, though an active magistrate, was not aware of the passing of the Fishery Act of last session, not having received a copy of the Statutes. (I had understood that all persons in the Commission of the Peace received a copy, consequently I had not sent the whole of the magistrates a copy of the Fishery Act.)

I immediately sent him several copies of the Act together with the necessary printed forms for summons; and I feel assured that the Major will suffer no infringement of the law within his district.

Ample protection must be afforded to all persons who may be engaged in the artificial propagation of fish, so that they may not be interfered with by any person in the rights they may have acquired. The law on such matters is very rigid in the mother country, and heavy penalties are enforced against all infringements of it.

J. C. Comstock, Esq., the Fishery Commissioner for the State of Connecticut, wrote me several letters during the last summer on the subject of the protection of the fisheries, more particularly as related to the artificial propagation (which has become necessary in the States) and the migration passes, on which subject I afforded him all the information in my power.

He stated that certain parties had purchased the right of fishery in Lake Saltonstal, as a breeding ground, and that the penalty for infringing on their rights was by enactment two hundred dollars. They have since made extensive arrangements at that place, and have during the last fall obtained from Lakes Michigan and Ontario, above five millions of the ova of the white fish and the salmon trout, and have deposited the spawn in Lake Saltonstal during the last month.

I mention this circumstance, because I am aware that there are several parties here and elsewhere who are anxiously awaiting the action of the Government as regards the leasing the several salmon rivers within the Lower Province, and who would, where it was necessary, immediately commence the breeding of salmon on a very large scale.

The gentleman referred to in this report (Mr. Haladay), who has been so extensively engaged in the breeding of salmon in Ireland, is very desirous of leasing one or more of the rivers; indeed, numerous other parties have spoken to me on the same subject, and the general desire is that they should be leased to the highest bidder by public competition for a term of years, as may be agreed on.

The lessees of such rivers, for their own sakes, would fish in a systematic manner, and the result would be the preservation of our salmon fisheries and a large revenue to the Province.

Mr. Haladay told me his brother-in-law paid £2000 per annum for his fish-

eries, that others paid a much larger amount. Surely with such magnificent fisheries as this Province can boast, it is not too much to say that they ought, and I am sure would, yield a very large revenue, and which every year would increase in value sufficient, indeed, to pay for the most efficient protection; and also afford the government an opportunity of assisting our own poor deep-sea fishermen, and thereby enable them to compete with the Americans, who are fostered and assisted in every way by their bounties, and otherwise, and who are thus enabled almost to drive our own fishermen from their own waters.

I am sure that it must be the desire of the government, that the fisheries should be developed, and that our own people should benefit by them, rather than our very acquisitive neighbours. I do not ask that the system of bounties be adopted, but I do think that depots of salt, at various points, would be a great benefit to our fishermen, and would be received by them as a most valuable boon.

I may be pardoned if I again respectfully urge the adoption of the suggestions contained in my report for the last quarter, more particularly to those clauses that relate to the boundaries of the Gulf and River St. Lawrence, and the leasing of all the salmon rivers.

If determined on, it would be necessary that at least three months notice should be given in the leading papers on both sides of the Atlantic.

So far as the rivers at present in the possession of the Hudson's Bay Company are concerned (the lease of which expires in a few years) I have been informed that they would be given up to the government if applied for, and which, I think, would be very desirable as they are unable to hold them from lawless aggressors (see extract of letter in last report),—we would then have the whole of the salmon rivers on the north shore to throw into the market, which would command the attention of capitalists, both of the old country and among our own people, for without some such action I dare affirm our salmon fisheries will ere long be inevitably destroyed.

I was extremely desirous to ascertain if it were possible that the salmon of the river Jacques Cartier could ascend as far up as lake St. Joseph; I therefore traced the course of that river from the St. Lawrence to the lake. There is one very formidable obstacle between the Pont Dery and the Red Bridge, which few salmon can surmount unless during very high freshets. In the event of this river being leased (and there are several persons desirous of taking a lease of it), and it is very desirable that it should be, the proprietors for their own sakes would build a migration pass, which would then enable the fish to ascend to the lake, or to spawn in the upper waters. If not leased, it would be for the government to decide whether they would go to the expense of constructing a salmon pass. Again, there is a point above Dery's Bridge where the main channel concentrates, and the only point where the fish can ascend. This place has been constantly netted (though last year not after the first of August, in conformity with the Act). Now, though apparently violating the first clause of the eighteenth section of the Fishery Act by netting the main channel, yet keeping within the letter of the latter part of the same section by not even occupying one third of the breadth of the river.

The only way to overcome the difficulty is to enact that in no case shall any river be netted at a greater distance than three miles from its mouth, and which would be a very valuable clause, inasmuch as the salmon are not only speared but netted in their breeding ponds, and as the one practice is declared illegal so ought the other to be declared contrary to law. I found nets that had been used near the breeding ponds of the Goodbout river, at the least five miles from its mouth.

I have visited very many of the lakes and rivers, and have impressed upon the people in the various districts the benefit they will derive from a due observance of the law.

There are three or four persons who have rendered themselves amenable, and who will be punished for a breach of the Act.

I have been solicited to visit the localities of Sherbrooke, Megantic, and elsewhere, and have promised to do so at the earliest opportunity, as in these districts there is a wide field for usefulness.

The river St. Francis formerly abounded with salmon; but in consequence of the mill-dams (which I fear have not yet the migration passes) it has been destroyed as a salmon river. I hope to throw a few thousand young fry in this river (so soon as the passes are put up), and also in the various rivers both on the north and south shores above Quebec.

In my various visits to the lakes and rivers, I availed myself of the services of Mr. Paul Charlton on several occasions, to aid me in my manipulations, while obtaining spawn, as it could not be done without some careful assistance.

My correspondents from the Montreal and the Ottawa districts state that the lake fisheries are being destroyed from the vile system of netting, whereby cart-loads of trout are often taken; and that unless some remedy be found the whole of the trout fisheries in those districts will soon come to an end. Mr. Nairn, of Malbaie, has written to me on the same subject; he says that the lakes in his district are destroyed by the system of netting and jigging, and he begs me to recommend that a clause against such practices be added to the Act.

There are very many clauses in the Fishery Act that require amending, and as the 38th section vests in His Excellency the Governor in Council the authority to amend, alter, &c., &c.

I have now the honor to recommend the adoption of the following amendments which I have found necessary, and which will tend to the better working of the Fishery Act:

ADDENDA TO THE FISHERY ACT.

SECTION 27.

It shall not be lawful to catch salmon with a rod and line between the 1st day of September and the 1st day of March, in any year, in Lower Canada.

Reason:—Very many salmon have been taken during this last year so late as the middle of October, and the law evaded by their fishing with a rod and line and a large hook, and the fish have been gaffed, or what is termed giggered, on their spawning beds.

SECTION 28.

Any salmon taken in contravention of the 28th clause of the Fishery Act subjects all parties concerned in the breach of the said clause, whether the actual aggressor or accessories, to a penalty of not less than £12 10s., nor more than £25, or a committal to gaol of not more than six months, nor less than three months.

Reason:—The Act says it shall not be lawful to kill, &c. Consequently the penalty can only reach the party who actually commits the act, while his accessories or accomplices go unpunished, for it must be very apparent that there must be more than one person concerned in torchlight fishing, though only one who actually kills. I have punished a party for killing, but I should fail (according to the reading of the clause) were I to prosecute the accomplice, at least so my legal adviser informs me.

As regards the increase of the penalty, it is well known that often from 50 to 100, and even as high as 200 salmon, have been speared by parties in a very short time.

SECTION 28.

Any person who may buy or receive from any Indian or other person, or who may possess any salmon taken in contravention of the 28th section of the Fishery

Act, shall forfeit to the Crown a penalty of not less than £25, nor more than £50, together with the canoe, boat, or other vessel wherein the fish may have been placed; or shall be committed to gaol for a period of not less than three months nor more than six months.

Reason :—The river and gulf are thronged with traders who urge on the poor Indian to bring them salmon, no matter when and how killed, and give them a penny per lb. One of the chief causes of the destruction of our salmon fisheries has arisen from the fact that traders from all parts have been in the habit of urging on the Indians to procure them salmon whether speared or not; and each trader sells spirits without a license.

The Superintendent of Fisheries may search (or grant a warrant to have searched) any vessel or other place where he may have cause to believe that any fish taken in contravention of the 28th clause of the Fishery Act may have been concealed.

SECTION 31.

The word “speckled” in the clause to be omitted, and after the word “trout” the words *or lunge* to be inserted; and the word *first* to be placed in the stead of the word *fourteenth* in the same clause.

Reason :—The word “speckled” is an absurd term, and would possibly lead to what Major Johnston calls “lawyers’ quibbles;” and the lunge is neither more nor less than the lake trout.

SECTION 32.

The word “speckled” omitted, and after the word “trout” insert the word “lunge” in the same section.

Reason :—Obvious from the alterations in the 31st section.

SECTION 35.

To be annulled so far as the salmon fisheries are concerned.

Reason :—As many persons as there are weeks in the year would claim possession of every river in Lower Canada.

Trout-fishing.—It shall not be lawful to catch trout in any lake by means of seine, or net of any description, in Lower Canada, and the same penalty as in the 33rd section of the Fishery Act shall attach to this.

Artificial Propagation.—To facilitate the artificial propagation of fish in Lower Canada, the superintendent of fisheries may grant written permission to any person who may be desirous of obtaining spawn, to fish for that purpose during the close season.

It will be necessary hereafter to make special enactments for the protection of all persons who may engage in the breeding of fish.

These alterations and amendments are but a few of the many that will be required, from time to time, as the fisheries progress in importance.

I have made but little reference in this report to the deep-sea fisheries; those of our own people who are engaged in these fisheries, and who have been so for a long time, have lately had a great deal to contend with, from the fact that the north shore of the St. Lawrence has been visited with fleets of American fishermen who, in contravention of the Reciprocity Treaty, have insisted on fishing on the ground occupied by Canadian fishermen, and complaints have been made to me of very serious losses that have been sustained by our fishermen, and unless means are taken to prevent the recurrence of such illegal practices, I am fearful that our fishermen will be driven from their occupations.

Randall Jones, and others, of Bradore Bay, have suffered great losses in their seal fisheries, in consequence of a determination on the part of the Americans and others to fish in the waters that have been occupied by them for many years; and which right of fishery, it appears, was acquired by Sheriff’s sale. He has requested

me to bring his case under your notice, and he prays for protection, for which he would gladly pay a per centage to the Government; and indeed every deep-sea fisherman on the north shore would gladly do the same.

By reference to my report for the last quarter, it will be seen that the Americans, not content with fishing in those places permitted them under the Reciprocity Treaty, cruise where they like, and fish where they like, simply because the limits of the River and the Gulf have not been defined.

I would therefore again most urgently pray for the adoption of those recommendations which I had the honor to suggest in my report for the last quarter.

The late Commissioner of Crown Lands assured me that he was prepared to recommend to be granted whatever would be necessary for the efficient protection of the fisheries. The former Commissioner of the Board of Works, who during the last summer visited the various Government works in the river and gulf, and who had a good opportunity of seeing the large number of vessels employed in the fisheries, stated to me that he was prepared to recommend that the Superintendent of Fisheries should have placed under his charge a steam-vessel with sufficient force to compel the lawless aggressors of the Fishery Act to keep within their own limits, and within bounds of the law. No sailing vessel, hower fleet, can at all compare in utility with a steamboat.

I have understood that there are two steam gun-boats at Bermuda laid up, and doing nothing, under the control of the Admiral of the West India Station. Such vessels would be admirably adapted for the purpose, and I cannot doubt that were application made one of them would be placed at the disposal of the Government.

There are many other matters that I wish to bring under your notice, relative to the colonizing the North Shore, and the proper means to be adopted for that purpose; as also on matters relative to the rivers that flow through seigniorial lands, which can be far better done personally than by letter.

I would therefore think it desirable that I should be at the office for a short period, when and where such measures could be adopted as would tend to the advancement, regulation, and the developement of the Fisheries of Lower Canada.

I have the honor to remain,

Sir,

Your obedient, humble servant,

(Signed,)

RICHARD NETTLE,

Superintendent of Fisheries for L. C.

APPENDIX V. (1)

FIRST REPORT OF THE SUPERINTENDENT OF FISHERIES FOR UPPER CANADA.

HAMILTON, October, 1857.

SIR,—In conformity with instructions furnished me by the Honorable the Commissioner of the Crown Lands Department, under dates the 3rd and 25th August last respectively, I proceeded to the Sault Ste. Marie, with the intention of visiting Michipicoten Island, on Lake Superior, a fishing station reported to be of importance. I found however upon enquiry at that time that there were no inhabitants resident upon it to supply me with the information necessarily sought regarding its capability as a fishing station: that the distance to it was about one hundred and forty miles in the open lake, and there being no direct communication without incurring large expenditure of money and time in hiring a boat and crew, which might likely be delayed by adverse weather to a period of ten to fifteen days, along

an iron bound coast, without any protection or harbor of refuge to resort to in case of need: I deemed it the most prudent course to leave this part of my duty to a more favorable opportunity, and turn my attention to the investigation of other important stations on my return, and which are as follows.

Commencing at the Falls of the Sault St. Marie, I found upon inquiry from the most intelligent of the inhabitants, among whom I may mention Joseph Wilson, Esq., Her Majesty's Collector of Customs, Captain Bannett, and Mr. David Pim, that fish were taken in large quantities nearly at all seasons of the year; such as salmon trout, of which there are three or four different species, white fish, and herrings, of a larger size than ordinary herrings, taking about two hundred to fill a barrel, and are sold for five to six dollars per barrel in Detroit market, at from three and a half to four dollars net profit, and the trout from nine to eleven dollars, according to size and quality, leaving a good margin of profit to the parties engaged in the trade.

The mode of fishing is by scoop nets, and standing gill nets set with stakes in the smooth water below the foot of the current, and scooping for fish at random in the troubled waters at the foot of the falls and the eddies thereof. This system of fishing is carried on by Canadians or half-caste Indians, and Americans from the opposite side of the river, indiscriminately, without let or hindrance by either party, and thus the Americans secure the greater quantity by extending their operations beyond their own limits. I mean the centre of the waters.

I have, however, strongly remonstrated with the authorities on the American or south side of the Sault against this practice, and distributed among them some copies of the Act, and they promised in good faith to put a stop to this practice for the future; and from the courteous manner exhibited towards myself while among them. I have reason to believe them sincere on this point. I am further led to believe that the greater part of the fish taken here are consumed by the inhabitants on both sides, and the surplus sent by steamers and schooners to Detroit and the Michigan country, chiefly in a fresh state. It is, however, my candid opinion that, if the fishery at this station were in the hands of skillful men, under proper regulations, it might be made to yield from two to three thousand barrels annually; but at present, from the information I received, the quantity does not appear to exceed one thousand barrels. There are, also, sturgeon taken here in considerable numbers, of a very rich quality, too rich indeed for food, but which might be converted into oil at a very fair profit.

The next station I visited is the Island of St. Joseph. Major Raines, resident there, informs me that the Indians are chiefly the only fishermen in this quarter, with now and then a stray 'Yankee,' whom he always drives off, when discovered, and that probably about seven hundred to eight hundred barrels are taken annually, and what is not used by the natives themselves are sold fresh to American vessels cruising about the island for that purpose, and consist of salmon trout and white fish taken in standing gill nets, and hooks baited with small herrings; in this way the larger description of trout are likewise taken.

The next was the Great Manitoulin. These islands are under the supervision of that excellent and kind man, Captain Ironside; who furnished me with the following detailed account of the product of the fisheries in and around that important fishing station, supplied to him annually by the Indians, who alone exercise the privileges of the fisheries thereabouts. The quantity in the aggregate, comprising nine stations, amounts to two thousand three hundred and eight barrels; consisting of the same quality and description of fish as at the Island of St. Joseph, and are taken and sold, or disposed of, in the same manner.

The next station that I visited was the Little Current, and Shebonaning, in the Narrows, between Georgian Bay and the Manitoulin. This is a very barren

station on the main passage to the Sault, is an Indian village thinly inhabited, with a Post Office conducted by one Johnson or Johnston, who deals in merchandize and largely in fish among the Indians. This gentleman has promised to supply me with a correct statement of the fish taken in and about that place, but has not as yet done so. I have, however, through other channels more worthy of credence, found they could not fall far short of one thousand barrels, but how disposed of I could not correctly ascertain. The fish taken here, however, bear the same character as those caught at Manitoulin and St. Joseph, and are disposed of, I suppose, in the same way.

Next to this I proceeded to Georgian Bay, and find as follows :

Club Island Station.....	300	brls.
Horse Shoe and Isle of Coves.....	300	"
Owen Sound and Cape Crocker.....	450	"
Cape Rich and Meaford.....	250	"
Collingwood and Christian Island.....	2000	"
Penetanguishine and North Shore of that Bay....	750	"
Cape Smith.....	300	"
South Bay and vicinity.....	800	"

Returning to Collingwood and proceeding in the direction of Owen Sound, I find at the fishing Islands, North Saugeen or Sables River, and the Islands thereabouts 3,463 barrels herrings, and 2000 barrels salmon trout and white fish.

Port Elgin, Herrings.....	1500	brls.
White Fish and Trout.....	500	"
Bay de Dart, Herrings.....	100	"
Inverhuron.....	100	"
Port Head.....	100	"
Kincardine.....	250	"

The fish are caught here by means of gill nets and seines, and are disposed of among the new settlers along that coast, at the rate of five dollars per barrel for herrings, and from nine to ten dollars per barrel for trout, yielding to the fishermen about one half net profit for the herrings and from six to six and a half for trout.

Near Goderich, Captain Rowan, of the "Ploughboy" steamer, who is himself a fisherman, supplied me with the following information, and states that it is rather under than over the amount usually caught yearly, and if followed by expert fishermen with proper fishing tackle that ten times the quantity might be taken. He allowed for Goderich, Whitefish 2,000 barrels, but could not detail the quantity of Herrings, though considerable :

For Bayfield Fisheries, Herrings.....	150	brls.
Little River au Sables.....	300	"
Kettle Point, Herrings.....	100	"
Point Edward, or Military Reserve.....	2000	"
Do do about one hundred tons of Pickerel, worth £10 per ton, equal to Herrings	800	"

The Fisheries here are conducted by Samuel Hitchcock, a Canadian, and the fish are sent to Detroit for sale, and their average value is five dollars per barrel in that market, which yields here about one-half profit net ; now from Port Sarnia to Baby Point, or Walpole, about 2000 barrels Herrings, besides Sturgeon and Pickerel, of which I failed in procuring the quantity or anything approaching thereto from the fishermen in this quarter ; from the station to the Village of Wallaceburgh or mouth of the Sydenham River, around the St. Clair Channel and Walpole Island, the people hereabouts estimate the quantities taken at about 1000 barrels herrings annually, with few sturgeons, that are chiefly consumed among the inhabitants of the neighbourhood.

Thence I proceeded to Port Windsor and down the Detroit River to Sandwich and Amherstburg. I submit the following statement as the result of my enquiries concerning the various fishing stations along that route. There are twenty-two stations which differ considerably in the quantities taken at each, but upon a comparison I have been enabled to average them at 20,000 fish a piece, which 300 to the barrel would give a total of 1,466 $\frac{2}{3}$ barrels of herrings. The fish taken at the above stations are chiefly herrings, which are mostly sold fresh in the Detroit market, realizing to the fishermen \$5 per barrel on the fishing ground. There are also sturgeon taken here, concerning which I could not obtain any reliable information as to the number or the disposal of them, but the subject is one to which I shall again direct my attention at the earliest opportunity.

My enquiries have not extended beyond the stations already named, and were continued up to the 28th of last month (September,) when the receipt of instructions of a later date induced me to abandon my intentions of finishing the investigation along the shore of Lake Erie, until I should first examine the places directed by my instructions of the 16th September.

Before concluding this report, I beg to say, that the difficulties incident to the full and satisfactory investigation of this important subject, have been considerably increased by the fear on the part of many of the fishermen, that the communication of correct information relative to their business might be afterwards turned to their injury. This prejudice I have endeavored to remove as much as possible, and I doubt not but that the feeling will gradually give place to a proper appreciation of their own interests and the advantages which would accrue to themselves and the public, by having the whole fishery interests of the country placed under proper management.

When I shall have further prosecuted my enquiries, I will be better able to point out those measures of practical utility which may be advantageously applied to the improvement of this branch of Canadian industry and enterprise. The results of my enquiries so far are thus recapitulated :

Recapitulation of the Fishing Stations detailed in the foregoing report, viz. :

Sault St. Mary and vicinity—undefined	(barrels)	1000
Island of St. Joseph,	“	750
Great Manitoulines,	“	2308
Club Island, in Georgian Bay,	“	300
Little Current and Shebounaning,	“	1000
Horseshoe and Isle of Coves,	“	300
Owen Sound and Cape Crocker,	“	450
Cape Rich and Meaford,	“	250
Collingwood Harbour and Christian Islands, ..	“	1000
Penetanguishine and North Shore,	“	750
Cape Smith,	“	300
South Bay and vicinity,	“	800
Fishing Islands, North of Saugeen,	“	3463
Same locality, Trout and White Fish,	“	2000
Port Elgin, Herrings,	“	1500
White Fish and Trout, same station,	“	500
Bay de Dart, Herrings	“	100
Inverhuron	“	100
Port Head	“	100
Kincardine	“	250
Goderich, White Fish	“	2000

Bayfield, Herrings.....	150
Little River au Sable.....	300
Kettle Point.....	100
Point Edward Military Reserve.....	2000
Same Station, Pickerel, equal in herrings to.....	800
Port Sarnia to Baby or Walpole Point.....	2000
Walpole Island and St. Clair, &c., &c....	1000
Port Windsor along the Detroit River to Amherstburg..	1466 $\frac{2}{3}$

Total Barrels.....27037 $\frac{2}{3}$

All which is respectfully submitted.

I have the honor to be, Sir,

Your obedient humble servant,

(Signed,)

JOHN McCUAIG,

Superintendent of Fisheries, U. C.

APPENDIX V. (2.)

Picton, 16th October, 1857.

SIR,—In accordance with your letter under date the 16th September, calling my attention to a paragraph appearing in an American paper, in which it is stated, "The writer has been informed by a gentleman engaged in the fisheries on Wellington Beach, in the County of Prince Edward, that he secured by an Act of the Provincial Parliament, at a cost of \$1,000, an allotment for fishing purposes, 222 rods long by 29 feet deep, and covering an area of four acres, and had caught there on the 16th July last, in one haul, 47,700 white fish, and in nine other hauls in as many consecutive days, and at no single haul less than 18,000;" and directing me to proceed to Wellington and ascertain on what grounds any exclusive right of fishing on any part of the beach is asserted.

I have the honor to report for your information that I left the city of Toronto on the afternoon of the 6th instant, and reached Wellington on the 9th instant. That after the most searching inquiry at, and in that neighborhood, on Friday and Saturday, and again on Monday and Tuesday last, with the exception of a claim advanced by Mr. Thomas Wortlington some three or four years ago, during his residence at Wellington, and prior to his appointment to the Customs Department, by assignment from the College of Toronto, and which I am informed he has since abandoned, I am unable to discover the name of any party claiming the exclusive right to any portion of those fisheries by the authority of an Act of Parliament.

From the information I received, it appears the fisheries on the West Lake Beach from West point to Wellington, are divided into fourteen parts or sections, (see sketch marked A.) and occupied by parties whose names will appear in certificate herewith, marked B, their title to the privilege (if any) being one of sufferance under the Government.

In further corroboration of this, it may be observed by reference to the certificate herewith, also marked C, that the produce of those fisheries is stated to have been, during the season of 1856, as follows : packed, 719 barrels ; local consumption, 719 ; total of 1438 barrels only. The certificates of William Harris, Inspector, and Mr. John Dorland, shews of the quantity packed in 1856, 799 barrels were inspected ; and as they give it as their opinion those 799 barrels inspected constitute one-fourth part only of the catch in 1856, it would produce a total in that year of 3,196 barrels instead of 1,438, as appears by the certificate marked D. I have no hesitation therefore in saying, that these estimates are in my opinion much

below the actual quantity caught. An opinion very generally entertained by the fishermen, that it is the intention of the Government to lease these fishing grounds, and impose a toll on each lot, according to its relative value, renders it to their advantage (as they no doubt all contemplate securing leases) to underrate their value, and thereby secure corresponding advantages in the rental or toll to be paid to the Government.

This supposed direct pecuniary interest they have in representing the numbers caught far below the actual quantity, renders it necessary in prosecuting my enquiries for obtaining correct statistical information, to receive their representations with much caution. Connecting however, with information I received from other sources, and from parties having no present or prospective personal interest in misrepresenting the quantity caught, the following I note as the result of my enquiries: 1856, Produce of Wellington Beach to Westpoint, exported by way

of Picton,.....	859 barrels.
Local consumption, being the hands' share, or half of each haul of net,.....	750 "
Exported to New York market by Hamon Case,.....	913 "
And to Hamilton and Toronto,.....	187 "
Total,.....	2,709 "
Value on the beach at 30s. per barrel,.....	£4,063 10 0
Cost of barrel, 3s. 9d; salt, 1s; packing &c., 1s. 6d.,.....	846 11 3

Net balance of the fishery,..... £3,216 18

The quantity caught this year, 1857, in the month of July, is without precedent. In one haul in the middle of July last 47,700 fish were taken, and 12,000 to 18,000 were taken in several consecutive hauls following; so great did this catch, at this period, exceed any previous year, that parties engaged in fishing were found quite unprepared with salt to cure or barrels into which to pack them; in consequence, large quantities (estimated by competent judges at 1,500 barrels) I regret to say, were lost and left to decay. The inhabitants of the neighbourhood complain, and certainly with good reason, that the odour from these decayed fish was so offensive, that at one time they contemplated the removal of their families from the vicinity; and many of the most respectable of them urge it as necessary, in order to preserve the fishing grounds, that fishermen should be confined in their operations to the months of September and October, and perhaps the first week in November in each year, to avoid a repetition of so great losses of fish. I shall, with your permission, continue my inspection of the whole line of fishing grounds, now that I am in the vicinity, throughout this district, from the extreme end of Point Traverse and the False Ducks to the Presqu' Isle, and so on homewards, along Lake Ontario shore to Toronto, for the purpose of obtaining the fullest information for my general report, to be completed at the end of the year, agreeably to the instructions bearing date the 3rd day of August last past.

I have the honor to be, Sir,

Your most obedient humble servant,

(Signed,)

JOHN McCUAIG,

Superintendent of Fisheries for Upper Canada.

To the Honorable the Commissioner of Crown Lands, Toronto.

(C.)

WELLINGTON, 10th October, 1857.

We certify that seven hundred and ninety-nine barrels of White Fish were inspected, during the season of 1856, and further say, in our opinion, that this

quantity constituted about one quarter of the entire catch of that year, say 1856.

(Signed,) WILLIAM HARRIS,

Inspector.

(Signed,) JOHN T. DORLAND.

Fish Inspection Office,
Wellington, 10th October, 1857.

(B.)

At a further meeting held at Peter Head's, in Wellington, on the 12th October, 1857, to ascertain if possible whether any person or persons dispute the right or rights of the parties named in the document taken on the 9th of October last or not.

No. 1. No person disputes the right of Paul Lambert.

No. 2. No person present knows exactly whether any one in particular disputes McDonell and Hayatt's right; one person states that he heard there were some disputes on' this ground.

No. 3. John Harris and others occupy this ground peaceably at present, and for the past six years.

No. 4. William Jackson and Heskell McFaul have peaceable possession of this ground.

No. 5. Charles L. Wood and others. No person disputes this right.

No. 6. Anthony Benway and others are the rightful owners of this ground for the last eight years.

No. 7. Rufus Wilder and A. Benning own this ground. No objection whatever.

No. 8. John Branschum holds this ground from one Lawrence Murphy, under an agreement between themselves.

No. 9. Patrick Carroll, C. W. McFaul, Joseph Cummings, and others, are the rightful owners of this ground, as stated on the 9th October, 1857.

No. 10. Charles McFaul, Joseph Cummings, W. H. McFaul and John Joseph have had peaceable possession of this ground for eight years, previous to the month of August, 1856, when Lawrence Murphy and his sons came on to the ground, and have, against the will of the former parties, fished on the ground since.

No. 11. Richard Murphy, Henry Tinkelpaugh, John R. Trumpour, David Murphy and Anthony Benway own this ground. No dispute.

No. 12. David Donavan, Peter Head, Patrick Mackenzie, Samuel Blakely, Dennis Donavan, Edward B. Augusta, John Young, Chester Wilder, Dennis Murphy, James McKenzie, and William Tivey. Four seines on this ground.

A broken lot between Nos. 5 and 6 called the Tub ground, occupied by W. K. Forsyth and John Wood.

A broken lot between 8 and 9 called the Pigeon ground, occupied by Charles McFaul and W. K. Forsyth and others. Two seines on this ground.

The annexed was taken publicly at a large meeting, 12th October, 1857.

(Signed,)

ARCHIBALD McFAUL, J.P.

“ WILLIAM K. FORSYTH,

“ CHARLES McFAUL,

“ JOSEPH CUMMING,

“ SAMUEL BLAKELY,

“ ANTHONY A. BENWAY,

“ E. S. ROBLINS,

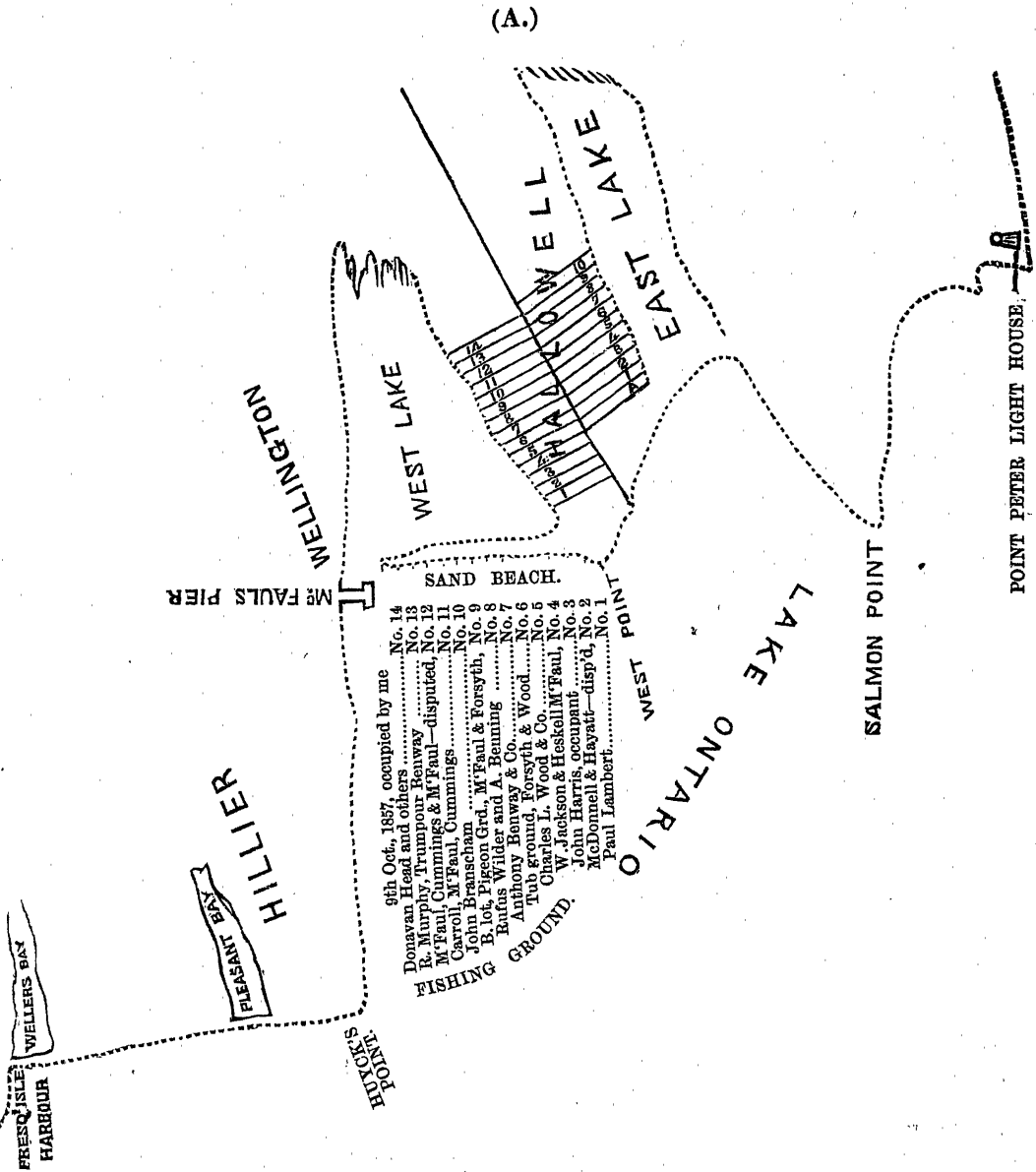
“ FULTON PALMER,

“ SAMUEL Mc_____

“ PATRICK CARROLL,

“ JOHN RILLIS,

“ WILLIAM HARRIS, Inspector.



NOTE.—Lawrence Murphy, represented as having usurped a right on No. 12, (see certificate B. to 10) informs me that the present occupants have agreed among themselves in a bond of £100 penalty, to resist all other fishermen attempting to fish in that limit, notwithstanding which, he, Lawrence, continues to fish.

(Signed)

J. McC.

(D.)

Memorandum (by undersigned) of Fishermen on the West Lake beach, Wellington, and by whom at present occupied as nearly as we can understand.

WELLINGTON, 9th October, 1857.

1. Ground near West Point, occupied by Paul Lambert ; not many fish were taken on this ground last year ; up to this time in the present year about 80 barrels were packed from the seine share, which is about one half of the fish caught on that ground.
2. Ground occupied by Robert McDonald, James Hyatt and others ; this ground would be about equal in value to the first, say 50 barrels.
3. Ground occupied by John Harris and others ; this ground of equal value to the first and second.
4. William Jackson and Haskell McFaul had 20 barrels to seine share last year, but not quite so much to present time this year.
5. Charles L. Wood has not done much, this year nor last, but it may have been his own fault ; this ground is not considered of as much value as the others.
6. Ground, Anthony Benway and others ; this ground gave about 40 barrels to the seine share last year, this year about 40 barrels to this time.
7. Rufus Wilder and Benway, this year to present time about 40 barrels to the seine share ; last year this ground produced to John Triple and others about 80 barrels.
8. John Branscham ; this ground last year gave to the seine about 14 barrels, and this year to the present time about 25 barrels.
9. Patrick Carroll, Charles McFaul, W. H. McFaul, Joseph Cummings, J. Wilder, and John Kellis ; this ground last year gave the seine 25 barrels, this year about 80 barrels.
10. McFaul, Joseph Cummings, W. H. McFaul, and John Trup ; this ground gave 100 barrels last year to the net, this year to present time about 125 barrels.
11. Richard Murphy, Henry Tinklepaugh and others ; this gave the net last year above 125 barrels, and this year to present time 200.
12. David Donovan, Peter Head and others ; this ground gave the net last year about 100 barrels, and this year to present time about 175 barrels.

We whose names are hereunto subscribed do hereby certify, that having been called on by John McCuaig, Esquire, Superintendent of Fisheries, for information regarding the fishing ground on the West Lake Beach, from West Point to Wellington, do hereby certify that the annexed statements are as nearly correct as we can state. Dated at Wellington, this 9th day of October, 1857.

Mr. McCuaig having presented to the meeting a communication from the *Utica Herald*, of the State of New York, dated 7th September, 1857, regarding the said fisheries, we have no hesitation in saying that the said communication is an exaggeration of the facts.

(Signed,)

ARCHIBALD McFAUL, J.P.
 JOSEPH CUMMINGS,
 WILLIAM HARRIS, Inspector,
 CHARLES McFAUL,
 HIRAM WILDER,
 HENRY TINKLEPAUGH,
 E. S. ROBLINS,
 WILLIAM HENRY McFAUL,
 GILBERT P. DORLAND,
 SAMUEL W. FLAGLER.

APPENDIX V. (3.)

REPORT No. 3.

Proceeding from West Point to Salmon Point, I found as follows—say 7 fishing stations, as under named, viz. :

	Barrels.
No. 1.—David McDonald, with 2 seines caught	..... 300
2.—A & E. Weeks, “ 2	..... 300
3.—Masting & Hicks, “ 2	..... 300
4.—Richard Jackson & Case, 4	..... 631
5.—Minard McDonald, 1	..... 150
6.—James Henelly, 2	..... 300
7.—Peter Huff, and 6 sons, 4	..... 500
Total.....	2481

This statement embraces the whole catch of the seines, the hands' half being included in the gross number of barrels, the fishery being conducted by the owners of the seines, with their families, who thus secure the whole catch to themselves, and is supposed to consist of three-fourths white fish and one-fourth salmon, worth 6 to 10 dollars per barrel, respectively.

Proceeding from this station along the lake shore to Long Point, or Point Traverse, visiting Soup Harbor, Point Peter light house, Gulf Pond, and so on to the end of the Point alluded to above.

The fisheries are carried on here by means of gill nets, and are set far out into the lake, the shore being so rocky that seines cannot be worked ; and the quantity of fish caught in the year 1856 is estimated, as near as may be, at 2000 barrels white fish, and 500 barrels salmon, which are barreled and sent to Oswego by means of schooners, and sold from 6 to 7 dollars per barrel for the white fish, and from 10 to 11 dollars for the salmon. Each fisherman having about 200 rods of gill nets, and a small boat costing, perhaps, \$150 for the whole equipment, which is managed by three to four men. This information I obtain from the people on shore, and not from the fishermen, always reluctant in affording information, though it is said they realize considerable profits from their operations. I next visited the Ducks, or Light House Island. This was many years ago the principal fishery for salmon, and great quantities were formerly caught during the months of October and November, but of late years have greatly fallen off, there being only 18 barrels taken here in 1856. Such is the statement of Mr. Joseph Sweetman, the light-house keeper, who has charge of it, and enjoys the fishing privilege under an order in council, 31st May, 1853.

I next visited Timber Island adjacent, and the harbor of Long Point, where 44 barrels of salmon have also been taken in 1856 ; from this proceeding along shore to Bull's Cove, a small fishery 3 miles from the point, and found 30 barrels salmon had been caught in 1856. All the above are seine-fishing on a small scale. From this and proceeding up Prince Edward's Bay, and around its head to Mainaker's Landing, and the residence of the Collector of Customs, I found that 346 barrels of fish, valued at £630, had been taken and shipped to Oswego in the season of 1856.

Continuing my course in this direction to the mouth of Black Creek, and Woorpose, and the Orphan Island, and so to the Upper Gap, and head of Amherst Island and the Pigeon, there appears to have been taken at the various stations alluded to, about 400 barrels of very superior salmon and 100 barrels of white fish, and fished by seines, and chiefly consumed by the inhabitants

themselves, my chief information having been obtained from a Mr. Wright, one of the magistrates on shore and a fisherman likewise, on whose statement I place every reliance. The fish, if barreled, would bring 6 to 10 dollars per barrel respectively; and are chiefly sold in a fresh state at so much a-piece, according to size and quality.

I now return to Picton, in order to prosecute my researches from Wellington Village along lake Ontario shore to Presqu'isle.

Proceeding from Picton to Wellington on the 26th October, 1857, I thus recommenced examining the coast, thence to Hugh's Point and Nicholson's Island, on the lake shore, which being very rocky and bold, the fisheries are carried on by means of gill nets, and the catch for 1856 is represented to be as follows, viz :

150 Barrels Salmon, at \$10.....	£375
150 Do. White fish, 6.....	225

From this station to Pleasant Bay and Bonnet light-house, adjacent to Nicholson's Island, the quantities are as follows :

James Pearson and George Cameron, with 2 seines :

44 Barrels White fish, \$6.....	£66
28 Barrels Salmon, 10.....	70
John Gerrow, gill nets } on the Bonnet, Salmon }	50, 10..... 125

Continuing my examination from this place to Weller's Beach, along the lake shore to Ball Head, 27 seines, as follows :

Hiram Squires and Woods.....	2 seines.
James Young and Brothers.....	2 "
John Hicks & Stapleton.....	2 "
Buchanan & Hikes.....	2 "
Wm. & Chas. Huyck.....	2 "
Bradshaw, Young & Co.....	4 "
Levitt, Clendinning & Co.....	2 "
E. & S. Wilkins.....	2 "
James Peck.....	1 "
William Levett.....	2 "
Charles Whitney.....	2 "
E. & S. Wilkins.....	1 "
Levett & Brother.....	1 "
Bryant & Sweet.....	1 "
James Young.....	1 "

The foregoing 27 seines are stated to have caught upon an average 70 barrels of fish each, said to be white fish chiefly, but from other statements obtained from people, I am convinced that a fair portion of them are salmon, so I feel justified in estimating them at \$7 per barrel, in which case 27 seines at 70 barrels each, 1890 barrels at \$7. The total value being about £3,307.

This beach or neck of land is owned by Government, lying between Lake Ontario and Weller's Lake, and the above estimate of fish is considered to fall short by many of the real quantity. The seines used on these grounds are of the largest size, measuring from 8 to 100 rods in length, and about 9 yards deep, and are said to cost about £90 each, which, with the boat and equipments will last 5 years, the bag to be renewed every 3 years.

From Ball Head to Presqu'isle.

Patrick Bryant	1 seine each.
Henry Bryant.....	1 “
William Church	1 “
James Wanemaker.....	1 “
Henry Bly.....	1 “
James Bly.....	1 “
John Bly.....	1 “
Henry Brooks.....	1 “
David Brooks.....	1 “
Wm. Brooks.....	1 “
Thomas Jackes	1 “
Samuel Cole.....	1 “
Charles Weller	1 “
Henry Huff	1 “
Chas. Chisholm.....	1 “
Henry Weller.....	1 “
Benjamin Young	1 “
Wm. H. Gerow	1 “
Silas Reynolds	1 “
Wm. H. German	1 “

20 seines.

The average of each seine is 100 barrels fish, equal to 2000 barrels, at \$7, said to consist of whitefish, but doubtless a portion are salmon. There were shipped from this fishing station by the Collector of Customs to the United States, in 1856,

Fish to the value of	£2475 15 0
Coast ways	1076 10 0
	<hr/>
	£3552 5 0

Shewing that the hands' share of the fish caught, being one-half of the catch, is not estimated at all in this calculation, which is doubtless the case in all other fisheries.

From Brighton, Colborne, and Grafton, as follows :

Fishermen.	Average monthly catch from the 1st May to November, say six months.	No. of barrels taken with the seine.	Recapitulation.
Spencer Cole, seines	....	120	
Hiram Cole, gill	800	....
Spencer and Cole, seines	....	48	
Edward Ranoch, gill	1500	....
A. Scott	1000	....
John Bowden	1500	....
Wm. Hynes	800	....
Robert Bell	500	....
Curnahan & Clark	1500	....
John Blakely	1000	....
Morris Moore	1000	....
John Brown	1500	....
Duncan Käuff	600	....
Jas. & John Doyle	1600	....
Jas. A. Smith	1000	....
Jacob Smith	1000	....
Thos. Brokenshire	900	....
Jas. Maitland	900	....
Wellington & Maxwell, gill	1500	....
Cochran & Gilberts	1000	....
David Rediek	1400	....
Geo. Tavidell	1000	....
M. Suit Grave	900	....
Hayward Wade	1000	....
James Peck, seines	15	150	
H. & N. Huff	....	150	
John Cox, gill	1500	....
Total Number Fish	25400	468	

Multiply 25,400 by 6 gives a total of 152,400 fishes, divide by 120 fish to the barrel, will give 1,270 barrels. Add 468 barrels, equal to 1,738 bbbls. Equal to £3041 10s.
 Collector Port Colborne shipped in 1856, 562 bbbls, valued £1046 10 0
 Do do fish in boxes valued ... 2505 15 0
 £3552 5 0

Cobourg Fisheries.

As under, namely, showing the average catch of each Fisherman for the year 1856 :

	Salmon.	Whitefish.
Timothy Wiseman	10	50
Jeremiah Loosee	10	50
George Hunt	10	50
Frederick Karr	10	50
Walter McDonald	10	50
John Brown	10	50
Richard Geddy	10	50
Dennis McDonald	10	50
Nath. Bradshaw	10	50
John Fitzgerald	10	50
Frederick Jackes	10	50
Total	110	550

110 Barrels Salmon at \$10 per barrel..... £275 0 0
 550 Barrels Whitefish at \$6 per barrel..... 825 0 0

The Collector at this port shipped in the year 1856, fish fresh in boxes to the value of £2230 15s.

Port Hope Fisheries

	Salmon.	Whitefish.
Thomas Bessett	10	50
Henry Bessett	10	50
James Bessett.....	10	50
David Bessett.....	10	50
	—	—
Total barrels	40	200
200 Barrels Whitefish at \$6 per barrel		£300 0 0
40 Barrels Salmon at \$10 per barrel		100 0 0

The shipment from Cobourg clearly demonstrates the incorrectness of the fishermen's statement.

Port Newcastle.

The fisheries at this station are conducted by means of gill and trap nets, and the quantities are as follows—under the management of one man, who employs eight men and boys :

Salmon, 3000 barrels at 200 to the barrel.....	15	.....\$10
Salmon Trout, 1500 " 200 " "	7½	..... 10
White Fish, 5000 " 200 " "	25	..... 6
Pickarel, 3500 " 200 " "	17½	..... 6
	—
Total Barrels.....	65	£118 15s.

Port Union Fisheries.

The fishing at this station is carried on by gill nets, chiefly by people from Toronto, with about 6000 yards of net work, it is said, at 2s. 6d. per yard, and three boats, estimated at £7 10s. each. They continue their operations from July to the close of the season, and their catch is about 300 Salmon Trout, valued in Toronto market, whither they are conveyed for sale daily, at 2s 6d. each, and 100 White fish per week, also sold at 7½ each.

Estimating the fishing therefore at 10 weeks, would give a total sum of about £406 5s.

This information was received from Mr. William Hethering, a resident at that fishing station.

Toronto Island Fisheries, conducted by one David Ward and others, who gave me the following information: it is said that after having held a consultation with the fishermen of this important station, he believes the quantity taken in the season of 1856 to be as follows:

3334 Trout, sold in Toronto at 2s. 6d.....	£416 15 0
1667 White Fish, at 7½d.....	52 1 10
	—
Total.....	£468 16 10

There are herrings taken here also, but I failed in procuring any account of the probable quantity, though I feel well assured it must be considerable.

Port Credit Fisheries.

There being no data for the season of 1856, I cannot do better than adopt the statement of my informant, Mr. Stiles Stevens, with the assistance of the station master (J. Alanson, Esq.) at that very noted fishing ground, both having taken great interest in the protection of the fisheries; they state, by starting at Marigold's

point, four miles west, and taking the course from thence to Etobicoke river, being four miles east, there are fourteen fishermen, with the same number of boats, including the Credit Fishery, with from 2000 to 2500 yards of gill nets to each boat, and the catch of each they estimate upon a low estimation at 33,600 fish each; this quantity multiplied by 14 gives 470,400, two-thirds salmon, equal to

313,600 at 2s. 6d..	£39200	0	0
One-third White Fish, 156,800, at 7½d.....	4900	0	0
	<u>£44100</u>	<u>0</u>	<u>0</u>

Oakville and Bronté Fisheries.

Carried on by the following persons, viz. :

Joseph Ward,
John Young,
Thomas Thomas,
— Piersey,
Seth Conrad, and
Thomas Sleigh.

Gill nets only, 1000 yards each.
Oakville, Trout, 50 barrels at \$10.
Bronté, Trout, 50

100 at \$10.....£250

BURLINGTON BEACH, extending to Wellington Square, and down the South Coast of Lake Ontario to Grimsby; these Fisheries are carried on by the following persons:—

Names.	Herrings caught during the season of 1856 by Seines of fine mesh.	White Fish taken by large Seines same season.	White Fish in Gill Nets in same season.	Remarks.
Charles Curry	100000	4000	800	Estimate—1,900,000 Herrings = 158,333 doz., at 6d..... £3958 6 6 76,000 small sized White Fish, at 7½d. 2375 0 0 10,400 large White Fish, at 10d..... 416 13 4 Total currency. . . £6749 19 10
Frederick Curry.....	100000	4000	800	
Wm. Spooks.....	100000	4000	800	
John Livingstone.....	100000	4000	800	
Wm. McKinley.....	100000	4000	800	
Daniel McGuire.....	100000	4000	800	
John Tauf.....	100000	4000	800	
Wm. Palekins	100000	4000	800	
Thos. Armstrong.....	100000	4000	800	
Wm. Brown.....	100000	4000	800	
Big James	100000	4000	800	
N. Corry.....	100000	4000	800	
John Dynes	100000	4000	800	
George Snooks.....	100000	4000	800	
Benjamin Shirben.....	100000	4000	800	
John Baldry.....	100000	4000	800	
E. Corry.....	100000	4000	800	
James Waddle.....	100000	4000	800	
Benjamin Joice	100000	4000	800	
	1900000	76000	10400	

All the above descriptions of Fish are brought daily to Hamilton market fresh, as follows, viz. :—

- Herrings by the dozen, at 7½d. per dozen.
- Small sized White Fish at 9d. each.
- Large White Fish at 1s. 3d. each.

NIAGARA RIVER TO PORT DALHOUSIE FISHERIES, as stated by Patrick McNamara, a resident Fisherman at the mouth of the Niagara River, and agreed upon at a meeting of the parties engaged in that occupation, as follows, viz. :

Names.	No. of Seines.	Net yearly profit of each Seine.	Total number of Barrels for the season.	Remarks.
Patrick McNamara	2	75	150	To bring this into Barrels, take— £3600 4 \$9 14400 (1600 barrels at \$9.
Walter Elliot	1	75	75	
Thomas Elliot	2	75	150	
James Arthur	1	75	75	
Noble Heath	1	75	75	
Jerry Daly	1	75	75	
Edward Bolton	1	75	75	
Mrs Petrie	3	75	225	
Edward Durham	1	75	75	
John Scott	1	75	75	
Peter Watts	1	75	75	
Ephraim Keaves	1	75	75	
	16	..	..

To show more clearly the state of the case, I say--

16 seines at £75 profit each	£1200
Add the half of the catch, being equal to	1200
Production of the Gill Nets, equal to half the seine catch, is.....	1200
	<u>£3600</u>

The above fish sell readily at \$9 per barrel.—See margin.

Bay of Quinté Fisheries.

From Picton along the north-west high shore of that arm of the bay called Long Reach, to the Indian church, in the Township of Tyendinaga, I discovered no fishery of any note. In former years a few white fish were taken at Roblin's mills, on this route, but the quantity being so small is scarcely worth noticing; proceeding, however, along the north-west shore from this Indian church to Northport, there are nine fishing stations for herring; and again, from the mouth of the Salmon River to Belleville, I found on the Clergy and Indian reservations, another small fishery of herring also; and from the most reliable information I could obtain, there appears to be taken annually on this route to the River Trent about 1,500 barrels,—one-third of that quantity may be computed white fish. In former years salmon used to abound in the fall of the year in the rivers Moira, Salmon River, and Trent, but have long since wholly disappeared, and are replaced by quantities of pickerel, which frequent these localities in April for the purpose of spawning, and are freely taken at that season of the year, which should be prohibited; say, therefore :

1,000 barrels herrings—\$5.....	£1,250	0	0
500 barrels white fish—\$6.....	750	0	0
Total,.....	£2,000	0	0

Lake Erie Fisheries.

Amherstburg and islands thereabouts. There are extensive fisheries around this locality, carried on by the inhabitants, by means of stake and gill nets. A Mr. Thomas Paxton, one of the principal fishermen, acknowledged to have taken 2,500 barrels white fish, worth in Detroit market \$10 per barrel..... £6,250 0 0
 And James Cousins, 120 barrels at \$10..... 300 0 0
 And of herrings, 15 barrels, at \$5..... 18 15 0

£6,568 15 0

Point Pelée and the islands in that neighborhood by citizens from the vicinity, and Americans from the other side of the river, in common, with seines, trap and gill nets, are reported to have been caught as follows :

150 barrels sold in Detroit at \$10....	£375	0	0
75 do herring and pickerel at \$5	93	15	0
40 do white fish on the little island below, at \$10.....	100	0	0
	£7,137	10	0

RETURN of the quantity of Fish, viz., Trout and White Fish, caught and cured on the shores of Lake Superior and a portion of Lake Huron;—Also, showing the quantity of Oil manufactured at the Fisheries, during the year 1857.

Where Caught.	Fish—Number of Barrels.	Oil—Number of Gallons.	Remarks.
Lake Huron, Duck Islands	2048	200	
Other places on Lake Huron, Northwest of the } Island of Manitoulin	865	90	
Sault Ste. Marie Rapids	520	10	
Lake Superior, Namainse	250	6	
Michipicoten Island	240	10	
Michipicoten Port	80	7	
Pic Port	40	6	
Fort William	733	56	
Total	4776	385	

Value of 4776 barrels of Fish, at Sault Ste. Marie.....	\$6	\$26656
Value of 385 gallons of Oil	75c.	288 75
Total value		<u>\$26944 75</u>

Mr. Wilson, Collector of Customs, was pleased to supply me with the above statement, under a former promise.

J. McC.

I have the honor to submit the following Report and Recapitulation of the results of my first visit to the Fisheries of Lakes Huron, Erie, and Ontario, with such remarks as have suggested themselves to my mind in reference to different descriptions of fish, as supplied to me in gross numbers by the fishermen, without distinguishing their kind or quality, as undermentioned, viz :

Names of Fishing Stations.	No. of Barrels.	Rate per Barrel.	Amount.	General Remarks.
<i>Lake Huron.</i>				
Sault Ste. Marie	1000	\$7	£ 1750 0 0	Chiefly Trout and Whitefish.
Island of St. Joseph	750	7	1312 10 0	Ditto ditto
Manitoulin, (Great.)	2308	7	4039 0 0	Ditto ditto
Shebawenabing	1000	7	1750 0 0	Ditto ditto
Club Island	300	6	450 0 0	Whitefish and Herrings.
Horse-shoe and Isle of Coves	300	6	450 0 0	Ditto ditto
Owensound and Cape Croker	450	6	675 0 0	Herrings, Whitefish & Trout.
Cape Rich and Meaford	250	7	437 10 0	Trout and Whitefish.
Collingwood and Christian Islands	1000	7	1750 0 0	Ditto sent fresh to Toronto.
Penetanguishene and North Shore	750	7	1312 10 0	Ditto ditto
Cape Smith	300	6	450 0 0	Whitefish and Herrings.
South Bay and neighborhood	800	7	1400 0 0	Trout, Whitefish & Herrings.
Fishing Islands, North Saugeen	3463	5	4135 5 0	Trout and Herrings.
Same locality, North Saugeen	2000	7	3500 0 0	Ditto ditto
Port Elgin	1500	5	1875 0 0	Herrings.
Ditto	500	7	857 0 0	Trout and Whitefish.
Bay de Dart	100	5	125 0 0	Herrings.
Inverhuron	100	5	125 0 0	Ditto
Ditto	50	10	125 0 0	Trout.
Ditto	75	6	112 10 0	Whitefish.
Port Head and Stony Island	125	5	156 5 0	Herrings.
Ditto ditto	60	10	150 0 0	Trout.
Ditto ditto	40	6	60 0 0	Whitefish.
Kincairdine	250	5	312 10 0	Herrings.
Goderich	2000	7	3500 0 0	Whitefish and Trout.
Bayfield	150	5	187 10 0	Herrings.
River aux Sables	300	..	.. .. .	.. .. .
Kettle Point	100	..	.. .. .	.. .. .
Point Edward, M. reservation	2000	..	.. .. .	.. .. .
Same station; Pickerel, 100 tons, at \$40 per ton, equal to Herrings	800	..	.. .. .	.. .. .
Port Sarnia and Baby Point	2000	..	.. .. .	.. .. .
Wallaceburg, Walpole Isl'ds, and Lake St. Clair	1000	..	.. .. .	.. .. .
Port Windsor, along the Detroit River	1467	..	.. .. .	.. .. .
Port R, Cape Hurd, and neighborhood	428	..	.. .. .	Trout
Ditto ditto	124	..	.. .. .	Whitefish } Sent by rail to } Toronto packed } [in boxes with ice.
<i>Lake Erie.</i>				
Amherstburg, and the islands about the head of the Lake, to Point Pelée Island	2500	10	6250 0 0	Whitefish.
James Cousins, by himself	120	10	300 0 0	Ditto
Ditto ditto	15	5	18 15 0	Herrings.
Point Pelée Islands, and other isl'ds thereabouts	150	10	375 0 0	Whitefish.
Ditto ditto ditto	75	5	93 15 0	Herrings & Pickerel mixed.
Little Island	40	10	100 0 0	Whitefish.
<i>Lake Ontario.</i>				
Wellington Beach, Prince Edward, East Lake } Fisheries, west to Salmon Point	2481	6	3721 10 0	} Supposed quarter Salmon, balance Whitefish.
From Salmon Point to Point Traverse	2500	10 & 6	4250 0 0	Sal., 500; Whitefish, 2,000.
Lighthouse Island, or Ducks	18	10	45 0 0	Salmon.
Timber Island	44	10	110 0 0	Ditto.
Bull's Cove	30	10	75 0 0	Ditto.
South Bay	344	6	519 0 0	Ditto and Whitefish.
From Black Creek to Amherst Island	500	10 & 6	1150 0 0	400 bls. Sal., 100 bls. Wfish.

FISHERIES of Lakes Huron, Erie, and Ontario, &c.—(Continued.)

Name of Fishing Station.	No. of Barrels.	Rate per Barrel.	Amount.			General Remarks.
			£	s.	d.	
<i>Lake Ontario.—(Continued.)</i>						
Wellington Village to Nickerson's Island, } Huyck's Point, and Pleasant Bay..... }	300	10 & 6	600	0	0	Half Salmon and half Whitefish.
Pleasant Bay Beach to the Lighthouse Island adjacent	122	10 & 6	244	0	0	Ditto ditto
From Pleasant Bay to Bull Head.....	1890	6	2835	0	0	Principally Whitefish.
From Bull Head to Presqu'Isle.. ..	2000	6	3000	0	0	Ditto ditto
Brighton and Colborne Fishery.....	1738	6	2607	0	0	Ditto ditto
Grafton and Cobourg Fisheries.....	550	6	825	0	0	Whitefish.
Ditto ditto	110	10	275	0	0	Salmon.
Port Hope Fishery	200	6	300	0	0	Whitefish.
Ditto ditto	60	10	100	0	0	Salmon.
Port Newcastle Fishery.....	22½	10	56	5	0	Ditto
Ditto ditto	17½	5	21	17	6	Pickerel.
Ditto ditto	25	6	37	10	0	Whitefish.
Port Union, 3,000 Salmon, at 2s. 6d. ....	.....	.....	375	0	0	Sold fresh in Toronto m'ket.
Ditto 1,000 Whitefish, at 7½d. ....	.....	.....	31	5	0	Ditto ditto
Isl'd oppos. Toronto, 3,334 Sal. & Tr't, at 2s. 6d. ....	.....	.....	416	15	0	Ditto ditto
Ditto ditto 1,666 Whitefish, at 7½d. ....	.....	.....	52	1	3	Ditto ditto
P't Credit Fisheries, 318,600 Sal. & Tr't, at 2s. 6d. ....	.....	.....	39200	0	0	Despatched to many places, fresh, for sale.
Ditto ditto 156,800 Whitefish, at 7½d. ....	.....	.....	4900	0	0	
Oakville and Bronté	100	.....	.....	.....	.....	Salmon.
Burlington Beach .....	.....	.....	6750	0	0	Whitefish and Herrings.
From Niagara River to Port Dalhousie.....	.....	9	3600	0	0	Whitefish.
Bay Quinté Fisheries	1000	5	1250	0	0	Herrings.
Ditto ditto	500	6	750	0	0	Whitefish.
Total value.....	.....	.....	£117431	18	9	

GENERAL RECOMMENDATIONS.

In making suggestions in reference to those protective measures most necessary to preserve our fisheries from further deterioration, and if possible restore them to their original productiveness, I have been guided by what I have observed, and the information which I have collected while inspecting the various fishing stations. My attention has been particularly directed to the several methods of fishing, the means used in taking fish, the persons engaged, and the seasons of the year in which the fisheries are carried on.

The herring fisheries, on account of the small meshes in the nets, are very destructive upon the young of both the salmon, salmon-trout, and white fish. Myriads of these are taken in the herring seines, of not more than from two and a half to three inches in length; and thus in pursuing the least profitable of our fisheries, the waters are being rapidly depopulated of the most valuable and noble of our fish. I have, therefore, from these considerations, to recommend the disuse of the herring seines. The loss sustained in the herring fisheries will, it is considered, be very small in comparison with the great gain derived from allowing the salmon, salmon-trout and white fish to attain the weight of at least a few pounds before they are taken from their native element.

The smallest meshes for the seines, which it appears to me the true and general interests of the fisheries will justify, are those of two inches on the side of the square. Nor can any great immediate loss fall upon the fishermen themselves from enforcing such measures, because they have the free use, at all seasons of the year,

of the hook and line, and the gill nets; the ultimate advantages which must accrue to the Province from strictly enforcing such regulations in reference to our fisheries as shall restore them to their original productiveness, must far outweigh any temporary inconveniences.

CONCLUSION.

I have found greater difficulty in getting the information necessary, as to the basis of any suggestions, as to the time during which fishing with the seine should be prohibited; the spawning season of both the salmon trout and white fish extends from the middle of October until December. It would be a great pity, however, to allow the fish to be taken or killed at least one month previously to the period above named, and while they are on the way to deposit their ova. I would therefore recommend, that from the fifteenth of September until the first week in December, the use of the seine should be prohibited.

The means necessary to enforce any law embodying these suggestions, by being at the outset efficient, will in the end be less expensive. A suitable vessel to cruise over the fishing grounds, and fish inspectors at all the most important stations, would appear to be necessary to secure anything like a proper supervision. The inspectors too are the most necessary, as the fish bring a low price in the market on account of the careless and unmerchantable manner in which they are at present put up. These inspectors receiving their pay from the parties employing them for packing and properly curing the fish, as it is in the case of pork, beef, potash, flour, &c., with an additional small allowance from the Government to watch the fishermen, would thus be able to account for all caught by them respectively, and account to the Superintendent for the quantity, for the general information of the Government.

The present value of the fisheries on the lakes, as elsewhere stated, is given at about \$500,000. This, I am satisfied, is far too low an estimate, a portion of Lake Erie and much of Lake Superior, having not as yet been fully examined. Whatever they may now be, a judicious supervision would undoubtedly double their productiveness.

The recommendations, therefore, which it appears to me the interests of the fisheries require, are as follows:

Firstly,—That, in order to protect them properly, the Fishery Act ought to be amended. The 5th Section ought to apply to all subjects of Her Majesty residing in the Province, but none other, directly or indirectly, may, &c.

Secondly,—That no nets with meshes less than two inches on the square.

Thirdly,—That the hook and line, and gill nets, may be allowed at all times except during the spawning season.

Fourthly,—One sailing vessel, to protect the fisheries chiefly on the upper lakes.

Fifthly,—Inspectors of Fish to be appointed at all the chief fishing stations and ports.

Sixthly,—Any offender against the provisions of the Act to incur a penalty not less than ten pounds, nor more than fifty pounds.

I have the honor to be,

Sir,

Your most obedient, humble servant,

JOHN McCUAIG,

Superintendent of Fisheries for U. C.

To the Honorable
Commissioner of Crown Lands,
Toronto.

APPENDIX S.

R E P O R T

ON

COLONIZATION IN LOWER CANADA,

For 1857,

BY

T. B O U T I L L I E R,

INSPECTOR OF AGENCIES.



COUNTY OF CHICOUTIMI.

Kinogami Road.

Contractor, JEAN-BAPTISTE GAUDIN.

Balance of appropriation in 1856.....	\$1491 90
Amount appropriated in 1857.....	1600 00
	\$3091 90
Amount disbursed.....	3082 89
	\$9 01

This road commences at the *Rapide des Roches* and is to end at Metabetchuan on Lake St. Jean, a distance of about thirty-eight or forty miles.

About twenty-four miles are now open; of which 3 miles 13 arpents were opened in 1857, and are now fit for travel.

Of the latter portion 3 miles 6 arpents are completed in the Township of Labarre and 7 arpents in Carron.

From the point of departure, that is to say, from the *Rapide des Roches* for ten miles the road is not quite finished, but all the rest is practicable for summer vehicles.

The cost of the road was, during 1857, \$428 per mile, exclusive of bridges.

“Two large bridges were built in 1857, one 195 feet, the other 95 feet in length, besides 66 smaller ones. The combined length of roadway in all these is 553 feet, the cost \$567 12. One still remains to be made over Belle Rivière, the cost of which will not exceed \$200, but it must not be forgotten that there are still considerable bridges to be built over the Rivers Chicoutimi, Des Sables and Kaskouïa.” Mr. Gaudin thinks that the cost of building these bridges will amount to less than \$10,000. Although expensive, they must nevertheless be built, if it is intended that the road be really and completely useful.

From the point to which the works have been completed to Metabetchuan, the terminus of the road as first projected, a distance of about fifteen miles, the ground is tolerably level, and excepting a few swampy spots, very available for agricultural purposes.

All the lands on both sides of the line are taken, and the settlers are awaiting the opening of the road to come and reside. “As fast,” adds Mr. Goudin, “as the opening of the road advances, the lands are cleared and sown.”

About 15 arpents from the road (Mr. Gaudin has forgotten to state precisely where, but I think it is between Hebertville and Metabetchuan) there is a water power which appears to be considerable. On this a saw mill is in course of construction.

Mr. Gaudin is of opinion that besides the same amount already mentioned, a further amount of \$10,000 would be required for bridges over the Rivers Chicoutimi, Des Sables and Kaskouïa to complete the road as far as Lake St. Jean.

Mr. Gaudin does not possess the requisite information to enable him to give a correct statement of the progress of settlement in the County of Chicoutimi, but he affirms that the population is rapidly increasing, in the Townships intersected by the road.

In the environs of Hebertville, beyond Lake Kinogami in the Township of Labarre, there have been upwards of thirty new settlers within the last year, and many others from the counties of L'Islet and Kamouraska intend to settle there during the present year.

Such is the high opinion entertained by settlers of the soil and climate of the Saguenay, that six leagues beyond the Metabetchuan on the lake shore, in latitude

48° 30', more than 40 families have already settled and are anxiously awaiting the construction of roads. Two new townships have been lately surveyed in this part of the county of Chicoutimi, and two others will be surveyed shortly.

The grain raised in the neighborhood of Metabetchuan is better in quality and yields a better crop than in any other part of the county; the climate also is milder and more genial.

The *cecidomia* [wheat fly] has not yet done any injury to these new settlements.

At Hebertville in the Township of Labarre, wheat yielded thirty for one, and in the borders of Lake St. John the average yield is forty for one. Other kinds of grain yield in the same proportion. The harvest generally in the County of Chicoutimi will exceed the wants of the people.

The first frost severe enough to injure vegetation, grain and garden stuff, happened in the upper part of the county, in the autumn of 1857, on the 20th October, and as the harvest was concluded, did no damage.

Potatoes were an abundant crop and free from disease.

There is now a resident priest at Hebertville. The value of real estate in the inhabited townships, throughout the County of Chicoutimi, has nearly doubled within the last four or five years.

The preceding remarks relate to the upper part of the County of Chicoutimi, and are extracted from an excellent Report made by Mr. Gaudin, the Superintendent of the works on the Kinogami Road.

With respect to the lower part of the county I am indebted to the politeness of Mr. Price, M. P. P., who has on all occasions been a most useful aid to me in all matters relating to the colonization of the Saguenay, for the following interesting and practical remarks:

“Notes on the Harvest at Chicoutimi, in the County of Chicoutimi, by D. E.

“Price, Esq., M.P.P.

“*Wheat* was sown in much larger quantities than last year; the crop was good; not touched either by rust or mildew, and very little by the fly.

“*Rye* was sown to a great extent this year and has yielded an excellent crop.

“*Oats*—Too little sown, but the crop was abundant and of excellent quality.

“*Barley*—On lands under the plough the crop was good, as also on those lands which were burned early in the spring; but on new lands even at a later period, the crop was scanty, in consequence of the drought of the month of June. On the whole, the crop was not a good one. It was noticed that the wheat-fly attacked this grain as well as the wheat and rye.

“*Potatoes*—Crop very abundant; it never was better. The yield was from 200 to 450 bushels per arpent, and not touched by disease.

“*Turnips*—But little cultivated here: what I sowed were destroyed by the turnip-fly.

“*Hay*—Scarce, having been damaged by the rains of last winter.

“*Notes on the Climate.*

“The first seed sown. Peas were sown on the 23rd April. On the 28th, ploughing was commenced. Seeding-time generally commenced from 28th April to 1st May. A very slight frost commenced at the end of August, perceptible only on the borders of the swamps. The potato-stalks retained their green color till the end of October, and no kind of grain was injured. The ground is not yet frozen on the 12th November, 1857, and ploughing goes on in places which are well drained, considerable rain having fallen since the month of September. Up to this date, 12th November, 1857, the ground has been only twice whitened by snow, which remained only six hours after it fell.

“Thunder and lightning have been very frequent during the whole season, and

“ during the last month (October) have occurred three different times. On the 5th
 “ of the present month (November) we had a great deal of heavy thunder and
 “ lightning, attended with drenching rain.

“ To the present date (12th November, 1857) I have had ploughed 250 arpents
 “ of land, and I hope to plough 50 more.”

This information confirms all that has been said above, relative to the mildness
 of the climate in the Saguenay territory. These facts I have thought fit to cite, not
 only to justify past expenditure in the opening out of this magnificent country, but
 to exhibit the certain advantages which it offers to the settler.

COUNTY OF CHICOUTIMI.

*Bridge over the River Dumoulin, built with the consent and under the superintendence
 of the Municipal Council of the Township of Chicoutimi.*

Balance of appropriation remaining.....	\$578 22
Amount paid	532 00

Balance remaining.....	\$ 46 22
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The Municipal Council of Chicoutimi having appointed Messrs. Alexis Tremblay
 and C. Bossé to examine the bridge undertaken to be built by M. Narcisse Antil dit
 St. Jean, and report thereon, have forwarded to me their report, dated 20th October
 last, by which it appears that the work had been executed to their satisfaction, and
 that but little remained to be done in order to complete it.

It is now several months since it was opened to the public.

COUNTY OF CHICOUTIMI.

Simard, Tremblay and Harvey Road.

Amount appropriated in 1857.....	\$600 00
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As this road was not laid out, Edouard Duberger, Esquire, Surveyor, was ap-
 pointed to make the necessary exploration, and to trace out a line of road. This
 operation he performed satisfactorily, and the work of opening will be commenced
 as soon as the season permits.

COUNTY OF CHICOUTIMI.

Sydenham Road.

Superintendent. : THOMAS J. DUBERGER.

Amount appropriated in 1857.....	\$1,100 00
“ paid out.....	1,100 00

The improvement and continuation of the Sydenham road were not commenced
 till 1857. 52 arpents 8 perches of it has been opened, of which distance 29 arpents
 7 perches is fit for winter carriages only, and 23 arpents 1 perch for summer
 vehicles.

The length finished has cost \$1,004 per mile. This must appear high, but I
 must remark that the road crosses a swamp very hard to drain. In order to this
 drainage, Mr. Duberger had to dig not only lateral ditches, but very deep and expensive
 cuts, without which it would have been impossible to make an effective drain. One
 of these cuts is no less than 5½ feet in depth. The following extract from Mr

Duberger's report of 11th September last will shew the difficulties and obstacles which were to be overcome to drain this swamp, to make a solid and durable road, and at the same time to render the adjacent land capable of cultivation.

"Mr. Duberger says in one of his reports :

"Since the settlers and others have found that this road, always considered to be impracticable, is likely to be not only good in itself, but a means of draining the adjacent lands, they struggle to obtain the lots situated on both sides of it.

"The soil of the swamp intersected by the Sydenham road is a vegetable deposit (peat or turf), varying in depth, the sub-soil of blue clay, and in great favor with the settlers on that account.

"In the first concession N. E. from the Sydenham road, lots No. 7 and 8 have each pools of salt water, one about four arpents in circumference, the other only a few perches. I sent some specimens of this saline to Sir W. Logan.

"The completion of the Sydenham would, in my opinion, require \$1,600.

"I have not noticed the frosts: I believe they were not remarkable. In the Township of Mésy, is a new chapel and a resident priest since last autumn. In three or four townships, sites for churches have been established by the ecclesiastical authorities.

"Mr. Duberger is of opinion that within six years the value of real estate has doubled."

COUNTY OF CHICOUTIMI.

Bridge over the Rivière à Mars, built with the concurrence and under the superintendence of the Municipal Council of the Township of Bagot.

Balance of appropriation.....	\$312 12
Amount paid.....	12 00

Balance remaining.....	\$300 12
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With respect to this bridge, I take the liberty of referring you to my letter of 30th July last.

COUNTIES OF SAGUENAY AND CHICOUTIMI.

Road from Black River to the mouth of the Saguenay.

Amount appropriated in 1857.....\$600

This appropriation was made by an Order in Council dated 21st November last, in pursuance of the representation of some persons who know the locality and its wants. It was considered that the expenditure of this sum would be more advantageous and profitable, if delayed till the spring.

COUNTY OF CHARLEVOIX.

Settrington and DeSalles Road.

Amount appropriated in 1857,.....\$400

Competent persons to whom I applied for information relative to the location of this road, and particularly to ascertain whether a preliminary survey would be requisite, represented that the season was then too far advanced (15th Sept.,) to proceed with advantage, and requested that the work might be deferred till next summer.

COUNTIES OF CHARLEVOIX AND CHICOUTIMI.

Road from St. Urbain to Grand Bay.

Superintendents: BONIFACE CIMON, and TELESOPHORE FORTIN.

Amount appropriated in 1855	\$ 800.00
“ “ in 1857	2400.00
Amount paid	<u>2887.20</u>

Balance in hand..... \$ 312.80

Now that public attention, especially the attention of the friends of colonization, is fixed on the vast and important territory of the Saguenay, any information tending to throw light upon its value is received with deep interest; and the excellent report made to me by Messrs. Cimon and Fortin on the important road called “the St. Urbain and Grand Bay Road,” containing information which is as extensive as it is useful, I think that I cannot do better than cite a large portion of it in this place.

“The length of the road which we have opened,” say Messrs. Cimon and Fortin, “in the season which has just ended, is ten miles and some perches, and it is made in such a way that travellers can pass over it in comfort in any carriage, independently of a mere opening which we have made in that part of it which remains to be made, a length of more than 35 miles. What has been made within the last four years, that is commencing in the summer of 1854, extends to 16 miles in length.

“As we have just observed, the length of road merely opened is 35 miles, that part which is completed is 10 miles and a few arpents. The latter part is perfectly practicable for all kinds of summer vehicles; and, with what was previously done, gives a length of more than 26 miles of good summer road. The remaining part is practicable only for winter vehicles. Nevertheless, so favorable and regular is the ground throughout that part of the road which is merely opened as a winter road, that we can assure safety for light summer vehicles.

“The entire length of this road, as well the part opened only, as that which is complete, is on the domain and lands of the Crown.

“No part of the road was given out on contract.

“The starting point of our work in that part of the road which we have finished during the last season, was the terminus of our work done in 1854 at the spot called “Lac à la Galette,” and it was so completed by us as far as a mile and a few arpents beyond the River Malbaie. The part which has been made only as a good winter road, includes all from the latter point to the first farms on Grand Bay.

“The average cost of each mile of this road when completed, exclusive of bridges, is \$160. The number of bridges made in the part of the road finished is nine, varying from 7 to 50 feet in length: the cost of them \$240 in all. The number of causeways made is three, giving a total length of 613 feet, independently of many pieces of faggot-work, which were constructed either to level the road or to serve to consolidate it in various places. The cost of such causeways may amount to \$320. In order to render this road more practicable, and especially to make it durable, more of such work remains to be done in several places. It is our duty here to remark that this estimate amounts in the aggregate to a sum exceeding the expenditure (\$620.85), which had been reached at the opening of the said road, as shewn and explained above.

“This road has not been verbalized, nor has it been placed under the control of the municipal authorities.

“ The soil of the land intersected by this road, is, notwithstanding the broken character of the adjacent district, of a good description. The timber, particularly in the part which was last made, is of tamarack and spruce, and other soft woods: the tamarack, which most abounds, is every where very fine and long; but nothing can be compared with the growth of this timber in the forests, also intersected by this road, from the small Lake Ha! Ha! to within seven miles from the first farm on Grand Bay. Particularly at big Ha! Ha! Lake, and around it (a tract to which we have already invited your attention) the timber, which is hard and soft wood mixed, is remarkably fine, and of a growth surprising to the eye. Here also the soil is of a superior quality. There is no doubt that all this fine land will be brought into cultivation as soon as the road is completed, especially if the Government direct their attention to this fine tract of land, and cause it to be surveyed and divided into townships.

“ Next spring several persons whom we have employed propose to make some clearing round Lake Ha! Ha! with a view to sow them, and secure the right of pre-emption. For the interest of colonization, and with a view to give relief to the excess of our population, we think it our duty to recommend this locality to your attention in a particular manner, that you may yourself make it known as worthy of the care of the Government.

“ It is undoubted that as soon as the road is completed, a good number of persons of the farming class, will be engaged in forming new settlements, and that the work of colonization will be put in a better train, on account of the facility which will be afforded to travel between the old and the new settlements. We must, moreover, remark that this road, as it facilitates rural settlement, will be attended with immense advantages to commerce and the expediting of business in general by the ready means of communication which it will afford, particularly during the winter season with the county of Charlevoix and the city of Quebec. The building and repair of certain pieces of shelter lately erected along this road, will greatly contribute to facilitate the traffic upon it, and to increase the security of travellers. Accordingly we have the pleasure of stating, that in accordance with this anticipation, the road has been, since the commencement of winter, constantly frequented by a stream of passengers. We must not omit to remark that this road passes near several lakes, which from the abundance of trout and the extensive beaver meadows, cannot fail to be very useful to passing travellers, and a great resource to the laboring population.

“ Independently of all these advantages game is abundant, and has been, since the road was made passable, a great means of subsistence to the indigent class of settlers.

“ There is no doubt that as soon as this road is quite completed, all the lands lying between Lake Ha! Ha! and Grand Bay cannot fail to be profitably settled, particularly if the Government cause them to be surveyed and divided into townships as before observed. By the advantages likely to result from this line of communication being opened, as soon as it is made passable throughout its whole length, not only will the settler be benefited, but the trader also. A large body of cultivators will form settlements both near the road and in the new districts of the County of Chicoutimi, to which it gives access. The Parish of St. Urbain to which it leads is a proof of this, for a great number of lands which had been abandoned on account of their remoteness from road communication, are now resumed and brought into cultivation, as well as many other new lands situated near the road.

“ The timber adapted for farm building has been all cut, as well as that which was fit for the timber market, but this is the case only about the commencement of the road. Some is still remaining which will answer the above purposes, sufficient perhaps for the wants of many years to come.

“ The wheat-fly has not apparently done any injury to the grain in the new lands which were sown, although it has continued its ravages in a smaller degree on the wheat and rye in the parishes. We cannot exactly state when and where the first frosts were felt, not having observed them.

“ It is well known that the potato, on newly cleared land, as well as on any dry soil, has not been attacked by the disease to which it has been subject with us for years past.

“ The amount which we consider necessary for the completion of the road to correspond with the commencement is about \$8000. The sum of \$3,200 should also be granted for the erection of two large bridges, one over the River Malbaie, the other over Lake Ha! Ha! These sums ought not, in our opinion, to be considered, in comparison with the numberless advantages which they would confer on the cause of colonization and the commerce of the country, and having these ends in view, we cannot refrain from strongly recommending that they be granted.”

COUNTY OF MONTMORENCY.

St. Féréol Road.

Superintendent: NICOLAS LE FRANÇOIS.

Balance remaining in 1856.....	\$ 74.00
Amount appropriated in 1857.....	300.00
	<hr/>
	\$374.00
Amount disbursed	335.55
	<hr/>
Balance remaining	\$ 38.45

It was intended to continue this road as far as the Concession St. Flavien de la Baie St. Paul, as formerly traced out by M. Taschereau, Grand Voyer. It is alleged that it would pass over a country well adapted for farming. If opened according to the line traced by M. Taschereau, M. Le François, the surveyor, thinks it would shorten the road from St. Flavien to Quebec about six or seven leagues.

There are several mill privileges on the river called “ Jean Larose,” at the entrance of St. Féréol, and also on the river called “ Du moulin à farine,” and the river des Roches. There is limestone in the environs of the river Jean Larose.

M. Le François is unable to specify the sum required to make the road according to the above plan, but besides certain considerable works necessary in certain hilly places, it is requisite that a bridge should be built over the river Jean Larose, another over the river Des Roches, each of about thirty-six feet span, and a third over the river St. Anne, nearly an acre in length. There would then remain, to reach Bay St. Paul, five and half or six leagues through thick forest land.

COUNTY OF MONTMORENCY.

Laval Road.

Balance remaining from 1855..... \$999.25

The correspondence between this office and the Superintendent, and the reference of that correspondence, and of the affairs of the road to the department at Toronto, in pursuance of the wish of the Superintendent, will account for the suspension of the work.

COUNTY OF QUEBEC.

Stoneham Road.

Superintendent: JACQUES BOURBEAU.

Balance remaining from 1854.....	\$ 66.22
Amount appropriated in 1857.....	300.00
	\$366.22
Amount disbursed	300.00
	\$66.22

See my Reports on the work done in 1854 and 1855.

The following particulars are transmitted to me by M. Bourbeau, relative to his proceedings during the last year, and to the work still to be done on the Stoneham road.

"I have done the work on a length of 46 arpents, Mr. Bourbeau says, where none had been done except the cutting down of the timber. Besides the said 46 arpents, I have had 184 yards of causeway (*pontage*) made. In the 46 arpents there are 244 yards of causeway, and 420 yards of faggot work covered with earth, a piece of timber-work 31 yards long by 6 feet in height, another 36 yards long by 10 feet in height, another 18 yards long by 4 feet in height, and another 36 feet long by 10 feet in height. I have moreover made 5 bridges from 5 to 6 feet long each, and 64 yards of ditching. I have taken out all the stumps; and when the work was done, the country people passed over it with their teams. The principal thing now remaining to be done is the ditching. Some blasting is required. In my opinion (and I have some experience in work of this kind, having carried out contracts of the same kind with the Trustees of the Quebec Turnpike Roads), nearly \$600 will be required to finish this road which ought then to be kept in order by the settlers.

"I need not tell you in this place that this road shortens the distance to Quebec Market $3\frac{1}{2}$ leagues for the settlers in the Township of Tewkesbury and parts adjacent. I am bound to state that the settlers who are concerned in this road have exerted themselves, and that the amount of work done for \$300 is extraordinary."

COUNTY OF QUEBEC.

Belair Road.

Superintendent: JOSEPH SAVARD.

Amount appropriated in 1857.....	\$200
Amount paid out.....	200

See my last Report.

Mr. Savard has in 1857 opened $4\frac{1}{2}$ arpents, but has improved the road to a distance of 4 miles. Those 4 miles are practicable for summer carriages.

The road has been verbalized.

Mr. Savard recommends the further continuation of this road in order to establish a line of communication between the seigniory of Belair and St. Catherine, Lake Sergeant and St. Raymond.

Mr. S. states that two miles only would require to be done to arrive at a result most advantageous to the inhabitants of that neighbourhood, and alleges that \$200 for the road in Belair, and \$800 for the two miles to be made from the seigniory of Belair to St. Catherines, would be sufficient for the work.

COUNTY OF PORTNEUF.

Rocmond Road.

Superintendent: ALEXIS CAYER.

Balance of the appropriation of 1854,.....	\$128 15
Amount appropriated in 1857,	800
	\$928 15
Amount disbursed,.....	328 15
	\$600

For the description of this road, see my last Report.

One mile and 20 arpents were opened in 1857. Of this distance, 14 arpents can be passed only in winter vehicles. It cost \$100 per mile without the bridges.

Eleven bridges measuring 457 feet of road-way cost on the average \$20 each.

Five miles in Gosford were verbalized in 1856. Nearly 14 miles are practicable for summer carriages. In the first ten miles, the land fit for cultivation on both sides of the River St. Anne, and between the river and the mountains may extend to a depth of 50 arpents. From the 10th to the 15th mile the mountains are very close to the river. Near the river the land is excellent. The timber consists of elm, ash, birch, fir, spruce, and tamarack. Near the mountains the maple prevails. There are several water powers in the neighbourhood of this road. Twenty-four families have settled on the road between the 1st and 9th mile since it was first begun.

The pine, tamarack and spruce have been cut, from the 1st to the 10th mile, but what remains seems sufficient for the present and future wants of the locality.

The wheat fly has not yet done any mischief in these new settlements.

In the twenty-five years of my residence here (at St. Raymond), adds Mr. Cayer, the potato has been free from disease. It is only in the strong soils of Pointe aux Trembles and Lorette that the potato has suffered, and that within the last ten years.

COUNTY OF PORTNEUF.

Alton Road.

Superintendent: JOSEPH VERRETTE.

Balance remaining from 1856,.....	\$ 20 4
Amount appropriated in 1857,	800
	\$820 4
Amount disbursed,.....	796 15
	\$23 90

The Alton road commences at the division line between the 2nd and 3rd ranges on lot 13 in Alton. It is intended to open it as far as the River Batiscan where it is said the soil is very good.

The distance is nearly 21 miles; 11 have been opened and made passable in wheeled carriages. Of this distance, five miles was done in 1857. Part of the road opened is in Alton, the rest in Montauban. The road, as opened by Mr. Verrette, meets the line traced by Mr. Bouchette, between Nos. 8 and 9 (the range not stated), and from thence goes on "ascending." Mr. Verrette asserts that the benefits arising from this road would be trebled, if it were opened to the River Batiscan.

The three first ranges in Alton are occupied with the exception of a few lots not fit for cultivation. According to Mr. Verrette, two principal reasons retard the settlement of the lands in the other ranges of Alton as well as of Montauban. First, the expectation that the road will soon be opened as far as the River Batiscan, where the soil is very fine; the other is the want of a local agent for the sale of lands. The pine and tamarack have been cut generally on the lands near the road, but it appears that enough remains to supply local wants.

Mr. Verrette estimates at \$800 or \$1200 the work of continuing the road to the River Batiscan.

For more detailed information concerning this road and the lands of the valley of the Batiscan, see my Report of February, 1856, p. 20, (French Version.)

COUNTY OF PORTNEUF.

Bridge of St. Casimir, over the River St. Anne.

Amount appropriated in 1856 \$3,000
 Amount disbursed 3,000

The Municipality of St. Casimir having, in consequence of the appropriation of \$3,000 to aid in the construction of this bridge, bound themselves to have it built; and, if the sum mentioned should prove to be insufficient, to supply the deficit, were authorized to enter into a contract on certain conditions. The contract was executed and the conditions duly fulfilled, and the amount above-mentioned was accordingly paid over to the Municipality of St. Casimir.

Mr. Edward Morin, Secretary-Treasurer of the Municipality of St. Casimir, knowing that I was desirous of procuring as much information as possible to make known the advantages which the various districts offer to settlers, had the goodness to transmit to me the following communication relative to the Alton Road:—

“If it were continued,” Mr. Morin says, “to the valley of the River Bastican, it would intersect a country of great extent, with a fertile soil, level, and well-wooded with hard timber. Our young men await the completion of the work to take up these lands. Mill privileges and limestone are plentiful, and I am led to believe that precious minerals will be discovered in the mountains which bound these vallies. This opinion arises from my knowledge of the earths of this district, resembling those of the gold mines of Australia, in which I worked. The mountains and ravines, in which quartz and mica abound, strengthen this belief.

“We expect aid from the liberality of Government: the money can nowhere be more suitably expended.

“Colonization is rapidly extending at St. Alban, near this road, for I believe the value of lots has doubled, and even trebled within a very short period.

“If the timber is cut off on the large scale of past years, it will soon become very scarce, although it has been very abundant. It consists of pine and tamarack.

“The Church of St. Alban is not yet finished, but mass has been celebrated in it since the autumn of 1856.

COUNTY OF CHAMPLAIN.

Grandes Piles Road.

Superintendent: LOUIS ARCAND.

Amount appropriated in 1857 \$1,600

Amount disbursed 1,600

The intended length of this road is 16 miles.

The commencement is $2\frac{1}{2}$ miles north-west from the St. Lawrence in the Parish of St. Maurice, in the north-west range of St. Marguérite, on lot No. 21, near the new iron works in Radnor. Four miles and 18 arpents have been completed from the starting point. Thirty-three arpents were completed in 1857, the whole in the Seigniory of Cap de la Magdelaine, heretofore belonging to the Jesuits, and now to the Government.

There are still four miles to be made in that seigniory, and about seven in the Township of Radnor. The average cost per mile has been \$600, exclusive of the bridges, but over a considerable swamp to be intersected by the road, the average cost per mile will be nearly \$800. Twenty bridges were made in 1855-6 and 7, costing \$1,096. Moreover, at the lower extremity of the savanna two large drains have been made, one 15, the other 33 arpents in length, both of them 4 feet wide by 4 feet in depth; the cost \$300.

This road does not seem to have been verbalised by the municipal authorities.

The distance which this road will have to pass over the savanne here mentioned is nearly $4\frac{1}{2}$ miles, and the savanne itself, which M. Arcand affirms can be easily drained by means of several small streams which flow from it, is capable of cultivation. It is five leagues in length, by from half a league to one league and three quarters in width.

The lands adjacent to the road are all conceded, except in Radnor, where the road has not yet been opened. When it is opened there, the progress of colonization will be very rapid, as already several settlers have commenced clearing, in the hope that the road will be speedily opened to their doors.

The wheat-fly has done no mischief on the adjacent lands for several years; and the last harvest was very good. "Frosts injurious to the grain harvest seldom occur;" Mr. Arcand says, "nothing suffers from it but the buckwheat. The potato has not been attacked in the new lands, but in the soils which had been manured more than half have perished.

"In the Parish of St. Maurice, property has nearly doubled in value."

For further particulars, see my reports of the work done in 1856, p. 36, and in 1857, p. 57, French version.

COUNTY OF CHAMPLAIN.

Road from Les Piles to Lake Cossette.

Amount appropriated in 1857.....\$800
 Amount disbursed 800

COUNTIES OF CHAMPLAIN AND ST. MAURICE.

Matawin Road.

Amount appropriated in 1857\$1,500

The making of these two roads was confided at first to S. J. Dawson, Esquire, Civil Engineer and Superintendent of the Works on the River St. Maurice, and when that gentleman received orders from the Government to proceed to Red River to join an exploring party, Oliver Wells, Esquire, Surveyor, Crown Timber Agent, was appointed Superintendent to open these two roads. A report of the works will probably be made directly to the Department at Toronto, by Mr. Wells.

COUNTIES OF ST. MAURICE AND MASKINONGE.

Caxton Road.

Superintendent : LUC GÉLINAS.

Balance remaining from 1856	\$25 97
Amount appropriated in 1857	1200 00
	\$1225 97
Amount disbursed	900 00
	\$325 97

The Caxton Road commences on the Shawanegan Road, crosses St. Etienne, St. Barnabé, and St. Paulin, and ends on the land of Mr. Joseph Trépanier in St. Ursule; its length is 11 miles and a few arpents. One mile and three-quarters was opened in 1857. Repairs have been also done on certain hills and to bridges.

The improvement of the banks of the river Machiche on this road is impeded by considerable difficulties impossible to be overcome with ordinary means. This road, although not completed, is practicable for wheeled carriages throughout its entire length. It leads to the St. Maurice iron-works and to the settlements on that river, to the Town of Three Rivers, to the settlements on the Grès and those of the Township of Shawanegan, where the soil is well adapted for agriculture.

It is over this road that five or six parishes transport their supplies to the different lumbering establishments, to Three Rivers, and other places. There are three excellent mills (Mr. Gélinas does not state whether saw or grist mills) near the road, and abundance of limestone near the river Machiche and in its bed. The timber fit for farm buildings has been for the most part cut down, scarcely any is left but hemlock and a little hardwood, but Mr. Gélinas is of opinion that enough of building timber is left to supply the wants of the several localities.

Settlers readily take up land on this road, and have made satisfactory progress. The site of a church was pitched on, last year, in Shawanegan, by the religious authorities.

Mr. Gélinas thinks that the value of real property situated in the neighborhood of this road has within a few years more than doubled. He says; "before the Government caused these roads to be commenced, lands, or the claim of an individual to land which he occupied, might be had for a trifling sum, but at present, the settler having the benefit of the facilities afforded by this road, new lands are sold at a higher price than old farms, and some farmers even sell their cleared farms in order to become settlers on new lands."

Mr. G. considers that a new appropriation of \$1200 would be sufficient to complete the road.

COUNTY OF MASKINONGE.

Hunterstown Road.

Superintendent : P. C. RIVARD.

Amount appropriated in 1857	\$400
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By a letter from the Department, dated 20th July last, I was directed to delay the opening of this road, until more perfect information should have been obtained.

COUNTIES OF BERTHIER AND JOLIETTE.

Brandon and Joliette Road.

Superintendents: J. A. LEPROHON AND MAXIME CRÉPEAU.

Amount appropriated in 1855	\$300
Amount appropriated in 1856	800

\$1100

Amount disbursed..... \$1100

The commencement of this road is on the line between the 10th and 11th ranges in Brandon, on lot No. 18, and it ends in the 1st range of Joliette on lot No. 18, occupied by Mr. J. A. Leprohon, who was the first settler in this township. It is a continuation of 7½ miles of road already made in Brandon. Messrs. Leprohon and Crepeau made in 1857 seven miles of road suitable for wheeled carriages, making in all 14 miles of road, open and suitable for summer carriages in Brandon and Joliette.

The cost of the road did not exceed \$104 per mile. Four bridges: one 58 feet long by 9 feet in height, one 90 feet long by 14 in height, and two others measuring 70 feet of roadway, cost in the aggregate about \$200.

Two hundred and sixty-one feet of causeway (pontage) have been made, besides the bridges above mentioned, costing \$160, or nearly 50 cents per foot.

From the commencement of the road, for two miles, the soil is every where of excellent quality and suitable for settlement, being a yellow loam. The timber, maple, birch, beech, ash, and a few firs.

Thence to the third mile the soil is the same, but the wood is pine, of lofty growth and very straight, tamarack and spruce. To the fourth, the soil is still yellow loam, and timbered with pine, white birch (bouleau) and aspen. The fifth mile is sandy, and the two others are of the same quality as the first with the same timber.

Most of the lots in the ranges through which the road is made were taken as they became accessible. Fifteen families have settled in the first seven miles which were completed. Already their produce exceeds their wants. Besides these clearings on which the proprietors are resident, all the lots, Messrs. Leprohon and Crepeau state, are taken up, and on most of them some clearing has been done.

In three ranges of Joliette (the numbers not given) where the soil is admirable, but there is no road, we find twenty families, among them some who are becoming easy in their circumstances.

A large portion of the timber has been cut, and the lumbering operations continue. The information which I have collected leads me to believe that the interest of the settlers requires that these operations should be discontinued.

Mr. Crépeau tells me that a few arpents from the road there is a copper mine of which he was shewn some specimens.

There are on the Black River and the River David several water-powers.

Messrs. Crépeau and Leprohon think that to carry the road to the termination of the good land, to which they allude in their report, the sum of \$1300 would be required.

COUNTY OF JOLIETTE.

Two Roads in Cathcart.

Superintendent: LAURENT DESAUNIERS.

Amount appropriated in 1857	\$400
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Amount expended.....	\$400
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See my last report, p. 61, French version; and also my report of the works of 1854, p. 31, French version.

In the road S.W. of the river L'Assomption, one mile was done in 1857, and half a mile and twenty-one chains in that N.E. of the river. One mile and a half is finished so that it can be used for summer carriages, and twenty-one chains is fit for winter carriages only.

The road which is finished cost about \$291 per mile, inclusive of the bridges.

Ten miles of these two roads were verbalized by the late municipality of Berthier, No. 2. Both roads are in Cathcart.

Seventy-one bridges have been made in the two roads, varying from three to twenty feet of roadway, the cost of them is included in that of the road. One still remains to be made over the river L'Assomption, which appears to be urgently needed, and would cost, according to Mr. Desauniers' estimate, \$320.

"The two roads under my superintendence, Mr. Desauniers says, might, for the reasons assigned in my 12th answer, be carried on still further: that to the N.E. of the river a mile and a half, and that to the S.W. of the river more than three miles, the probable cost of both being £350.

"I can give no exact information relative to the progress of colonization in the townships of Kildare and Cathcart, not having had the census of those two places; but I am able to affirm that on the two roads and the adjacent lands, more than 5000 arpents of land are occupied, having been settled since the month of July last."

"The pine and cedar have been cut down in the tract intersected by these roads and the parts adjacent, particularly the former. Some little is left in a few places, but only of inferior quality."

"The wheat-fly has done no injury of late years. The potato has suffered from disease in nearly an equal degree in the old and the new lands; last year it commenced at the beginning of September in Kildare and Cathcart."

COUNTY OF MONTCALM.

Chertsey Road.

Superintendent: PETER S. KELLY.

Balance of 1856	\$5.2
Amount appropriated in 1857	400.0
	\$405.2
Amount expended.....	\$405.2

See my report of last year.

This road, which intersects the township of Chertsey and ends in Chilton in rear of the eleventh range of Chertsey, is about eleven and a half miles long, finished throughout, and fit for wheeled carriages. Two miles and half were done in 1857.

The average cost was \$160 per mile. A bridge 70 feet long has been built in rear of the tenth range in Chertsey, which cost nearly \$450, and several others of smaller dimensions. The bridge built over the river Lafontaine having been burned by the fire which swept the woods of Chertsey, must be rebuilt at a cost of \$100. The only obstruction occurring on this line of road between the old settlements in Rawdon and the township of Chertsey is in the ninth, tenth and eleventh ranges in Rawdon, where it is unfinished.

Mr. Kelly thinks that the sum of \$800 would be sufficient for the completion of the road and the bridges. He maintains that the cause of colonization would be greatly promoted by the continuation of the Chertsey road to the fine lands explored by Mr. Magloire Granger, in 1852, which are not more than twelve miles distant from the termination of the Chertsey road.

The land intersected by the road made last year is for the most part wood and covered with timber of the finest quality; it is rich although rather stony. There are sugaries established along nine miles and a half of the road. Since the work of making the road was commenced, about four years, colonization has made rapid progress in Chertsey. There is now a grist mill and three saw mills. Fifty or sixty families went in to settle last autumn.

Several persons who have visited the tract explored by Mr. Granger, agree in their report of its excellent quality, and the tendency of colonization in that direction fully shews the advantages to be expected from the continuation of the road to the district visited by that gentleman. To this continuation Mr. Kelly declares there is no obstacle, and he says it would cost about \$160 per mile.

There is a bed of limestone in the township of Chilton. The timber, particularly the pine and cedar, has been cut off in Chertsey by speculators, and there is but little left of good quality; but Mr. Kelly is of opinion that sufficient remains for present use.

About 15th August last, a frost occurred in Chertsey, in the low or interval lands from the action of which the high lands were altogether exempt.

A Protestant church was built in Rawdon last year, and it is expected that one will be built in Chertsey next summer for catholics, the present church being too small.

COUNTY OF MONTCALM.

Chertsey Bridge, over the River Lacouareau.

Superintendent: J. L. M. MARTIN.

Balance remaining in 1857.....	\$613 84
Amount disbursed.....	500 00

Balance remaining.....	\$113 84
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The bridge here mentioned was built to replace one which was carried away by the flood, when the road in Chertsey was first opened. It is about 200 feet in length. Mr. Martin has also built another bridge 30 feet in length, but neither of them is finished; though sufficiently advanced to be of use to the public.

"I do not consider that the piers are sufficiently filled with stone to be secure from the action of the ice. The perfect filling, if done in summer, was estimated at \$20, but would amount to a little more if done at the present period of the year. As I apprehended the Government might not be disposed to give assistance for the work, I encouraged the settlers themselves to undertake it, being quite within their means.

"This bridge, 12 feet wide and 10 feet above low water mark, is constructed on the same plan as the bridge in Grenville, with the best timber that could be procured; cedar, pine and tamarack. The timber materials saved from the old bridge could not be used but for those parts of the piers which are always under water. The workmanship generally of this bridge will bear a comparison with that of any work of the kind in the county."—(*Extract from J. L. M. Martin's Report.*)

Since Mr. Martin transmitted to me his report, he has found it necessary to inform me that the settlers on whom he had been obliged to rely for the filling of the piers, have not attended to his advice, and that the bridge will be exposed to great danger, if provision for filling the space within the piers is not made.

In his answers to my last circular, Mr. Martin, who has had opportunities of exploring the woods in Chertsey, and on whose judgment and experience we may rely, says: "The woods through which the road passes are of mixed timber, cedar,

“ spruce, fir, a few pines, birch, beech, maple, and a little bass-wood. The soil
 “ appears to be tolerably good, but wants depth in some places.

“ The timber suitable for farm-buildings and commerce—the pine—and pro-
 “ perly speaking—the pine only, has been cut down in many parts of the township,
 “ if any still remains in a few spots, it is pretty certain that it is in too small a
 “ quantity to suffice for the wants of the locality, but cedar and spruce abound
 “ everywhere.

“ The wheat fly has not, to my knowledge, done any damage to the crops. I
 “ left Chertsey on 6th September last, when the frost had not injured vegetation.
 “ The potato had been attacked by disease, but to a less extent in new than in old
 “ lands.

“ No churches are yet built in the township, nor have any sites been fixed on
 “ for them ; but steps are being taken for the purpose of building them.”

COUNTY OF MONTCALM.

Kilkenny Road.

Superintendent : LOUIS DUFRESNE.

Balance remaining from 1856.....	\$ 9 52
Amount appropriated in 1857.....	300 00

Amount disbursed.....	\$309 52
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For a description of this road and other information see my last report, p. 63,
 French version.

The road extends from the 5th to the 11th ranges in Kilkenny. Four miles
 and a half were opened in 1857, three of which may be used for wheeled carriages,
 and the rest for winter carriages only. The part finished cost \$80 per mile. It
 has been verbalized.

One of the principal advantages afforded to settlers by this road, is the shortening
 of the distance to Montreal by 21 or 22 miles. A number of families have come
 to settle in Kilkenny since the road was opened.

“ In the township of Kilkenny, where I live,” Mr. Dufresne observes, “ and the
 “ adjoining one, upwards of 300 families have settled. The building timber in
 “ this locality has been cut off, but it seems that there is enough left for local wants.”

Mr. Dufresne informs me that the wheat fly has done great injury in Kilkenny,
 even in fresh clearings : this is one of the rare and exceptional cases to what seems
 to be the general rule in all newly cleared districts. Since the opening of the road
 made by Government, and commenced in 1854, the value of real property, Mr.
 Dufresne adds, has increased 25 per cent. per annum, both in the township where I
 live and in the neighboring townships.

COUNTY OF TERREBONNE.

Lac à la Truite Road.

Superintendent : L. E. LAROCQUE.

Balance remaining from 1854.....	\$ 221 22
Amount appropriated in 1857.....	800 00

Amount disbursed.....	1021 22
	300 00

Balance in hand.....\$ 721 22

The description of this road in my former reports not being very exact, I here give that of Mr. Larocque:

“The *Lac à la Truite* Road in the townships of Morin and Beresford, commences on Lot No. 2, in the 9th range of the township of Morin, passes along the north side of *Lac à la Truite*, enters the township of Beresford in the 3rd range, and terminates at the N. E. line of the latter township. This is a line road in 6 ranges, and a front road in a part of the 4th range in Beresford. It crosses the 9th range of Morin on lots 2 and 3, follows the North shore of the *Lac à la Truite* in Beresford; from *Lac à la Truite* it goes to the 4th range, passes through the middle of Lot No. 1 in the 3rd range, then follows the concession line almost uninterruptedly from No. 1 as far as No. 18 on *Lac des Sables*, and thence through four ranges to *Lac Brulé*, on Lot 16, in the 7th range, these concessions being in the 4th, 5th, 6th, and 7th in Beresford. Its intended length is 8 miles and 25 chains.

“The length opened by me in 1857 is from 7 to 8 arpents, of road completed is 32 arpents.

“The *Lac à la Truite* road is open for winter carriages throughout its whole length, except 3 or 4 arpents near the north-east line of Beresford, and for summer carriages for six miles from the front of the 9th range in Morin, to about two-thirds of the depth of the 5th range in Beresford.

“The average cost per mile of the road when finished, exclusive of the bridges, is from \$336 to \$340, including them \$360. The land in the township adjacent to Beresford seems more level but like it in all respects. Pine for building purposes is scarce, but spruce is found in great abundance.

“I am not aware that the wheat-fly has done any injury either to the wheat or to any other grain. The potato has been attacked by disease rather more than in former years in the new lands, but less in the old clearings.”

For further information relative to the soil and timber see my former reports.

COUNTY OF VAUDREUIL.

Roads in Newton under the Superintendence of the Municipal Council of Newton.

Amount appropriated in 1856.....	\$600
Amount disbursed	200

Balance in hand... ..	\$400
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The roads on which work has been done are, 1. The front road between the 6th and 7th ranges in Newton; 2. A line road through the second range in Newton between lots 1 and 2. The length of the two together is 3½ miles. The line road in the 2nd range is nearly 23 arpents in length, and the front road nearly 64.

Both have been opened throughout, but two miles only are in order for wheel carriages; the remainder is fit for winter carriages only. The front road commences at the Province line, and runs eastward towards the Seigneurie of New Longueuil.

A bridge 120 feet long has been built at a cost of \$195. Three more are required. The Municipality has undertaken the maintenance of these roads. Most of the timber fit for exportation has been cut in Newton. These were principally pine, elm and ash.

Mr. C. McCosham the Secretary-Treasurer of the Municipality of Newton says, “I have reason to believe that the timber which remains will not be sufficient for the wants of the inhabitants.”

COUNTY OF ARGENTEUIL.

Road in rear of La Chute towards Howard—Road from Dalesville to the Rapids of Beavan.

Superintendent: ANDREW BOA.

Amount appropriated for the first road in 1854	\$400.00
Amount appropriated for the second road in 1857	800.00
	\$1200.00
Amount disbursed	893.80
	\$306.20

The intended length of the first of these roads is nearly 14 miles. It commences in the first range of the Township of Gore, near lake St. John.

In 1857 about 24 chains of the road were opened, and about $4\frac{1}{2}$ miles was completed, and is now passable for wheel carriages as far as the western extremity of Lake Barron in the 5th range.

I do not know the length of the second road, but the section comprised between the Glencoe Mills and the Rapids of Beavan is 8 miles and 70 chains, and it was opened in 1857 to the end of the Beavan Rapids.

In the other section of the same road from the Mills in Glencoe at Dolan's, a few chains only have been improved in the worst spots, at an expense of \$24.30 only.

In the section between the Glencoe Mills and the Rapids of Beavan, 6 bridges having in all 262 feet of roadway have been built, costing \$73.85.

Mr. Boa has carried on the work on several other roads in the County of Argenteuil, and furnishes the following remarks on the lands intersected by them: "The soil on the first mile-and-a-half of Wentworth is good; the five following miles are stony; near the remainder of the road the soil is generally good, more level and less stony; the timber consists of spruce, hemlock, cedar, beech, birch and maple. The spruce and cedar are excellent and very large. The hard wood is particularly rich in salts. As to the land lying beyond the terminus of the road, I know that it is level to a considerable distance, but I am not acquainted with the nature of the soil.

"On the Harrington road, from the outlet of Lake Joseph, the soil generally is good, although somewhat stony. From the outlet of Lake Joseph to Lake Beavan the soil generally is excellent, principally in the valley of Ann's Brook where hardwood prevails, although in the valley the timber is mixed. On the border of Lake Beavan we met with a good deal of oak.

"Beyond this road, in the Township of Montcalm, there is a large tract of good land. On the road, in the rear of La Chute towards Howard, between Lake Sir John and Lake Beavan, the soil is good, but the ground rocky and uneven. The highlands afford excellent pasturage, and the low bottoms yield good crops. The principal growth on these lands was hardwood, but the settlers have destroyed it for the purpose of making potash.

"In that section of the road from Dalesville to Bevan's Rapids, which lies between Glencoe Mills and the 2nd range in Arundel, the ground is occasionally very rough and stony, in some places, however, it is good. In the 2nd and 3rd ranges, a slope on the banks of Red River, the land is excellent, level, and not encumbered with much stone. The timber is of various kinds. The road leads to a tract of excellent land in the vale of Red River, to which it seem, settlers at present direct their attention. In fact, settlers have already penetrated to the Township of Desalabery, and commenced clearing.

"There are four excellent water-powers in the neighborhood of these roads, one on lot No. 20 in the 1st range of Wentworth, a short distance from the com-

"mencement of this road; one on lot No. 4, in the 4th range of Harrington, about 4 arpents from the road; another at the place called Glencoe Mills; and a fourth, in the last range of Harrington, 3½ miles from Glencoe Mills, on the road from that place to Beavan's Rapids.

"A great abundance of limestone is found in Wentworth, Chatham, Grenville, and Harrington, and in the 1st range of Arundel.

"In Chatham and Grenville, plumbago is common, and I have found mica in Wentworth."

A church has been built between the 6th and 7th ranges in Chatham.

Mr. Boa is of opinion, that in addition to the appropriations already made, \$1,300 would be required to complete the Harrington Road, \$400 for the Wentworth Road, \$320 for the Dalesville and Harrington Road, \$1,200 for the road in rear of La Chûte towards Howard, and \$600 for the road from Glencoe Mills to the Beavan Rapids.

COUNTY OF ARGENTEUIL.

Road from *La Rivière du Nord* to Arnot's Mills.

Amount appropriated in 1857,\$400.

The advanced state of the season when it was possible to commence the work of opening this road, would have entailed heavy expense; accordingly it was delayed till a more favorable season. It will be commenced as soon as the opening season and the state of the ground may enable us to work to advantage.

COUNTY OF ARGENTEUIL.

Wentworth Road.

Superintendent: *Andrew Boa.*

Balance remaining of 1855.....\$290.75.

A sum of \$340 having been paid to Mr. Boa in 1856, there consequently remained in my hands but \$60, as mentioned in my last report. Mr. Boa not having expended all the funds at his disposal, deposited on the 24th February, 1857, at the "Banque du Peuple," (Montreal) \$230.75, to my credit, of unemployed balance remaining on hand.

This last balance, together with that of \$60 already mentioned in my last report, is equivalent to \$290.75 still at our disposal, as may be seen above.

It was intended, as with many other roads in the Ottawa territory, to open this only for winter traffic. It has been completely opened as such, and nearly two miles and a half of it have been completed so as to serve for wheel carriages.

Mr. Boa, to whose superintendence the works of this road were entrusted, having been actively engaged in superintending the completion of the road from Dalesville to the Beavan Rapids, was prevented from attending to the Wentworth road during the past summer.

The balance above mentioned will be employed in completing or improving some other part of it.

COUNTY OF ARGENTEUIL.

Crook's Mills Road.

Superintendent: HENRY MILWAY.

Appropriation for 1856	\$400 00
Amount paid.....	360 00

Balance remaining..... \$40 00

This road extends from Grenville to Montcalm, through Harrington; its length is nearly 26 miles.

A part of it was opened by the inhabitants of Harrington, before Mr. Milway commenced operations.

Eleven miles are now practicable for summer vehicles, another mile is only opened, and is only fit for winter carriages.

Three miles and a-half have been completed in Grenville in 1857. Mr. Milway commenced operations on the 8th Range, between Lots 11 & 12 of Grenville, and suspended his operations in rear of the 10th range, between Nos. 12 and 13.

The work which Mr. Milway has had done is of so miscellaneous a character, as repairs, wooden causeways (*pontage*) in low bottoms, and construction of bridges, that he is unable to state the average cost of the road per mile.

Three bridges, comprising together in length 135 feet, cost \$100. The length of wooden causeway (*pontage*) and faggot work completed, is 1,479 feet, costing \$200; there still remains 1,000 feet to be done.

This road has been verbalized, but it passes for five miles over land belonging to the Government, four miles of which have not yet been opened; and, Mr. Milway remarks, no provision is made for the repairing of the road; (as according to Mr. Milway's account, the road has been verbalized, I am led to believe that he alludes here to the repair of that part of the road which traverses the lands belonging to the Crown). The soil and timber are good, but the country is mountainous.

Several persons have settled on these lands since the road was opened, and others are shortly expected.

Water powers are numerous near the road, and limestone is plentiful.

Mr. Milway remarks that population has increased rapidly in the townships situated in rear, since the roads for colonization were commenced.

A great quantity of the pine has been cut in the vicinity of this road, but there still remains sufficient for the use of the settlers.

Mr. Milway, in concluding his report, mentions a fact of much importance, worthy of the attention of those intending to become settlers, viz.: That during the three first years after the land has been cleared, wheat is not attacked by the *cecidomia*, or wheat-fly.

COUNTY OF ARGENTEUIL.

Bridge over the Red River in Grenville.

Amount of the appropriation of 1856 to construct a bridge on the Red River, in the Township of Grenville, the Municipality being obliged to provide any deficit which might be found between the sum appropriated as above, and the cost of the bridge, and also to provide for keeping it in repair	\$4,000 00
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Amount paid.....	2,592 40
Balance remaining	<u>\$1,407 60</u>

The Municipal Council of Grenville and Union having undertaken to construct this bridge and to provide for its future repair, have given the contract to Mr. W. H. Ford, for the sum of \$3,000, upon certain conditions and specifications mentioned in the contract previously given to Mr. Howard and his partner, which said sum of \$3,000 is to be paid at this office in three different instalments, viz.: by payments of one third at a time, the last of which shall not be made until the bridge has been received and approved by *experts*. The two first instalments have been paid, but the two *experts* deputed to examine the bridge having declared that its construction is not conformable with the conditions entered into by contract, the third and last payment has not been made at this office.

COUNTY OF OTTAWA.

Templeton Road.

Superintendent: JOHN CULLEN.

Balance of the appropriation of 1854	\$19 00
Amount appropriated in 1857.....	800 00
	<u>\$319 00</u>
Amount paid.....	160 00
Balance remaining	<u>\$159 00</u>

This road begins at Perkins' Mill, in Templeton, and passes near the River Gatineau, across the Township of Wakefield, and terminates at lot No. 7, in the 1st range of Wakefield, opposite the Catholic Church, on the Gatineau.

Its length is about 24 miles. Twelve and a half are now open, four of which were opened in 1857.

Eleven miles of road now open are in Templeton, and the remaining one and a half in Wakefield.

Six miles are passable for wheeled carriages, but no part of the open road has been completed.

It cost \$60 per mile.

Six bridges have been constructed, measuring altogether 257 feet, and there are others to be built.

This road opens up an extent of country which has hitherto had no outlet.

The soil is stony and rough, but good.

The timber consists of pine and maple, the latter prevailing.

There are in the vicinity a good many water powers, and plenty of limestone.

The population of Templeton and Wakefield appears to have increased one half within four years.

There still remains much timber in these Townships.

The first frost injurious to vegetation makes its appearance in these localities towards the middle of October. The wheat-fly, says Mr. Cullen, is entirely unknown.

A Catholic Church was erected last year at Perkins' Mill.

One thousand two hundred dollars would be required to complete the road.

COUNTY OF OTTAWA.

Rivière du Desert Road.

Superintendent: PATRICK FARRELL.

Amount of appropriation in 1854.....	\$3,600 00
Do. do. in 1857.....	3,000 00
	<hr/>
	\$6,600 00
Amount paid	3,740 00
	<hr/>
Balance in hand.....	\$2,860 00

This road, about 60 miles in length, was intended to commence north of Aylmer, in the Township of Hull, and to terminate at the *Rivière du Desert*; but for reasons mentioned in my last year's report, page 68, French version, it has been decided that the opening of the roadway should be commenced between lots Nos. 35 and 36 (at Brooks' farm), in the 2nd range of the Township of Low.

The distance from this point to the *Rivière du Desert*, in the Township of Egan, according to the survey taken by Mr. J. J. Roney, is 47 $\frac{1}{4}$ miles.

Eleven miles in length of this road was opened in 1857, of which 10 $\frac{1}{4}$ is practicable for summer vehicles; the remainder is only fit for winter traffic.

It has cost, on the average, \$188 per mile. Fifteen bridges, in all 1,236 feet of roadway have cost \$1,157.

Fifteen hundred feet of causeway (*pontage*) and faggot work have also been completed. The cost of which has been \$559.

Independent of the above-mentioned bridges, there have been thirty-one constructed of smaller dimensions, to admit the water across from one ditch to the other, as occasion required.

"Relative to the inquiry you make," says Mr. Farrell, "respecting the repairs of the road, I beg to acquaint you that the Township of Low has been recently invested with municipal authority, and that the corporation is willing to provide for the maintenance thereof to the full extent of their powers, and that the settlers of the Township of Aylwin, though not immediately under municipal authority, entertain, nevertheless, a similar intention.

"Respecting the nature of the soil, I observed that for two miles it was of a rich and loamy nature, with a subsoil of stiff clay, afterwards becoming gravelly and stony.

"From the end of the 7th mile to the commencement of the 11th, the soil is more or less sandy. The timber varying according to the nature of the soil; in the low lands there is tamarack, cedar, and fir, and on the high lands different kinds of hard wood, with a fair proportion of pine. The hard wood most prevalent on the 8th, 9th and 10th miles is beech. The settlers consider the soil of excellent quality.

"The commercial advantages of this road are felt only by the lumberers. Many other branches of industry may probably flourish so soon as the road is completed to the *Rivière du Desert*.

"It has been already proposed to build mills, &c., on the line of road, but capitalists are loth to embark in such speculations until it is completed.

"The only water-powers which exist near that part of the road which is completed, are, 1st. One which is a mile from its commencement, and on which there is already a saw-mill; 2dly. Another far superior, on Mr. Gilmour's farm.

"Nevertheless, others exist at distances varying from two to six miles from the road.

“The amount which I would consider necessary to complete this road as far as the Rivière du Desert is about \$6,000.

“All the advantageous lots in the Township of Wakefield, where I reside, have been already taken; in the Township of Low all the lands to which, under existing circumstances, settlers have had access, that is to say, five or six miles from the Gatineau, are occupied; and though the soil in the interior towards the west of the township is considered of superior quality to that immediately in the front, yet for want of roads and bridges, there is no possible conveyance for provisions or other necessaries requisite for families desirous of settling there. Daunted by such obstructions, emigrants, after having wandered over great distances, in search of land, attracted hither, by reports that good land could be procured at Low, have been frequently known to go back, seemingly discouraged, in order to obtain elsewhere the object of their search.

“The opening of this road has really given an impulse to colonization, especially in the localities through which it passes: all the vacant lots on its line having been eagerly taken up; and also a considerable part of the Township of Hincks, situated east of the Gatineau, has been occupied since last harvest, and other settlements in similar progress, will most probably be made, as the road advances to completion, throughout its entire length.

“The pine timber in these localities has been, and continues to be, got out on a great scale; there remains however more than sufficient for present and future wants, excepting at Low, where there is but little remaining of good quality.

“The wheat-fly caused last summer some slight damage to the wheat only. First crops, though not free from its injurious effects, nevertheless experienced less injury.”

The first frost injurious to tender vegetation, such as melons, cucumbers, and potatoes, happened in 1856 at Wakefield and Low on the 28th August; and in 1857 on the 6th September.

Two Catholic churches have been built on this line of road, one at the Rivière du Desert, and the other in the Township of Wright; a suitable spot has also been selected for the erection of another in the Township of Low.

For other intelligence relative to the mission of the Pères Oblats to the Rivière du Desert, see my last year's report, page 68, French version.

COUNTIES OF PONTIAC AND OTTAWA.

Road from Onslow to Masham.

Amount appropriated in 1854.....\$900 00

This road not having been traced, it was considered necessary to make a survey in order to its location. The undertaking was offered to a person represented as highly qualified, who nevertheless declined its acceptance.

Further inquiries having been made of persons able to give information concerning the intended road through the Ottawa territory, some delay has been considered advisable until more reliable information can be obtained as to the persons who may be entrusted with the survey, &c., &c. The course of this road has not yet been decided upon.

COUNTY OF PONTIAC.

Road from Calumet to the Rivière à la Loutre.

Balance remaining from appropriation in 1856... ..\$218 35

This road commences upon the banks of the River Ottawa, near to Brizard's house, opposite Calumet church, and terminates on the banks of Lake la Loutre,

at Messrs. Gilmour & Co's. depot; extending over a distance of 20 miles, 12½ of which was completed in 1854 for winter traffic, and several more in 1855, both costing nearly \$64 per mile. For further particulars, see my report of 23rd February, 1856.

COUNTY OF GASPÉ.

Road from la Peninsule to l'Anse aux Griffons, and from the Peninsule to la Grande Grève.

Superintendent: DAVID PHILIPPS.

1st Road.

Balance remaining from the appropriation of 1856.....	\$ 19 75
Amount of appropriation in 1857.....	600 00
	\$619 75
Amount paid.	619 75

2nd Road.

From the Peninsule to la Grande Grève.

Balance remaining of 1856.....	\$ 5 75
Amount paid in 1857.....	600 00
	\$605 75

The work carried on by Mr. Philipps has been confined to the road from la Peninsule to l'Anse aux Griffons. This road begins at la Peninsule, and terminates on the banks of the River St. Lawrence; its length is about 8 miles.

The second commencing also at "la Peninsule" and terminating at "la Grande Grève," is 12 miles long.

The road from "l'Anse aux Griffons" was opened through its whole length in 1856, and 39 arpents were completed the same year; it was further completed 2½ miles in 1857, making 3½ miles suitable for wheel-carriages.

Eleven bridges, comprising in all 361 feet of roadway, cost about \$163.

The making of the road, independent of the bridges, cost \$214.60 per mile.

Mr. Philipps remarks that colonization is increasing rapidly on this line: fourteen houses having been erected during the past year; several others have been also built on the road of "la Grande Grève."

To complete these two roads Mr. Philipps considers \$3,400 necessary, independent of the cost for bridges, which has been estimated at \$1200; but, by changing the intended course of one of the roads (probably that of la Grande Grève), the erection of 4 large bridges might be dispensed with, one of which alone would cost \$600. (For further information, see my last year's report, page 40, French version.)

COUNTY OF GASPÉ.

L'Anse à la Louise Road.

Superintendent: JOHN HURLEY.

Amount appropriated in 1857.....	\$600
Do paid	400
	\$200

The road to l'Anse à la Louise is a continuation of the post road of Grande Grève across a neck of land in the direction of Cap Rosier, and proceeds thence towards the settlements of l'Anse aux Griffons and la Rivière au Renard. Six miles were completed in 1857.

Two bridges have been constructed, making in all 165 feet of bridging, the entire cost of which was upwards of \$204. Timber has been also provided for another bridge of 30 feet span. I should not omit mentioning that a number of settlers living at a considerable distance came thither with their beasts of burden and transported thither gratuitously the necessary timber.

Mr. Hurley informs me in his reports that "The bridges on this road will not be considerable, except one, which, in order to render it durable, will cost from \$160 to \$200.

"This road being much required, I would advise its being proceeded with without delay, for without the bridge in question it is impassable and there are several others required which, in the whole, will cost \$520.

"The whole tract which this road traverses is of most superior quality, and covered with the best of timber."

This road would open a fine country to the inhabitants of the neighbouring districts now huddled together in small fishing stations on the coast; moreover many water powers exist which might be rendered of great advantage to settlers.

Mr. Hurley, in concluding his report of the 14th November last, states that two bridges between l'Anse aux Griffons and la Rivière au Renard (two districts where considerable business is carried on) are in a state of great decay, and should be rebuilt immediately in order to avoid serious accidents.

COUNTY OF GASPÉ.

Road from Pointe St. Pierre to Chien Blanc.

Superintendent: JOHN FAUVEL.

Amount of appropriation in 1856	\$320
Do do in 1857	200
	<u>\$520</u>
Amount paid	500
	<u>\$20</u>
Balance remaining	<u>\$20</u>

This road, which commences at l'Anse du Chien Blanc, has been continued as far as la Petite Pointe St. Pierre. Its proposed length is 3 miles, 1½ of which has been completed and 1 nearly so in 1857.

The cost for completing this road has been nearly \$200 per mile, exclusive of Bridges.

Eight bridges are to be made, varying from 20 to 50 feet in length, which Mr. Fauvel says will cost \$280.

The land near this road is generally of excellent quality and suitable for cultivation, but timber is scarce.

If this road was lengthened about 3½ miles as far as Bois-Brûlé (along the south of Gaspé bay), it would open a fine tract of land for colonization.

Mr. Fauvel is of opinion that about \$220 would suffice to complete that part of the road which he commenced last year, not including the bridges.

Two churches are now building in the Townships of Malbaie and Douglass.

COUNTIES OF GASPÉ AND RIMOUSKI.

Road from Matane to Cap Chat.

Amount of appropriation of 1856	\$240
Do do of 1857	1000
	\$1240

In consequence of instructions received from the Department, dated 20th July ult., I had to suspend the above work until further orders.

COUNTY OF BONAVENTURE.

Paspebiac Road—Centre Street Road, New Carlisle.

Superintendent: WM. MACDONALD.

Amount appropriated in 1856 for these two roads.....	\$520 00
Appropriation of 1857.....	259 86
	779 86
Amount paid.....	\$779 86

The first of these roads commences on the Queen's Highway, near the Catholic Church of Paspebiac, and extends three miles in depth.

It has been opened as far as the *Ruisseau Bertrand*, that is to say, $1\frac{1}{2}$ miles.

The second road extends from the Episcopal Church in New Carlisle as far as New Lake and further to the township line.

It is also intended to extend it to the *Rivière Bonaventure* settlement, nearly six miles distant.

Three miles of this road have been completed by Mr. Macdonald.

In order to complete these two roads as they are at present, Mr. Macdonald has taken upon himself to exceed the amount of the appropriation by nearly \$280.

According to information received from respectable authority, it is believed that Mr. Macdonald has exercised the strictest integrity in all his dealings; and moreover, that it was desirable the two roads which he had undertaken should be completed by applying to the work such funds as might be appropriated for other roads in the County of Bonaventure. Accordingly, the amount expended, exceeding the appropriation has been refunded to him.

Not having yet received from this gentleman answers to my inquiries, owing to the slowness of the mails, I am unable to give any further information on the subject.

COUNTY OF BONAVENTURE.

Road to the Church at "Rapide Plat;" Road across McCracken's farm; Moreau Road; Placide Bugeole Road.

Superintendent: N. CAVANAGH.

Amount appropriated in 1856 for roads in Hamilton.....	\$480 00
Amount paid.....	480 00

This sum of \$480 was laid out at the suggestion of the Municipal Council of Hamilton during its session of 7th September, 1857, as follows:

For the first road.....	\$320 00
“ “ 2nd “	40 00
“ “ 3rd “	40 00
“ “ 4th “	80 00
	\$480 00

The road of “l’Eglise au Rapide Plat” is two leagues in length. “It is used for travelling,” says Mr. Cavanagh, but is far from being completed; nevertheless, such as it now is, it proves of great benefit to settlers.

Mr. Cavanagh has expended \$40 more on this road than was appropriated, and he considers that an equal amount will be further necessary to complete it.

The second road, viz: McCracken’s road has not yet been opened, owing to Mr. McCracken, over whose land it would be necessary to pass, having objected; consequently Mr. Cavanagh considered it wise not to insist on its further completion, and is of opinion that the above named sum will be more advantageously expended in completing the first road, which should be an object of further consideration.

Forty dollars was expended on the third road, called Route Moreau, with which 10 or 12 arpents have been opened. Mr. Cavanagh is of opinion that no less a sum than \$600 will be necessary for its final completion. The soil on this road is good, except in a few swampy spots. Mr. Cavanagh adds that this road is very necessary, the settlers having no other mode of access to their lands.

Respecting the fourth road, the Route Bugeole, with the \$80 which have been expended, 18 arpents have been opened. This road, like that of Rapide Plat, is of the greatest importance, the inhabitants of the second range having no other outlet. Mr. Cavanagh believes that \$200 will be necessary for its completion.

COUNTY OF BONAVENTURE.

Road in New Richmond.

Superintendent: JOHN DODDRIDGE.

Amount of appropriation in 1856.....	\$600 00
Amount paid.....	200 00
	\$400 00

This road is a means of communication between the 4th and 6th concessions of the township of New Richmond. One-half of it was opened last autumn.

The land in this part of New Richmond is very suitable for colonization; the soil being of the best quality, and the timber consisting chiefly of birch, cedar, spruce and fir.

This road will open to colonization the 7th range of New Richmond, lying between the two rivers Little and Great Cascapedia. The land is all level.

Mr. Doddridge informs me that a white substance is found close to the road which the settlers use for whitewashing purposes, and which is most probably carbonate of lime. Marl is also found in abundance on the banks of two lakes in the vicinity of this road.

Limestone is abundant on the black headlands of New Richmond.

Slate and iron ore also exist on the banks of the great river Cascapedia.

Mr. Doddridge says that the roads which Government have caused to be opened in the townships adjacent to New Richmond are great improvements, and a great encouragement to the farmer.

Mr. Doddridge is not positive when the first frost occurred sufficiently intense to injure vegetation, but he believes it was early in September last.
 About \$120 would be needed to complete this road.

COUNTY OF BONAVENTURE.

Mann's Brook Bridge.

Superintendent: JOHN G. FAIR.

Balance from appropriation of 1855, for the County of Bonaventure	\$148 25
Paid.....	148 25

This balance was appropriated for the building of a bridge over Mann's Brook. The 2nd of last December Mr. John G. Fair wrote to me that he had advertised the work of building this bridge, to be given to the lowest tender, and that no tenders had been received. Its construction had been accordingly deferred to some future period.

P. S.—Since the preceding was written, a letter from Mr. Fair has been received, bearing date 16th inst., in which he informs me that the building of the bridge has been undertaken for \$200, and as the amount disposable is only \$148, it is evident that some interested party has engaged to furnish the remainder.

COUNTY OF RIMOUSKI.

Fleuriau Road.

Superintendent: S. H. LABEL.

Balance remaining from 1856.....	\$180
Appropriation for 1857	300
	<hr/>
	\$480
Amount paid.....	440
	<hr/>
Balance.....	40

A length of 20½ arpents was opened in 1856, and of 52 arpents in 1857. The whole can be used by summer carriages. Three bridges, comprising in all 299 feet of roadway, have been constructed. Mr. Lebel remarks among other things in his report, "that the lands in the vicinity of this road are of excellent quality, and the timber is a mixture of birch, maple, pine and spruce."

"Above fifty young settlers have already taken land on both sides of the road for a great distance, and I feel assured that all the lands will be taken up as they become accessible.

"More than 100 lots have been taken during the past and present years in the Township of Fleuriau where the road terminates, and the laborers under my orders have almost all marked out sites which they intend taking so soon as the road reaches its destination.

"They all declare that these lands are far superior to those occupied in the back concessions of the seigniories, and I can vouch for the truth of their statement from my own observation during the survey of this Township.

"There is no doubt but that all the good lands which become accessible by the Fleuriau road will be taken up by the young people of this county, who find it very difficult to settle in the seigniories in which the lands are either already conceded or of very inferior quality.

“ There have been, to my knowledge, five houses built in the Township of Fleuriau since last year, and I am informed, by persons worthy of credit, that more than 100 *minots* of barley have been sown in the same Township, also, that half a lot of land in it was sold for \$72.”

In the remaining part of the line, that is, from the terminus to the Township of Fleuriau, we find the River Neigette to be bridged. This bridge will be 90 feet in length of roadway, and will cost about \$240.

COUNTY OF RIMOUSKI.

St. Simon Road.

Superintendent: CHARLES FR. CARON.

Balance remaining from 1856	\$ 52
Amount of appropriation in 1857.....	400
	452
Amount paid.....	452

The St. Simon Road as laid out will be 10 miles long.

In 1857, 83½ arpents were opened for traffic, of which 23 only are adapted for winter carriages, and the remainder for wheel-carriages.

Its starting point is 6 or 8 arpents from the front of the 3rd range of the Seigniorie Nicholas Rioux, and it extends across the 4th, 5th, and 6th ranges, and a few arpents on the 7th. Three miles and a half require completion in the seigniorie Rioux, and one and a half on the Crown Lands, in order to reach the road which is to be opened on a line parallel with the River St. Lawrence. Five bridges, comprising 260 feet of roadway, and 5 or 6 feet in height, have been constructed, and have cost in all about £10. There still remains one of 100 feet in length and 7 or 8 feet in height, to be built in the 23 arpents which have been cleared for winter travelling.

The road completed in 1856 has not yet been verbalised.

The lands intersected by this road are of excellent quality, and Mr. Caron is of opinion that those not yet reached are the best, the wood which grows on them being birch, maple, and other hard wood, sufficiently indicating the richness of the soil.

This road opens out for colonization a large tract of good land, and Mr. Caron says that, “ but for the exorbitant cost of land in the Seigniorie Nicholas Rioux, its whole length would have been studded with new abodes; that when it shall have reached the Crown lands, colonization will progress rapidly, lots being there obtainable on much easier terms.”

There is a capital flour mill on the 4th range, and excellent water powers on the 5th, 6th, and 8th ranges.

There is a lime stone quarry between the 5th and 6th ranges. Notwithstanding the exorbitant price of land in the Seigniorie Rioux, there have been within the two years since the commencement of this road, a great number of settlers who have made clearings on the 5th range, on which some are now residing.

The building timber has been already cut off, especially the pine and spruce, but there still appears to remain sufficient for the wants of the locality.

A fact which Mr. Caron reports as worthy of notice is, “ That in the environs of this road no frost injurious to vegetation has occurred since the first sowing, viz., five years.”

Lastly, the Ecclesiastical authorities have erected the 3rd, 4th, 5th and 6th ranges of the Seignior Nicholas Rioux into a parish.

The cost of the road was, on an average, \$160 per mile.

In order to extend this to the road parallel with the River St. Lawrence, as before mentioned, a new grant of \$1000 would be necessary.

COUNTY OF TEMISCOUATA.

Begon Road.

Superintendent: THOMAS P. PELLETIER.

Appropriated in 1857	\$500.00
Amount paid	500.00

The projected length of this road is 30 miles, 18 of which have been traced out. Its starting point is the division line between the Township of Begon and the Seignior of Trois Pistoles; two miles and six arpents were opened in 1857: 50 arpents being completed so as to serve for summer carriages, and 12 only opened.

In the Seignior of Trois Pistoles, two miles are to be made in order to communicate with that begun in the Township of Begon.

The cost per mile has been \$184, independent of bridges.

Three bridges, one of which is 93 feet span, have been built.

The land in Begon is considered by Mr. Pelletier of very superior quality, though the wood consists of spruce, pine, fir and white birch (*bouleau*.)

There are a few water powers in the vicinity of the road.

Mr. Pelletier is of opinion that \$1600 would suffice for the completion of that part of the road which has been traced, and that a similar sum would be requisite to complete the other 12 miles which have as yet neither been traced nor explored. Until the opening of this road, colonization had made little progress, but since then many young people have begun to settle.

The timber suitable for commercial purposes, especially pine, has been carried off from the lands bordering on the road, but Mr. Pelletier is of opinion that sufficient remains for the present and future necessities of the locality.

There is no church yet erected in the Township of Begon, but the site for its construction has been selected.

Mr. Pelletier remarks that the value of the land in Begon has increased 25 per cent. since the opening of this road.

Mr. Pelletier has favored me with an excellent report of his proceedings from which I consider it a duty to quote the following extract.

"This road is of solid consistency but uneven surface, owing to four hills of gentle declivity. In this distance there is 6 arpents of timber causeway and 16 of ditching. About 2 miles are suitable for wheel carriages, it is, nevertheless, of no utility during the summer, the road on the 4th concession of the Seignior of Trois Pistoles leading to that Township not being yet completed."

"The inhabitants of this concession, who are generally new comers with small means, having already opened a road on the 3rd concession have not the means to proceed with another, which consequently deprives them of access to that part of the Begon road already completed."

The soil of this Township which has been already surveyed for 18 miles, is all fit for cultivation and of most superior quality, commencing at the 4th concession, and there is not the least doubt that if this new facility for colonization is forthwith continued, the Township of Begon will be in the course of a few years a rich agricultural district.

The agriculturists inform me that they had a crop of from 1000 to 1500 bundles of hay, and from 250 to 400 minots of grain ; for my own part I can candidly say that I saw fields of fine appearance and rich pasture.

You will permit me to add, in order to give you some idea of the urgent necessity for this road, that it is now eleven years since the first settler came to establish himself here, others have also inhabited it during the last five or six years ; without mentioning the great number who have commenced clearing since the road was commenced ; for years these courageous pioneers have been obliged to carry on their backs their provisions, seeds, and everything else indispensably necessary for new settlers.

The finest Sugaries in the County of Temiscouata exist in the upper part of this Township, and though to the present day destitute of internal communication from 80,000 to 100,000 pounds of Sugar are manufactured yearly.

The lower part of the Township abounds with forests of Pine, Fir, Spruce, Beech, and White Birch, (*boulevard*.)

There are also several water powers, one of which I think will be brought into use the beginning of next spring.

So soon as the road is opened as far as the principal settlements on the 4th concession, a chapel will be required.

COUNTY OF TEMISCOUATA.

L'Isle Verte Road.

Superintendent : J. ET. FRASER.

Appropriation of 1857.....	\$300 00
Amount paid	260.00
Balance remaining	\$ 40.00

The extent of road opened by Mr. Fraser in 1857 is about 44 arpents by 12 to 15 feet in width.

He has also constructed 4 bridges, the roadways of which measure 12 feet, and has further laid 1604 feet of timber causeway, the greater part on sleepers.

Mr. Fraser's answer to my circular not having come to hand, it is out of my power to give full particulars, which I would otherwise have desired.

Nevertheless, in his report of the 9th September, Mr. Fraser remarks, that "a part of the land intersected by this road is a hill, the surface of which is covered with boulders. The timber is of various kinds, and of sufficient growth to cause one to believe that the soil is of the best quality."

COUNTY OF TEMISCOUATA.

St. Eloi Road.

Superintendent : CHAS. THERIAULT.

Amount appropriated in 1857	\$300.00
Amount paid	300.00

The proposed length of this road is about five miles, and it will cross a portion of the township of Denonville, which is situated to the rear of St. Eloi. It has been completed to the distance of one mile and a half for summer travel, and two miles further for winter. This is a continuation of the road opened by Mr. Lepage.

The portion completed by Mr. Thériault has cost \$207.40 per mile, exclusive of bridges.

A bridge is required over the Mariquaiche river.

From his knowledge of the lands through which this road passes, and of the lands in the vicinity, Mr. Thériault thinks that there is about one square league of land of the first quality on the line of road, and that if the road were completed to the proposed length, there would be as much more found. The land is, however, rather stony.

The 1st, 2nd, and 3rd Ranges of the township of Denonville, are not so valuable; and the best lands are found from the 4th Range to the rear of the township. The timber on the latter is composed chiefly of hard wood, such as birch and maple.

On the Mariquaiche river, there is an excellent water power, and there is another on the "*ruisseau Fèvre*." There are two others on the Senescoupe river, at a distance of two miles from the proposed termination of the St. Eloi road.

There is a limestone quarry on the north bank of the river Mariquaiche.

Colonization had made but little progress in Denonville, up to the time when Mr. Thériault, began his works, but he adds that since the undertaking of the road has given hopes of the good land being made attainable, the number of settlers has been increased.

The building timber, and particularly the pine, has been cut down everywhere on the lands near the line of road, and even beyond the township of Denonville. There remains sufficient, however, for the wants of the settlers, provided the lumber establishments be discontinued.

Mr. Thériault is of opinion that \$800 would suffice to complete this road.

COUNTY OF TEMISCOUATA.

Viger Road.

Superintendent: Ls. MICHEL LAPOINTE.

Balance from 1856	\$300 00
Appropriation for 1857.....	600 00
	\$900 00
Amount paid.....	900 00

Mr. Lapointe's answers to my circular not having yet reached me, I can give no details with reference to this road.

It would, however, seem from Mr. Lapointe's reports, that he has made more than three miles of it in 1857.

He has also constructed 9 bridges, measuring in all 203 feet.

Extract from a report of Mr. Lapointe :

"I see nothing to add to what I stated in my former reports with reference to the quality of the soil. From what I know myself, the eighth and ninth concessions are composed of good lands. And according to the persons acquainted with the more remote lands, particularly those who work the sugaries in the tenth, eleventh, and twelfth concessions, there is not throughout the whole extent of country, from the bridge on the Mariaquèche as far as Lake Temiscouata, a single inch of land inferior to that which I have opened up."

COUNTY OF TEMISCOUATA.

Whitworth Road.

Superintendent: Mr. MIVILLE.

Balance remaining from 1856.....	\$ 400 00
Appropriation of 1857.....	1,000 00
	\$1,400 00
Amount paid.....	1,400 00

This road, of which the starting point is on lot 13 in the 3rd range of Whitworth, and of which the Lake Temiscouata road is to be the termination, will be about 12 or 15 miles in length.

About 4 miles and 2 arpents have been opened during last year.

No part of this road has been completed, but four miles are passable for summer vehicles; the remainder is only passable for winter vehicles.

The cost of this road has been from \$280 to \$300 per mile.

Three bridges have been constructed, one of 141 feet in length, another of 86 feet, and a third of 44 feet, costing respectively \$100, \$40, and \$20.

Ten arpents have been made into corduroy, or bridged, with fascines.

The 3rd, 4th, 5th, 6th and 7th concessions of Whitworth are stony, but the soil is good.

The timber consists of pine, spruce, cedar, fir, white birch (*bouleau*) ash, and in the low bottoms, alder.

The 8th, 9th, 10th, 11th, and 12th concessions are of superior quality, and well timbered with maple, birch, beech, &c.

A good number of the lots situated on the road have already been taken up by young men. There have been some taken up even on the 9th concession, although the road has not been completed so far, "which proves," says Mr. Miville, "how willing our young men are to go on the lands, whenever the Government "opens up roads leading to good lands, such as I mention."

Mr. Miville thinks that this road may, without much outlay, be extended as far as the Temiscouata road, and that from \$2,400 to \$4,000 would suffice to complete it to that point.

Colonization has progressed remarkably well in the Township of Whitworth. The number and condition of the farms in Ste. Modeste, one of the parishes in this township, give it the appearance of an old parish.

The timber in this and the neighboring townships has been culled out by speculators. They chiefly cut down the pine, next the spruce, and lastly the fir. There is still a small quantity of inferior timber remaining, which may perhaps suffice for present and future local wants.

"I cannot help remarking," says Mr. Miville, "that so far as the interests of "colonization are concerned, it would have been much better had those operations "never been carried on.

"In the township in which I reside, as also in the adjoining townships," adds "Mr. Miville, "the frost sets in no sooner than in the neighboring seigniories "situated on the banks of the St. Lawrence."

In the beginning of October the first frost sets in on the low lands.

There is a chapel in the Township of Viger, which has been lately built, and which is dedicated to St. Epiphane.

The value of real estate seems to have advanced one-third within the last year or two, in the Township of Whitworth and the neighboring townships.

COUNTY OF KAMOURASKA.

Pohénégamook Road.

Superintendent: JOSEPH ROY.

Appropriation for 1857.....	\$1,200 00
Amount paid out.....	1,194 15
	\$5 85

This road is 29 miles in length, including its two branch roads of Ste. Hélène and St. Alexander.

In my former reports, I have given exceedingly ample details regarding this road, as also with reference to the timber and the quality of land, both on the line of road and in the vicinity. And I take the liberty of referring to them for further information.

During the course of last summer, three miles of this road, on the St. Alexandre branch, have been completed, and 2½ miles on that part of the road properly called the Pohénégamook road. One-fourth of a mile in addition has been merely opened.

The extent of road now opened and completed is 19½ miles, namely: 2½ miles in the township of Pohénégamook, 6 miles in Parke, 3½ miles in the Seigniorship of the Rivière du Loup, and 7 miles in Bungay.

The St. Alexander branch is complete to its full length, namely, 9½ miles, and 6 miles of the St. Hélène branch have also been completed.

This road has cost on an average \$260 per mile.

Twelve bridges, of an aggregate length of 381 feet, have been constructed in 1857, at a cost of \$180; there still remain four to be constructed.

The St. Alexander branch is the only part of this road which has been verbalized.

In addition to the information given to me in previous reports Mr. Roy enables me to state that lake Pohénégamook communicates with the river St. Jean by means of a small navigable river.

There is a great quantity of timber for building and for commerce, in the township above-named. The pine has been in great part removed, but there is still sufficient of all the other kinds of timber remaining to supply the wants of the settlers.

Mr. Roy thinks that \$4,400 would be required for the completion of this road and building the bridges, one of which is to cross the River du Loup.

COUNTY OF KAMOURASKA.

Woodbridge Road.

Superintendent: J. BTE. MARTIN.

Amount appropriated in 1857.....	\$400.00
“ paid.....	392.77
	7.23

The opening of this road was commenced in 1853, under the personal superintendence of the Honorable Commissioner of Crown Lands, and carried on by me in 1854.

It commences at the 5th concession of the Seigniorship of Kamouraska, and it was opened (but not completed) in 1854, as far as the middle of the 3rd range

of Woodbridge. During 1857, improvements have been made on 1 mile, 30 chains, 87½ links, of this road ; and about a mile has been completely finished.

The whole Township of Woodbridge is fit for cultivation. The lower part of it is covered with mixed wood, but in the upper portion maple is the principal timber, and the soil is excellent.

“ This township,” says Mr. Martin, “ offers great inducements to settlers. “ from its proximity to the old settlements and the quality of its soil,” and he recommends that it be extended further back, from the fact that the lands in that direction are of a superior quality.

There are several water-powers near this road.

Notwithstanding the bad state of the road for want of repair, colonization has progressed in Woodbridge.

The cost of this road has been about \$400 per mile.

COUNTY OF KAMOURASKA.

Mount Carmel Road.

Superintendent : NICHOLAS BOUCHER.

Balance remaining from 1856.....	\$120 00
Amount appropriated in 1857	800 00
	920 00
Amount paid	905 88
	\$ 14 12

It would appear from the excellent returns sent me by Mr. Boucher, and from information derived from other sources, that this road leads to a tract of country which is admirably adapted for colonization.

See my reports for 1854, 1855 and 1856, in which I have given long and very interesting details, extracted from Mr. Boucher's reports to me, with reference to the land, timber, &c., &c., on the Mount Carmel Road and in the neighbourhood.

With the exception of a deviation of 6½ arpents in length, which Mr. Boucher caused to be made in the line of road, in order to avoid a serious obstacle, and the building of two bridges, each of 50 feet span, his operations have been confined to completing the work on this road which had been only done in the rough, or partially finished in former years. He has also been occupied with draining the road in some places. “ By following the shores of the lake, the new road which I “ have recommended to be opened, (says Mr. Boucher), “ will be only four miles “ in length, passing over an exceedingly level tract of land, which is admirably “ adapted for the location of a line of road. There is not one hill to be found, and “ the land is every where well adapted to agricultural purposes.

“ Mr. Desrochers, Provincial land surveyor, who is at present surveying the “ township of ‘ Chapais,’ in which the road and lake are situated, is in favour of “ the road being extended in that direction, and strongly recommends that it be “ done.

“ As mentioned in my previous reports, the distance between the two rivers “ du Loup is hardly passable for summer travel. There is a great deal of work to “ be done.” There are immense stones to be broken, and a great part of the road “ requires to be levelled. Those works must be the first taken in hand, as this part “ of the road is the nearest to the old settlements, and the portion most frequented.

“ I think that two hundred pounds will be required in order to complete the whole, including some works of absolute necessity on the south side of the bridge, over the larger river du Loup, which must in like manner be taken in hand, and reconstructed in a more solid manner. The land lies low and must be raised by means of fascines ; and earth taken from the drains on each side of the road.

“ The opening of the road along the lake is not included in the above estimate.”

COUNTY OF KAMOURASKA.

Road to the rear of Ste. Anne Lapocatière.

Superintendent: MAURICE BOSSÉ.

Amount appropriated in 1856	\$800 00
Do. do. in 1857	400 00
	\$1,200 00
Amount paid	924 00
	\$275 25

The Chapais road to the rear of Ste. Anne, begins at the line which divides the lands of Charles Dubé from those of Bruno Ouellet, between the 2nd and 3rd ranges of the Township of Ixworth, crosses that township and the township of Chapais, and terminates at the province line.

The length of the road is $22\frac{3}{4}$ miles. Four miles and 16 arpents have been opened during the past year, and may be fit for summer travel, but for want of drainage it cannot be said to be good.

The cost has been about \$280. A few small bridges have been made, but there is still one to be built across the Rivière Ouelle, which will be about 100 feet in length ;

The following is the information given by Mr. Maurice Bossé, with reference to the lands adjacent to this road.

“ From this road to the Township of Woodbridge, in a north-easterly direction, the lands, as far as the province line, are all fit for clearing, and are well covered with pine and other timber ; there are also several maple bushes, which are used as sugaries ; but from the same point, in a south-westerly direction, there are rocky lands, and several hills ; this is in the direction of Ashford, and applies to a tract of about forty arpents in depth, which is well adapted for clearing ; it is also well timbered with pine and spruce, and other merchantable timber, and contains some splendid sugaries, a portion of which are at present worked ; and with the exception of the rocky and hilly lands, the land as far as the province line is level and fit for cultivation.

“ On the land belonging to the crown, and at a distance of about one mile to the south-west from the road opened last year, there is a water power of great force, on which there is a saw mill, which was built several years ago, and has turned out large quantities of lumber and deals. It has however been neglected for some time back, because the proprietor had not the means of opening a summer road, and could only get out his logs in winter—the progress of the mill being thereby seriously impeded.”

“ There are two other water powers on the same river, sufficient to drive flour mills or other manufactures.

“ During last year the settlers, with the assistance of the parish priest of

“Ste. Anne, put up a church in the Township of Ixworth, in which there is service every Sunday.”

Mr. Bossé thinks \$1,600 is required for the completion of this road.

COUNTY OF LISLET.

Elgin Road.

Superintendent: P. G. VERREULT.

Balance from 1856	\$ 59 95
Appropriation for 1857	1,200 00
	\$1,259 95
Amount paid.....	\$1,259 75

The length proposed for this road is 26 miles. Two miles and sixteen arpents have been opened during 1857.

The whole distance opened and passable for summer vehicles is eleven miles, but it is open for winter travel to its full length.

It follows the division line between the Townships of Ashford, Lafontaine and Dionne on the one side, and those of Fournier, Garneau and Casgrain on the other.

The starting point of this road is from lot No. 27, on the 1st range of Ashford, to the rear of the Seigniorie St. Roch, and it ends at the province line. The finished part ends to the south of Little Black Lake. The average cost of all that has been completed is \$560 per mile, apart from the bridges.

It is not verbalized.

Mr. Verreault thinks that \$11,800 more will be required in order to complete it.

The greater number of the lots on this road have been taken up; clearing has commenced, and houses have been built.

Much of the pine has been removed from the townships above mentioned; only a small quantity remaining.

“The settlers on the road,” says Mr. Verreault, “are quite satisfied with regard to their grain and potato crops, which have entirely escaped injury from disease or frost.”

In proof of the progress attained on the line of this road, I may mention that there is a church now in course of construction on the 4th range of St. Roch, and that during last year another church has been built on the 3rd range of St. Jean Port Joli.

With regard to the quality of the timber and of the land, see my first report, page 26, in French.

“The ground is so regular,” says Mr. Verreault, “that when once the road is completed it will extend in a straight line for a distance of ten leagues: Mr. Fournier, M.P.P., tells me that it will be the straightest line of road in the Province.”

“New clearings have been made this year. Mr. E. Morin, who has settled on the borders of Black Lake has had a very fine crop this fall.”

“The intelligence that the Government were about to open a road in a line parallel with the river at a certain distance in the interior, seems to excite much interest among the people, and to encourage them to open new settlements.”

“The Elgin road extends for winter travel as far as the frontier, and thence to Mr. Carey’s settlements on the St. Jean River. I am informed that last year Mr.

“Carey harvested 900 bushels of oats. When the highway parallel to the river which the Government, it would seem, intend to have made, shall have been opened, and the Elgin road shall give the means of communicating with the river St. Jean, we may hope that within a short period of time this road will become an important channel of commerce and colonization.”

COUNTY OF MONTMAGNY.

Road to the rear of St. Pierre.

Superintendent: ANTOINE TALBOT.

Balance from 1856,	\$117 30
Appropriation for 1857,	800 00
	\$917 30
Amount paid,	904 05
	\$13 25

During 1857, 2½ miles have been opened, which, in addition to what had been previously opened, gives to this road in all 2½ leagues now opened, less five arpents; according to Mr. Talbot's last report 2½ miles of this are fit for winter travel, the remainder for wheel carriages; a portion of the section already open was improved during last year.

“Since the opening of this road” says Mr. Talbot, “colonization has made considerable progress in Armagh and Montmagny.”

“Mr. Talbot is one of those who believe that the wheat fly is unknown in the new settlements, and he declares that it has never yet been seen in the Townships of Armagh and Montmagny.

“From all I can learn, it would seem that the value of real estate (occupied, I take it for granted), has advanced more than 100 per cent. during the last few years.”

Mr. Talbot thinks that \$2,400 will be required for finishing this road. For more ample information see my last report, p. 48, in French,

COUNTY OF MONTMAGNY.

Road in rear of St. Thomas.

Superintendent: EUCHER DION.

Balance of the appropriation for 1856,	920 00
Amount appropriated for 1857,	1600 00
	\$2520 00
Amount paid,	2493 43
	\$ 26 57

This road commences on the road of the 2nd concession of St. Thomas.

It was intended to terminate it at the foot of the Township of Montmagny on lot No. 7, a distance of about 13½ miles. But the large extent of fine land which is said to extend from the projected terminus to the Province line, is a powerful inducement for extending the road to the latter point.

Six miles had been opened in 1856, two of which were fit for summer travel only. Mr. Dion has completed $5\frac{1}{2}$ miles of this road during 1857, and opened $1\frac{1}{2}$ miles.

The finished portion apart from the bridges cost \$560 per mile, exclusive of the bridges; and 7 bridges, making in all 179 feet of span, cost \$160 70c.

In the Seigniorship of Patton, four miles were completed, and $1\frac{1}{2}$ in the Township of Ashburton.

According to Mr. Dion the land through which this road passes is unfit for cultivation as far as the 11th mile, at which point much good land is found to exist.

It would appear, however, that at a distance of about $\frac{3}{4}$ of a league to the west of the road on the 5th concession, there is a considerable extent of good land; this must, I suppose, apply to the Township of St. Thomas, the name of the Seigniorship or Township is not given by Mr. Dion.

Notwithstanding the want of a road, the Township of Montmagny has increased two-thirds during the last four years.

Ashburton is rapidly being opened up by the Quebec Colonization Society. They intend to plant a very large crop next spring, and they are exceedingly anxious that this road should be completed during the course of next summer as far as their settlements.

The Ashburton settlers, with their distinguished leader Mr. Stanislas Drapeau, the zealous, active, and enlightened friend of colonization, are most undoubtedly entitled to receive an amount of assistance proportioned to the exemplary and praiseworthy character of their efforts.

In 1857, the first heavy frosts which occurred in the Township of Ashburton and Montmagny, took place about the 15th or 20th September, nearly all the grain was then out of danger.

Mr. Dion thinks that for the completion of the first 12 miles \$560 per mile will be required.

Since the foregoing was written, Mr. Drapeau has kindly acceded to my request and sent me the following details with reference to settlements commenced in Ashburton, by the Quebec Working-men's Colonization Society.

"The district at present surveyed contains 314 lots; it has nine ranges. The 'Commissioners' road which is also called the English road, crosses it from one side to the other; the lots on this road front on it. There are 86 lots. The little river 'du Sud' which runs between the 6th and 7th ranges serves in like manner as a boundary to the 64 lots which are situated on it. The reserve is here, on the lots 18, 19, 20 and 21, south of the river."

"The settlement of the Quebec Working-men's Colonization Society is situated on each side of the road and on the river in the form of a cross. One hundred and fifty acres have been cleared and will be burned and in part planted this spring. It is expected that 300 acres more will be cleared during the coming season."

"A number of settlers are to take up their abode there during the course of the year."

"It will not be out of place to refer to the 'English road.'"

"It will be useless to attempt the settlement of the land and to send out families unless a road be provided. There exists, it is true, a road in our district of Ashburton, but no waggon, however lightly loaded, can pass on it on account of the frightful state which it is in."

"The improvement of this road is an act of justice which is urgently required from the Government, as it will be a powerful means of assisting a society composed of 150 members, who devote their energies to urging the numerous mechanics who are unprovided for and frequently in want of work in the cities;

“to betake themselves to agriculture ; this road being also an absolute necessity for the Montmagny settlers beyond your Township.”

“I wish to draw your attention to other matters. There was a new road commenced in our district last year ; now from all I hear the result will not compensate for the amount expended. The works have now reached as far as the 2d range. It would in my opinion be more profitable to stop at that point, to take the line of the said range in order to form a junction with the old road, the “English road,” and to expend the money in improving it for the remaining distance. Better have one good road than two bad ones.”

“Besides, in carrying the road across the Township, it would be necessary to pass over more than a league of wild land which has not been considered worth surveying ; it is situated in the eastern portion of the district and includes the 3rd, 4th and 5th ranges.”

COUNTY OF BELLECHASSE.

Armagh Road.

Superintendent : PIERRE DAGNAULT.

Amount appropriated in 1857, \$600 00

Amount paid, 600 00

The starting point of this road is the south side of the River du Sud, in the Seigniorly St. Valier. It is a continuation of the road called the Commissioners' Road, and extends beyond the Fourche du Pin in a direction nearly south east.

The proposed length is eight miles. About 3 miles were opened during 1857. It is passable to a distance of 5 miles, for summer vehicles, and 6 miles, for winter vehicles. This road has been opened in the Township of Armagh and the Seigniorly of St. Valier, but Mr. Dagnault states that he has been unable to ascertain what portion has been made in the Seigniorly and what portion in Armagh.

The cost, exclusive of bridges, has been \$520 per mile.

This road has not been verbalized by the Municipal authorities.

The land through which it passes is composed of yellow loam, and is of good quality, though stony. The timber consists of spruce, fir, maple and birch. The adjoining lands are of much the same quality.

This road is the only direct means of communication between the interior of the Townships of Armagh and Mailloux, and the old settlements. It will greatly tend to promote the settlement of a large extent of good lands now unoccupied.

“The Armagh and Mailloux settlers have made large additions to the amount of land cleared.”

“The timber fit for commercial purposes has been taken out from the localities crossed by the road and from the lands adjacent.”

“Large quantities of spruce logs are at present made in the locality, and serve to supply the saw mills belonging to Mr. Patton, of St. Thomas. There is a great deal of this timber still remaining, but pine is very scarce.”

“The wheat-fly is almost unknown. The only injury to be dreaded is from rust.”

“Wheat and all other kinds of grain grow with vigor and succeed well.”

“During last year a chapel has been built in St. Cajetan, in the Township of Armagh, under the direction of the ecclesiastical authorities.”

Mr. Dagnault is of opinion that real estate has increased in value, in Armagh and Mailloux, about fifty per cent.

He thinks that from \$3,600 to \$4,000 will be required for the completion of this road.

COUNTY OF BELLECHASSE.

Buckland Road.

Superintendent: ELIE AUDET.

Balance of appropriation of 1856,	\$ 280 00
Amount appropriated for 1857,	1000 00

 \$1280 00

Amount paid,	\$1280 00
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In my previous reports I have given ample details with reference to the quality of the lands and the timber through which this road passes.

Two miles, 22 arpents and 5 perches of this road have been completed during 1857; there are now 9 miles 5 perches completed and fit for wheeled vehicles, inclusive of the work of previous years.

Twenty arpents and five perches, forming part of those nine miles, are in the Seigniorie of Livandière, and eight miles, eight arpents, five perches, in the Township of Buckland.

This road has cost about \$612 per mile exclusive of bridges.

There have been in all 65 bridges of an aggregate length of 586 feet constructed, at a cost of \$690.

Mr. Audet strongly recommends the construction of a bridge across the "*Fourche du Nord-Ouest*," in the Township of Mailloux, which would cost probably not more than \$400; this would, in Mr. Audet's opinion, be an improvement of the first importance. It would be constructed on the great line of communication between the Townships of Buckland, Mailloux and Montmagny, and would diminish by 30 miles the distance to be travelled by persons going from Buckland to Montmagny.

The Buckland road has not as yet been verbalised. If this road were continued as far as the River St Jean, a distance of about 36 miles, it would open up a splendid tract of land which Mr. Audet estimated to be 630 miles in superficial area.

Water-powers are very numerous on the "*Branche du Pin*," the "*Branche du Nord-Ouest*" and the "*Da Aquam*;" the last mentioned river is remarkable for the immense quantity of fish found in it.

The settlements in the Townships of Buckland and Mailloux continue to progress.

In the former, two flour mills, four sawmills and a potash and pearlash factory have been established.

In Buckland and Mailloux the timber fit for commercial purposes has been cut down. There is not sufficient remaining to supply local wants, as regards the present time or the future, and the same applies with reference to the neighborhood of the *Da Aquam* river. Since the first settlement of the Townships in the line of this road, no injury has been done therein by the wheat fly.

COUNTY OF BELLECHASSE.

St. Raphael's Bridge.

Superintendent: L. S. DALLAIRE.

Amount appropriated, 1857,	\$200 00
Amount paid, 1857,	160 00

 Balance remaining,
 \$ 40 00 |

The parties who were bound to complete this bridge not having done so, the sum of \$200 was granted for the purpose of having it completed. The work has been commenced by Mr. Dallaire; but on the 7th December last that gentleman wrote to me stating that as the river was not yet frozen over, he had, with the advice of Dr. O. C. Fortier, M. P. P., considered it advisable to postpone the work, until the ice should enable him to proceed with greater facility.

I am in expectation of receiving a report with reference to this matter in a short time.

COUNTIES OF DORCHESTER AND BELLECHASSE.

Road from Frampton to Buckland and Ware.

Superintendent: JOHN DILLON.

Amount appropriated in 1856.....	\$600 00
Amount paid in 1856.....	394 65
Balance remaining.....	\$205 35

This road was to have commenced at the road between the tenth and eleventh ranges of Frampton, but it only begins at the line separating the Townships of Frampton and Buckland at the post between lots 32 and 33 in the second range. (To understand this clearly, it will be necessary to bear in mind that there is no first range in Buckland.)

The reason for not opening this road on the eleventh concession of Frampton was, that it was found better to construct it, on that concession, in a different direction from that which had been at first adopted.

Two miles and a half of this road have been completed during 1857, so as to be passable for wheeled vehicles. The portion of this road which has been made crosses in a straight line the second, third, and part of the 4th ranges of Buckland. It has cost on an average about \$152 per mile, exclusive of the bridges. Twenty-three bridges of an aggregate length of 156 feet have been built at a cost of \$14.

Mr. Dillon reports that the portion constructed by him, passes through land of the best quality, and covered with mixed timber, with a preponderance, however, of Birch, Maple and other hardwood.

The next two miles to be opened will pass through softwood, but at the end of that distance the hardwood re-appears.

There are good water-powers on the *Rivière à l'Eau Chaude* and the *Rivière Hermisson*.

The settlers on the third and fourth ranges are preparing to put up a saw mill during the coming spring.

Although this has been the first road opened in this part of the country, colonization has made some progress.

Mr. Dillon states that the French Canadians have for some years back penetrated into the interior of Frampton, Standon and Buckland.

Large quantities of tamarack have been obtained, for twenty-six years past, in the Townships to be crossed by this road. But Mr. Dillon states that there is sufficient remaining to supply the wants of the settlers. Mr. Dillon has not remarked that any injury has been done to the crops by frost for many years past, with the exception, however, of the year 1856, and even then the amount was unimportant. Injury from frost is usually confined to grain which has been sown late.

Mr. D. is of opinion that an additional appropriation of \$640 is required, in order to continue and complete this road as far as it has been marked out.

COUNTIES OF LEVI AND DORCHESTER.

St. Jean Chrysostome and St. Isidore Road.

Amount appropriated in 1856.....	\$1000
Do. paid.....	1000

The title to this road was conveyed by Pierre Giroux to the Honorable Joseph Cauchon, as Commissioner of Crown Lands, to be used as a public road, in perpetuity and in consideration of the sum above mentioned, in accordance with the terms of a contract entered into by Pierre Giroux, before Mr. Levi Roy, N. P., on the 8th of June, 1857; Mr. Felix Fortier, agent for the Seigniori Lauzon, acting for the Hon. Commissioner.

A certificate from Mr. Simon Oceau, stating that the road had been completed, having been transmitted to this office, the sum of \$1000 was paid to Mr. Pierre Giroux, and others, on the 30th of the same month of June, 1857.

COUNTY OF DORCHESTER.

Frampton Road.

JOHN DUFF: Superintendent.

Balance remaining from 1856	\$ 07
Appropriated 1857.....	200 00
	<hr/>
	\$200 07
Amount paid.....	200 07

During 1857, this road has been improved from the front of lot No. 8, in the 3rd range, as far as lot No. 12, in the 7th range of the Township of Frampton, at a cost of \$40 per mile, exclusive of the bridges. A bridge has been made across the River Nancy.

Frampton is so well known that it would be almost useless to dwell on the advantages which it offers for colonization; moreover it is nearly all settled; however, the Frampton road leads into Cranbourne, in which there are several concessions of excellent land yet unoccupied.

Mr. Duff thinks that, besides the assistance of the settlers, a sum of \$600 will be required to complete the repairs yet to be made.

COUNTY OF BEAUCE.

Bridge on the Chaudière river, at St. Francis, on condition that the Municipality shall provide whatever further sum may be required to complete it, and shall also provide for keeping it in repair.

Appropriation 1856	\$800
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In reply to a letter addressed by me to Amb. Morin, Esquire, Mayor of St. François, that gentleman informed me, by letter, dated on the 15th September last, that the Local Council had as yet taken no steps, but that he hoped the Council would, in a short time, direct its attention to the construction of the bridge, and that he would not fail to inform me to their decision.

COUNTY OF BEAUCE.

Lambton Road.

Balance from 1856.....	\$30 05
Appropriation, 1857.....	1000 00
	\$1030 05
Amount paid.....	1030 05

[See my report for 1857, on the work done in 1856, page 52, in French.]

This road, which is 35 miles in length, begins on the 1st Concession of the Parish of St. François de Beauce, on the South-west side of the Chaudière river, and ends in the Township of Lambton, near Lake Shéantewapagak (Lake St. Francis.)

Six miles, less four arpents, have been completed in 1857, and can be conveniently used for summer vehicles. Of this, 46 arpents are within the Township of Tring, and the remainder in Forsyth.

The forty-six arpents improved in Tring, have cost \$448 per mile. In Forsyth, the cost has been \$152 48c. per mile. A number of bridges, forming an aggregate length of 100 feet, have been built in 1857; the cost is included in that of the road. There are others yet to be made.

I have already, in my reports, submitted information on the subject of the Lambton road, which is certainly one of the most important channels of communication in the whole of the Eastern Townships; and I now add the information sent me by Mr. Bertrand, Superintendent of works on this road. His remarks are well calculated to show the progress made in colonization within a short period of time, as also that which might be made, if roads were opened on each side of the Lambton road, in order to give settlers an easy access to the splendid lands which are to be found in the Townships adjacent to that great highway.

“ In the Townships of Tring, Forsyth, Shenley, Lambton, Price, Aylmer, Winslow and Gayhurst, through which this road passes, the land undulates in gently sloping hills, and is almost everywhere an extremely rich and fertile marl, though rocky, and covered with good hard-wood; the valleys of the rivers which wind through those townships, are composed of rich alluvial soil of the most desirable kind.

“ The Lambton road is the only means of communication possessed by the townships above enumerated, leading to the Quebec market, by the Kenebec road, which it joins in the valley of Beauce, at St. François; and were it not for this road, there would have been no settlements in those townships at the present time.

“ There are several water powers in each of the townships above enumerated sufficient to drive flour or saw mills for local requirements.

“ There is a bed of lime-stone in the Parish of St. François, which extends through nearly the whole length of the Township of Tring. I do not know whether the other townships contain any lime-stone.

“ I am also ignorant as to whether there are any mines of iron or other metal in these townships.

“ There would be required, 1st, a sum of four hundred dollars to assist in opening a road in the first range of the Parish of St. François; 2nd, a sum of three hundred dollars to finish the road in Forsyth; 3rd, two hundred dollars to improve some places in Lambton. Those improvements would finally complete the Lambton road from one end to the other.

“ The Township of Tring is two-thirds settled, and will be all settled within a few years. The Township of Forsyth is settled throughout, along the

“ Lambton road, and a beginning has been made towards settling the ranges, in rear of the road on each side. Lambton is, I think, about one-half settled; Aylmer is two-thirds settled, and is rapidly being filled up. A settlement has been commenced in Price; there are also about forty families in Shenley, and if assistance were granted towards opening a road in this township there is every reason to hope that it would be rapidly settled. There are also a few settlers in Gayhurst, but I cannot give the exact number.

“ The timber fit for commercial purposes, as pine and spruce, has been cut down upon a very large scale along lake St. François, *rivière aux Bluits* and other small lakes and rivers which discharge into that lake, by the house of Clark & Co., which has large saw mills at Brompton falls, near Sherbrooke, and sends the timber, by means of the Grand Trunk line, to Portland, and thence to all parts of the United States.

“ This house anticipates being able to make timber in this locality during many years to come. It is to be dreaded that when their operations shall have come to an end, there will not remain sufficient building timber to supply the the future wants of the inhabitants of these localities.

“ I am not aware that the wheat fly has done any injury in this part of the country of late years; the wheat has thus far escaped, and no other crops have been attacked.

“ The first heavy frosts set in here about the 20th September last year, but little injury was sustained by the crops.

“ The disease which has, for some years back, been fatal to the potato can hardly be said to have attacked it as yet in the newly cleared land in this part of the country, while at the same time it has been almost impossible to grow any in land which has been a certain number of years under cultivation.

“ Real estate has advanced at least fifty per cent. in all the above mentioned townships within the last ten years.” (Extract from Mr. Bertrand’s Report.)

COUNTIES OF MAGANTIC AND BEAUCE.

Glenloyd Road.

Superintendent: THOMAS LLOYD.

Balance from 1856.....	\$ 900 00
Appropriation, 1857.....	1000 00
	\$1900 00
Amount paid.....	1900 00

This road extends from lot number five in the ninth range of Tring, as far as the Quebec and Richmond Railroad, on lot number eighteen in the fifth range of Nelson—length, forty-one miles seven chains. The length of road opened in 1857 has been about seventeen miles. There have been forty miles opened since the road was commenced in September, 1856. There remains therefore about one mile to be opened in Leeds; this could not be opened from the fact that one of the owners of property objected to the road passing over his land, in the way in which it was traced out. No part of the distance opened in 1857 is fit for wheeled vehicles. Mr. Lloyd’s instructions were to open the road for winter carriages only, throughout its whole length.

The cost of this road, including the bridges made, has been on an average \$82 50 per mile.

There are still several bridges and roadways to be made, in order that the road may be passable during the first months of winter.

There have been forty-two bridges built, the aggregate length being 1006 feet. Mr. Lloyd writes me that in order to render this road fit for use even in winter, it will be necessary to make a large number of bridges; there is one in particular required on the River Thames, which would be a great benefit to the inhabitants of Inverness, Leeds and Nelson, as it would be a means of communication with the railroad, open to them at any time, which they are at present deprived of except during the most severe portion of the winter, at which time alone the ice is safe for crossing.

The length of road which has been made with timber and faggot work (*ponté et fasciné*) is 1596 feet.

Several portions of this road have been adopted and verbalised by the Municipal authorities.

There is a large extent of excellent land unoccupied in Thetford, Tring and Broughton, and in the townships on the Lambton road, containing in all, according to Mr. Lloyd, about 250,000 acres.

"The soil in Inverness, Nelson and Leeds," adds Mr. Lloyd, "produces, when well tilled, 25 bushels of wheat to the acre, and from 750 to 1000 bushels of turnips."

"The advantages to be derived from this road are of importance, and not of common occurrence in this Province. It will, in common with the other roads, lay open to the industry of the settler a tract of excellent land of several thousand acres in extent, covered with timber of great value, the exportation of which, by means of the Grand Trunk Railroad, in the shape of ship knees, timbers, &c., &c., potash and pearlash, will give employment to the poorer settlers."

* * * * *

"But the great advantage to be derived from the completion of this road, as a summer road, is that it will open a direct line of communication between the railroad and the richest and most extensive mineral districts in this great Province. In the immediate vicinity there is a copper mine, which has been opened by an incorporated company, and which will be worked on a large scale, so soon as the road shall have been opened."

"Two other incorporated companies, holding large tracts of lands which are crossed by veins of copper, will commence operations in like manner so soon as the present costly and difficult manner of transporting the ore to the railroad shall have been done away with by the opening of a good road."

"Iron ore exists in large quantities along the line of the road."

"Excellent lime-stone is found in the 14th range of Nelson, and magnesian lime-stone in Leeds."

There are excellent water-powers all along the road.

Mr. Lloyd states that in consequence of the large number of bridges required, one of which over the river Thames will cost \$1000, the sum of \$5000 or \$6000 will be necessary for the completion of this great highway.

The bridge on the river Thames appears to be of urgent necessity.

As the road is of considerable importance as regards the colonization of a number of townships, it should be completed as a summer road, with as little delay as possible.

If it should, as there is reason to believe it will, contribute to the working of the copper ore, it would be the means of providing permanent occupation for a certain class of inhabitants in the Townships.

It has been estimated that the cost of this road when completed will be \$500 per mile, exclusive of bridges.

COUNTY OF MEGANTIC.

Ste. Sophie Road.

Superintendent: F. L. POUDRIER.

Appropriation in 1857 \$600

The Rev. Mr. Brunet, Parish Priest of Ste. Sophie, having transmitted to this office a petition, signed by 40 proprietors or occupants of land, praying for a postponement of the expenditure of the amount appropriated for continuing the Ste. Sophie road, until the Municipal Council of North Halifax should have had an opportunity of expressing its views with reference to the direction to be followed in the extension of the Ste. Sophie road, (the said Council being about to meet after the 1st of January, in conformity with the provisions of the 20th *Victoria*, chap. 133) the works were suspended.

There is reason to hope that the Municipal Council will take some steps with reference to this road, and that due notice of the same will be given to this office.

COUNTY OF MEGANTIC.

Rivière Noire Station Road, in Somerset.

Superintendent: IGNACE ROBERGE.

Amount appropriated in 1857..... \$600

Do paid..... 600

This road runs from the division line between the 7th and 8th ranges of Somerset to the Arthabaska road. It is 44 or 45 arpents in length, of which 22 arpents were made last summer. It is of great importance, being a continuation of the road leading to the railroad station. The nature of the soil through which it passes renders the road rather expensive.

COUNTY OF LOTBINIÈRE.

St. Croix Road (Route du Centre.)

Superintendent: FRs. DIONNE.

Amount of appropriation for 1857 \$600 00

Do paid..... 599 95

Balance remaining..... \$ 5

For the description of this road, see my report on the works in 1855, page 34, French version.

Seven miles, five arpents, and seven perches, was completed in 1854, '55, '56, and '57. Of these seven miles, &c., &c., $4\frac{1}{2}$ are fit for summer carriages; the remainder is only suited for winter travelling.

There still remains $2\frac{1}{2}$ miles to be completed, from St. Agathe to the Honorable Mr. Methot's Mills, near the Railway from Quebec to Richmond.

All this road is in the Seigniori of St. Croix.

On the most favorable lands, it cost from \$600 to \$700 per mile; on other parts it exceeded that amount. About two miles have been verbalised by the Municipal Council of Flavien.

Respecting the soil and timber which is to be met with in the vicinity of this road, see Report on the works of 1854, page 27, French version; and also Report of 1855, page 34.

This road is of considerable importance, and being a means of communication between several townships and villages and the Railway Depôt, known as Methot's Mills Station.

The timber adapted to commercial purposes has been cut down for some years past, and is still being cut on a large scale; birch and tamarack being the chief kinds taken away.

There is along the road and in its vicinity much wood of every kind, such as ash, elm, cedar, and spruce.

The wheat fly has not proved injurious to the new settlements bordering upon this road for some years past.

"The value of property has more than doubled," says Mr. Dionne, "in the Townships with which I am acquainted."

According to Mr. Dionne's estimate, from \$1300 to \$1400 more would be necessary to complete this road.

COUNTY OF ARTHABASKA.

Maddington Road.

Superintendent: V. ST. GERMAIN.

Balance of the appropriation of 1856.....	\$ 83 52
Amount appropriated in 1857.....	800 00
	\$883 52
Amount paid.....	516 47
	\$367 05

The starting point of this road is on the line which divides the Township of Maddington from the Fiefs Cournoyer and Dutor, and its terminus at the Becancour river settlements; its length is about 12 miles.

Six or seven miles of it were completed last year, and though the remainder is not finished, it is nevertheless practicable for wheel carriages.

The parts of this road which were improved last year are, 1st. From St. Gertrude, in the lower part of the township, to a place called the Petit Pélée; and, 2ndly. From the Becancour river settlements to the Ruisseau du Cheval.

There still remain 8 or 9 bridges to be built.

Respecting the quality of the soil, timber, and remarkable water powers which are to be met with in the vicinity of this road, I refer to my last year's report.

Government is still in possession of an extensive tract of land in this township.

An important reason why this road should be rendered as practicable as possible with the shortest delay is that, in consequence of the road from Gentilly to the Becancour river being sometimes inundated, this becomes the only medium of communication between Gentilly and the Becancour river.

A certain number of settlements have been formed during the last four years, but a greater number will shortly be made. Though all the people who possess land in this township are not residents, yet the greater part of them have commenced clearing, with the view of providing homes for their children.

There is in all parts of the Township of Maddington timber suitable for farm buildings. Timber for commercial purposes may also still be found, such as tamarack, spruce, hemlock, birch and cedar; and although the pine has

been long carried off, there still remains sufficient to supply the wants of the locality.

Mr. St. Germain is of opinion that \$400 (independent of the unexpended balance) would suffice to complete the Maddington road.

COUNTY OF ARTHABASKA.

Aston Road.

Superintendent: JOSEPH PRINCE.

Amount appropriated in 1857.....	\$240 00
Amount paid.....	196 00
	\$ 44 00

During the last season six miles of this road, a description of which I have already given in my preceding reports, have been completed. It is one of those which have, to my knowledge, been verbalised by the municipal authorities.

The lands through which it passes are generally good and easy to be cultivated: See my last reports.

At each of its extremities there are settlements. It leads from the old settlements on the St. Lawrence to the railway depot at St. Christopher's.

In the augmentation to Aston, and the augmentation to Bulstrode, several settlements have been formed, on one of which a farmer cut above 2,000 sheaves of grain, and an abundance of other produce in garden-stuff. The timber fit for building purposes has been already cut down, but there still remains sufficient for local wants.

Three sites for erecting churches have been fixed on a short time since in the Township of Aston, viz.: one in the seventh range; another in the ninth, near the Nicolet river, on the road to Kingsey; and the third on the thirteenth range of the augmentation to the same township, on lot number fifteen.

Mr. Prince observes that the value of lands unsettled and unoccupied has diminished two-thirds this year, on account of the taxes imposed by the municipalities, while that of settled, or occupied lands, has increased.

For quality of soil and description of timber around Aston and Bulstrode, see my reports on works of 1855, page 49, French version.

COUNTY OF ARTHABASKA.

Grand line Road in Aston.

Superintendent: JOHN VIGNEAU.

Appropriation for 1857.....	\$300 00
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After consulting with persons acquainted with the wants of the people on and near this road, it has been considered advisable, considering the progress made with the road, to employ the above sum in the construction of the bridges needed on the present route.

Consequently, this sum has been disposed of in assisting the persons interested in the building of them; and Mr. Jean Vigneau, a person as zealous as he is intelligent, has been entrusted to report on their approximate valuation, and also to apportion the sum appropriated, according to the respective estimates.

Those bridges are 7 in number, and will cost, when completed, about \$1600.

 COUNTIES OF ARTHABASKA AND WOLFE.
Chester and Ham Road.

Superintendents : P. N. PACAUD and J. T. LeBEL.

Balance remaining of the appropriation for the Eastern Townships in 1856	\$1325 12
Amount paid	1325 12
	—————

I have in my former report given ample and interesting details with respect to the soil, timber, &c., on the line of this road, which is one of the most important in the Eastern Townships, from the fact that it commences at a central point, and leads nearly in a direct line to the Grand Trunk Railway.

The works of 1857 had for their object the formation of part of this road, and the repairs which a newly opened road constantly requires.

In a report of their last proceedings, Messrs. Pacaud and LeBel inform me “ that this road has been repaired throughout its whole length, and that only some “ blasting remains to be done on a part which was opened in 1856, rails to be “ added to some bridges, and improvements to be made in a few swampy places, “ to which it is necessary to transport good soil in order to render the ground solid “ and durable.”

 COUNTY OF WOLFE.
Road from Weedon to Garthby.

Superintendents ; J. E. COTÉ and M. GAUDETTE.

Balance remaining from 1856	\$238 45
Amount of appropriation in 1857	400 00
	—————
Amount paid	\$638 45
	638 45

This road is 4 miles and 2 chains in length, and is the only communication between Weedon and Garthby. It is in Garthby on the banks of Lake Aylmer, that the settlement belonging to Government is situated, established a few years since by Mr. J. O. Arcand, and where his successor, Mr. John Theophile LeBelt Crown Land Agent, is now residing. The road is open through its whole length, and though not completed, is nevertheless passable for summer carriage. Its average cost per mile has been \$500.

The land through which it passes is very rocky, and the timber is not of the best quality ; but the road is of great utility, and necessary for the settlement in Weedon, already considerable and very flourishing.

A good water power exists in the vicinity of this road, and also much limestone. The pine timber has been nearly all taken away.

The first frost injurious to vegetation happened in Weedon and its vicinity, about the end of last September.

The Superintendents are of opinion that the sum of \$600 would be sufficient for the completion of this road.

COUNTY OF COMPTON.

St. Francis Road.

Superintendents: JEAN BAPTISTE DELISLE and ABRAHAM WAIT.

Part of the balance from the appropriation of 1856, for opening roads, generally throughout the Eastern Townships.....	\$104 80
Amount of appropriation in 1857.....	400 00
	\$504 80
Amount paid.....	504 66
	\$ 14

In 1856 there remained but half a mile of this road to be completed in order to render it perfect. This was accomplished in 1857, since which time the whole length of the St. Francis Road has been completed, but it is much to be regretted that this great and most important line of communication within the Eastern Townships has not yet been verbalised. It is needing repairs in several localities, and will soon be impassable if means are not speedily adopted for its repair.

Timber for building and commercial purposes in the vicinity of this road has been carried away in great quantities during the last three years by speculators, and has consequently become very scarce. It would appear that the remainder will be insufficient for future necessities.

A Catholic Church was built last year in the east part of Winslow. A Priest now resides in Stratford, and attends to the Ecclesiastical duties of Winslow, Garthby and Weedon.

[For further information relative to the soil and the progress of colonization in the district traversed by this road, see my last year's report, page 76,—French version.]

COUNTY OF COMPTON.

Megantic Road.

Superintendents: B. GARNEAU and J. B. COULOMBE.

Balance remaining of 1856.....	\$ 261 65
Amount of appropriation in 1857.....	2000 00
	\$2261 65
Amount paid.....	2261 65

I have in all my preceding reports given much information respecting the soil, timber, &c., to be met with in the vicinity of this road leading to the most extensive and the finest of the lakes in the Eastern Townships, "Lake Megantic."

I have been daily expecting for some time past the last report of Messrs. Garneau and Coulombe.

The exactness with which they have on all former occasions conducted their duties since they have been employed in the advancement of colonization gives me reason to think that some unforeseen event has been the cause of my not hearing from them. As soon as I shall have received their report, I shall not fail to transmit to you a copy, or extracts from their correspondence.

Referring to my last report it will be noticed that the length of this road is 37 miles, 31 of which were passable in 1856, for summer vehicles. Since that period

another half mile has been opened for winter conveyances, and there remained in 1856 but six miles to be completed in order to render it perfect.

The report to be transmitted to me by Messrs. Garneau and Coulombe will furnish the particulars of what has been further accomplished in 1857.

COUNTIES OF SHEFFORD, DRUMMOND AND BAGOT.

Amount of appropriation in 1855, as an aid for making a road from the Depôt in Durham to the Melbourne road in Ely..... \$500 00

This road, the formation of which requires the combined action of the Municipal Councils of Acton, Ely and Durham, has not yet been proceeded with, owing to a disagreement between the several Councils.

COUNTIES OF STANSTEAD AND COMPTON.

Main Eastern Townships Road.

No appropriation has been made on account of this road, nevertheless R. Oughtred, Esquire, Land Surveyor, has received instructions to survey the lands and trace a line for its continuation.

The report of his proceedings is now in the office of the department at Toronto.

COUNTY OF MISSISQUOI.

Brome Road.

Superintendent: H. BORIGHT.

Appropriation of 1857,	\$4,000 00
Paid,	1170 27

Amount remaining,	\$2,829 73
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This road is altogether in the Township of Brome, it extends from West Brome to Knowlton, its intended length is six miles, three of which were completed in 1857, and cost on an average \$600 per mile.

The making of this road was given by the job, and the Hon. Mr. Knowlton and Messrs. G. H. Sweet, and Henry Boright were conjoint Inspectors of the work of its construction; but Mr. Boright, whose superintendence was most immediate and continued, is the only one whose time and trouble were remunerated.

This road has been declared a public road by the Municipality. The land through which it passes is good and mostly covered with hard wood; iron ore is also plentiful, and the water powers excellent. From the report which I have received it would appear that fine timber has never been plentiful in Brome, nevertheless the land is very suitable and promising for farming settlements.

The wheat fly, which caused damage in the old lands, has not proved injurious in the new; and potatoes have also sustained no damage.

OFFICE OF THE INSPECTOR OF AGENCIES,
St. Hyacinthe, 10th March, 1857.

SIR,—I have the honor herewith to transmit to you the report of the operations of this office during the year 1857.

In order to obtain more exact and satisfactory returns with reference to the location, condition, &c., of each of the roads which have been commenced or completed at the expense of the Colonization Fund, and also with a view of collecting information regarding the nature of the soil, timber, &c., &c., &c., through which those roads pass, together with the temperature in the different sections of Lower Canada, I addressed a series of questions, bearing on those matters, to each Superintendent of Works and I am happy to state that the greater number of them have displayed both zeal and intelligence in kindly complying with my request, and have furnished me with much useful information.

The facts which they have communicated to me as the result their experience and amongst others those with reference to the wheat fly and to the climate in their respective localities, cannot fail to be of very great benefit to the cause of Colonization and even to science itself.

Although the information contained in the replies above mentioned has not as yet enabled me to arrive at any well-established conclusions, I think it may be useful to state that they do tend to establish two important facts, namely:—

1. That where clearings are made in the midst of the forest at a distance (as yet undetermined), from the localities which were under cultivation at an earlier period and in which the wheat fly exists, that insect makes its appearance only in the third year after the land has been cleared.

2. That the climate of the upper Saguenay country, which is situated to the north of 48° N. latitude, is so mild that the isothermal line would seem to differ from that of Quebec, Three Rivers, Montreal, &c., &c., &c.

I need not remark that in so far as the interests of Colonization are concerned, it is of the utmost importance to establish the directions of the isothermal line and the breadth of the corresponding zone.

In support of this position, as regards the mild character of the climate in this region, I take the liberty of referring you to the article in this report headed "Kinogami Road." You will there find that last year, as Mr. Gaudin reports, the first frost set in on 20th October; in the lower country, at Chicoutimi, it was first felt towards the end of August, as stated by Mr. Price, M.P.P. It was also at about the latter date and in the month of September following, that the first frost set in, in many other parts of Lower Canada, in 1857.

In the same part of the report, you will also find that the climate and soil are so favorable to agriculture that wheat returns 30 bushels for 1 at Hébertville, and 40 for 1 on the shores of Lake St Jean.

It ought to be a matter of surprise for us at the present day with our scanty knowledge of the upper Saguenay country, that it was explored by the Jesuit Fathers nearly two centuries ago, and known by them to be fit for cultivation. At Metabetchuan, on Lake St. Jean, there are still visible traces of the cultivation carried on there by some of those Reverend Fathers.

The sums expended by this office, between the 1st January and the 31st December, 1857, for colonization works, amount to \$58,041 37c., or £14,510 6s. 10d.

The season just passed was more favorable than that of 1856, and the making of a greater length of road was thereby facilitated.

The total sum which appears as representing the whole amount paid, in my statement of account from 1st January to 31st December, 1857, is not the whole

amount which became due for works done during 1857. Since the 31st December, 1857, I have paid \$1215 75c. (£303 18s. 9d.) for work done in 1857.

During 1857, 276 miles and 5 arpents of road have been opened or completed; of which 196 miles and 12½ arpents are fit for summer, and 79 miles, 20½ arpents, for winter carriages.

During the same year, a number of bridges, comprising in the aggregate 10905 feet of roadway, have been constructed. There have also been 14 miles of timber causeway (*pontage*) made in the low lands.

The cost has been, on an average, \$192 per mile, including all the bridges, except those of Grenville and St. Casimir, for the construction of which the sum of \$5592 41c. (£1398 2s. ½d.) was paid out during 1857.

Those figures contain as exact a statement as it has been possible to extract from the returns sent in by the different Superintendents; but it may be that there has been a greater length of bridging and timber causeway (*pontage*) done during the year than has been mentioned.

From 1854 to 1857, inclusively, 1032 miles and 19 arpents of road were opened.

It would be impossible, without a census, to arrive at any precise idea of the progress of colonization; but all who are acquainted with the townships North and South of the St. Lawrence, are agreed that it has rapidly advanced.

There is an increase every year in the number of persons, with means sufficient to maintain their families, who go to settle in the Townships.

It is no longer an unusual thing for proprietors in good circumstances belonging to old settlements, to dispose of their lands in order to go and settle in the Townships.

Instances of this kind have lately occurred in some of the most flourishing parishes in the District of Montreal. In one case, a party paid £650 for a lot of land in the Townships; now this lot will produce more grain and hay than the farm which he has disposed of, and he will, besides, have immense pasturage and wood of all kinds.

Facts of this kind were unheard of a few years ago, and the Government should now grant additional encouragement, as colonization is becoming more popular, and the wealthy and intelligent amongst our farmers view it in the light not alone of an eminently national undertaking, but also as an easy and honorable means of increasing four-fold the value of the property to be inherited by their children.

Notwithstanding the limited means at the disposal of the department and the great number of different roads to be opened, which rendered the extension of them into the more remote forests impossible, it is undeniable that the many roads opened have effectually awakened the attention of our farming class to the facility and the advantage of changing the scene of their toil, even though by only a few miles.

The French Canadians do not, however, confine themselves to settlements in the immediate vicinity of their homes. In order to form a correct opinion as regards the energy of their character, and as to how they are inclined in the matter of colonization, they should be seen on the upper St. Anne river; in the narrow valleys of Portneuf, shut up between high mountains; in Beresford, to the North-west of Montreal; on the upper Gatineau, and especially on the upper Saguenay, where they are so far removed from their native parishes and completely isolated for want of roads. Such circumstances are well calculated to test the character of a people as regards energy, vigour, and moral and physical capabilities, and judging from the courage, cheerfulness, industry and success of the French Canadians, as witnessed in those distant valleys, it would seem that the race is peculiarly well fitted for the duties of colonization.

The eagerness with which the good lots along the lines of road are seized upon, proves that there is no lack of settlers.

It is of the utmost importance that such favorable circumstances should be turned to account, and that, as our farmers are so well disposed as regards colonization, they should be encouraged and spurred on to activity by all the means at the disposal of the Government.

No sacrifices should be considered too great in a matter of this importance ; every move in the right direction is so much gained.

There are many minor ways of promoting colonization ; but the first and most essential, as it has been a thousand times repeated, is to make good roads and to keep them in repair.

Last year \$171,684 (£42,921) had been asked for, to be applied partly to the finishing of the roads commenced, partly to the opening up of new roads, and although \$58,040 was expended during the year in colonization works, the new demands must far exceed the first named sum.

Two hundred thousand dollars (\$200,000) is about the amount required, in order to meet the most urgent wants, together with certain demands made by parties who are deeply interested in colonization.

As it is the intention of the Government that lands fit for settlement shall be rendered accessible at all times, it will not suffice merely to open good roads ; provision must also be made for keeping them in repair.

It would certainly be found too onerous in many places where roads have been opened, for the small number of settlers as yet established to take on themselves the whole burden of making repairs without receiving any assistance ; but there are several which were opened some years ago, and for which no provision has yet been made, notwithstanding the fact that they are thickly settled, and which the people are quite numerous enough to keep in repair.

In the Eastern townships, many important highways which were constructed by Government in localities which have been organized by the Municipalities, have been allowed to remain completely neglected.

It has been amply proved by experience, that Municipal corporations are, in many cases, either opposed to the carrying out of the road laws, or incompetent to make them work.

It has now become of the utmost importance, in order that the fruits of former expenditure may not be lost, to take prompt and efficacious measures for keeping in repair the roads which have been opened.

After years of reflection on the subject, I do not hesitate to suggest that, as the Municipalities will not act, or will act only in so slow a manner that their efforts will be perfectly useless from the shortness of the season, a new road system be adopted capable of prompt, easy, and efficacious execution.

It is not my intention to find fault with the general working of the Municipal system ; on the contrary, it is in many cases productive of good, and ought to be preserved intact,—as for instance in old settlements where the people are enlightened, rich, and numerous, and where the district to be managed is not too extensive. But in new settlements where those conditions are of rare occurrence, and the inhabitants are scattered over a vast tract of country, the Municipal system does not work, or works very ill.

Trusting that my remarks with reference to the establishment of a different road-law system, will be taken into consideration, I beg to submit the draft of a bill presented by me in 1851 to a Committee, appointed by the House, to inquire into the causes of the slow progress of colonization in the Eastern townships, of which T. Fortier, Esq., was chairman. This draft will be found annexed to this Report as it was then presented, with the exception of some slight alterations rendered

In my report on colonization for 1854, I recommended the adoption of a plan which seems to me capable of being easily carried out, for settling the immense and splendid tract of country known as the Saguenay country. This plan consists in obtaining a loan of £40,000, on the security of Provincial Debentures, payable in fifteen years, which would be repaid to the country by the proceeds of lands sold within the new territory.

This enterprise has for the basis of its probable success the advance in the value of the land which a very short period of time will in all likelihood bring about.

Since the above suggestion was made the rush of settlers into the Saguenay territory, in spite of the unfavorable circumstances which exist, has been such as to prove that all the chances are in favor of the plan which I have taken the liberty to suggest.

The system of procuring loans for the advancement of colonization might also be adopted, with reference to other sections of the country. I make this suggestion, with a view of providing an additional resource for the encouragement of colonization, in case my fears should prove well founded, that future grants will be insufficient for the purpose.

For more ample information with reference to the loan plan, I beg leave to refer you to my report dated 25th February, 1855, page 53, in French.

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

T. BOUTILLIER,

Inspector of Agencies.

To the Honorable L. V. Sicotte,
Commissioner of Crown Lands, &c., &c.,
Toronto.

APPENDIX

To the Second Report on the Settlement of the Eastern Townships.

COMMITTEE ROOM,

Tuesday, 11th July, 1851.

THOMAS FORTIER, Esquire, in the Chair.

Thomas Boutillier, Esquire, one of the Members of the "Special Committee appointed to inquire concerning the causes which prevent or retard the settlement of the Eastern Townships," was called before the Committee, and examined as follows:—

Have you any suggestions to make to this Committee with respect to the settlement of the Townships?—Yes; I will take the liberty of suggesting to the Committee two reasons, which I consider as essential and indispensable, if it is desired to give to the settlement of the Townships (it is of the Eastern Townships that I speak now particularly,) an energetic and efficacious impulse.

The first of these means, is a general and annual tax of two or three sols per superficial acre of land, destined to the opening of roads.

The second, a new system of road laws, providing for the laying out, the opening and the maintenance of roads, and also for the collection and application of that tax. A tax of three sols per acre, would produce in the Eastern Townships, a sum of about £33,000. I have not at this moment the calculations which I made of the length of road that might be made with that sum; but every person can convince himself that it must be very considerable.

As almost seven-eighths of that sum would be paid by persons not resident in these Townships, it is easy to understand the advantages which the residents would derive from the yearly importation of so much capital expended amongst them.

Apart from the considerable extent of roads which this capital would give the means of making yearly, it would besides, have the effect of causing the price of labor to rise in the places where would it be expended, as well as the value of farm produce.

The tax ought to be general, that is to say, that the Crown and Clergy Lands ought to be subject to it, as also those belonging to private proprietors. I consider, also, that for a few years, the tax ought to be imposed according to the superficial extent of land, and not according to its value, in order to indemnify the present settlers for the sacrifices which they must have made, and the fatigues which they must have undergone in the formation of their settlements: and in order also to encourage, by not taxing them, all persons who might in future desire to invest their funds in improving lands in the Townships.

All the roads ought to be made, and kept up in common: to attain this end, and to be just to the present settlers, it would be expedient to have the roads valued, which they have made at their own charge, and that they should be bound to pay only an inconsiderable part, or no part whatever, of the tax, until a sum equal and proportionate to the value of the roads, made by the settlers, had been levied on the other proprietors.

In order to show to the Committee how easy would be the execution of the plan which I have mentioned, I take the liberty of submitting to the Committee the summary of a bill, in which I point out what ought to serve as the basis of a new system of Road Laws:—

Synopsis of a Road Law for the Townships.

1. The Governor shall appoint a Grand Voyer for the Townships of Lower Canada.

2. The Grand Voyer shall appoint a Deputy Grand Voyer for each district of Lower Canada.

3. The Grand Voyer shall also have the power of making special deputies.

4. The Grand Voyer shall have an annual salary, and shall be entitled to no emolument for his official acts; only he shall be allowed two shillings and sixpence for each league which he shall have travelled, in going to visit places, and hear interested parties, when he shall have been required, by petition, so to do.

5. These emoluments shall be paid to him out of the fund assigned for the road, mentioned in his *procès verbal*, or by the petitioners, if he should not think fit to order the works which are prayed for.

6. The Deputy Grand Voyer and the special deputies shall be entitled to the same fees for conveyance, and moreover to £1 10s. for the Report, which they shall be bound to make to the Grand Voyer.

7. The Grand Voyer alone shall have the power, whether after having heard the parties, or after having personally visited the places, or after having received the report of his Deputy, of drawing up a *procès verbal*.

8. Every landholder, who desires the opening of a road, shall address his petition to the Grand Voyer, or to his Deputy, one or other of whom shall proceed in manner hereinafter provided. The Deputy Grand Voyer must inform the Grand Voyer of the petition without delay.

9. The Grand Voyer shall be entitled at all times, and in any operation whatsoever, to substitute special deputies for district deputies, and to assume to himself the management of any operation, at any stage of its progress, under the direction of his District or special deputies.

10. The Grand Voyer, or his Deputy, shall be bound to act in person, on the requisition of the Government; and cannot, in such cases, act by his Deputies, unless on its authority.

11. The Grand Voyer, or his Deputy, shall give notice of the object of the order, which he shall have received from the Government; or of the petition presented to him, in the localities interested, as also of his presence at such place, day, and hour, in order to hear the parties interested, and visit the localities.

12. After having heard the parties, &c., the Grand Voyer shall draw up his *procès verbal*, or the Deputy his report, as the case may be, which shall be published at the doors of the churches of the parishes interested; a copy thereof shall be left in each parish interested, at the dwelling-house of the nearest Notary, Justice of the Peace, or Captain of Militia, in order that every one may take notice of the same. Notice shall be given of such deposit. The publication of the notices relating to *procès verbaux*, shall be the duty of the petitioners, or other persons appointed by the Grand Voyer.

13. Fifteen days after the deposit of the *procès verbal*, or the report, the *procès verbal* or report shall be held as adopted, if no opposition thereto shall have been signified to the Grand Voyer, or to the Deputy Grand Voyer of the district. A single landholder, interested in the *procès verbal* or the report, shall be entitled to oppose the petition. The Deputy Grand Voyer shall give notice of the opposition to the Grand Voyer.

14. The Grand Voyer being informed of the opposition shall, if he persist in sustaining his *procès verbal* or the report of his Deputy, give notice to the parties that his *procès verbal* will be discussed at the next term of the Judiciary Circuit

Court, within the limits of which the property concerned is situate. If the *procès verbal* concerns property situate in several Judiciary Districts, the Grand Voyer shall decide and make known in which Circuit Court the discussion shall take place. The said Courts shall have jurisdiction for that purpose, but shall not be entitled to change the direction of the roads mentioned in the *procès verbaux*. They can only annul the proceedings, if they are not regular or legal.

15. There shall be :

1stly. Provincial Roads.

2ndly. County Roads.

3rdly. Township or Parochial Roads.

Provincial Roads shall be those which concern more than one County.

County Roads shall be those which concern more than one Parish or Township, or more than one municipal division of a Parish or Township.

Township or Parochial Roads shall be those which do not extend beyond the limits of a Township or Parish, or of a municipal division of a Parish or Township.

16. The Provincial and County Roads shall be made by means of a fund created by an annual tax of three *sols* per superficial acre (*arpent*) of land, and of the fund appropriated by the Legislature for the advancement of colonization.

17. The Parochial and Township Roads shall be opened and kept in order by taxes or statute labor, levied and ordered by municipal authority.

18. The tax of three *sols* per acre shall be levied in the Eastern Townships only, and shall be applied to the making of roads in those Townships.

19. In any other part of the Province, which is divided into Townships, the Grand Voyer shall order a tax to be collected, for the making of a road, in such manner as he may consider most equitable.

20. The municipalities shall maintain (keep in order) such parts of all roads as are contained within their limits, by a tax levied on the municipality.

21. The taxes for the maintenance of the roads shall be levied, either in labor or in money, but always in proportion to the value of property, and over and above that, which the Grand Voyer shall have directed to be levied for the opening of roads, in proportion to the superficial extent of the land.

22. If the municipalities neglect to levy taxes for the maintenance of the roads, the Inspectors of the municipality shall hold a meeting of themselves, or be convened by order of the Grand Voyer or his deputy, and they shall have for that purpose all the power of the Municipal Council. The majority of the Sous-Voyers of a Parish, or Township, or Division, and an Inspector, shall form a quorum, and the Inspector shall preside and vote, in case of the numbers on a division of the Sous-Voyers being equal.

23. If there be no Inspectors and Sous-Voyers appointed in such places by the municipality, the Grand Voyer shall appoint them.

24. Penalty against Municipal Secretaries, Inspectors, or Sous-Voyers for every neglect or disobedience of the orders of the Grand Voyer or his deputy, and for refusal to conform to the statute.

25. The surveyed Crown and Clergy lands shall, in respect of the maintenance of roads, be liable to the same taxes as shall be imposed on any other property.

26. Every person liable to be assessed for the opening of roads, shall be bound to pay his taxes before the 15th May, to the Inspector of the Division; and between the 15th and 30th of the same month, every Inspector shall be bound to pay over the amount of his receipts into the hands of the Grand Voyer, or his deputy; to deliver to him in writing a designation of the lands, the taxes of which shall have

not been paid, and transmit to him, if he knows them, the names of the proprietors of such lands.

27. After the time when the taxes shall have become due, and on the report of the Grand Voyer, based on the return of the Inspectors, the Government shall pay into the hands of the Grand Voyer, to be applied according to the *procès verbaux*, the amount of the taxes which shall have remained unpaid, and the Government, from that moment, shall take possession of the lands the proprietors of which shall have so neglected to pay the taxes.

28. The municipalities, in the case of municipal roads, shall have the same obligations and privileges as the Government has in virtue of the preceding clause.

29. Notice in the public papers of the seizure of such lands.

30. Within two years ensuing next after such notice, the ex-proprietors may recover the lands, by paying all the taxes, costs, &c., with interest at 12 per cent.

31. The Government by its Grand Voyer, or the Municipality by its Secretary, shall be entitled at any time to sue the proprietors for the payment of the taxes, costs and interest, within the space of those two years.

32. At the expiration of the two years, the Grand Voyer in the case of the Provincial and County Roads, in pursuance of the order of the Government, and after notice given in the public papers, shall cause the lands which have been seized to be sold by auction.

33. The Municipal Secretary shall do the same, in pursuance of the order of the Municipal Council, in the case of Parochial or Township Roads.

34. The taxes, interest, &c., being deducted out of the proceeds of the sale, the surplus, if any there be, shall remain in the case of Provincial and County Roads, in the hands of the Government; and the case of Parochial or Township Roads, in the hands of the Municipal Secretary, until it is legally claimed.

35. Notice in the public papers, of the deposit of the surplus, and of the name of the ex-proprietor, if he be known, and the designation of the land.

36. Every landholder shall be bound to fence his own land, at his own expense, upon one public road only, commonly called a front road (*chemin de front*), and that in a proportion which shall not exceed by more than one fourth the width of the land which may be found between the line fences of his land, the same being at right angles.

37. In every other case, the landholder whose land adjoins a public road, shall be entitled to require a community of labour (*travaux mitoyens*) from the municipalities, according to the present laws and usages. The Grand Voyer shall decide, according to the nature of the soil and other circumstances, the proportions of labour which it is proper to assign to the proprietor, and the municipality and distribution (*localization*) of this labour, in case of disagreement between the parties.

38. The Grand Voyer, or his Deputy, if he be authorized to that effect by the Grand Voyer, shall be entitled to employ a surveyor to examine the localities, and to verify the township or parish lines and the division lines between lots.

39. The Grand Voyer or his Deputy shall decide on the width to be allowed for all roads, whether in any part thereof, or throughout their entire length. The Municipal Councils shall have the same authority with respect to Parish or Township Roads.

40. The Grand Voyer shall be entitled to cause all materials necessary for the construction of roads to be taken wherever they shall be found, on paying the value of the same; but all materials which the proprietor has begun to apply to any use or purpose, as well as maple trees, hard and soft, and other trees planted or reserved for use, or ornament, shall be excepted.

41. The Grand Voyer shall, in his *procès-verbal*, direct generally, what shall be necessary to be done for the construction of roads and the safety of travellers.

42. In no case shall the Grand-Voyer be authorised to receive for his travelling charges, however great the distance travelled over, more than £12 10s., unless the Government itself order him to proceed, or unless he be required to proceed by at least ten landholders who are interested.

43. The Grand Voyer shall appoint the time when the roads are to be commenced and finished, he shall order that they be done by the day or by contract, and what length ought to be done in a given time; on an emergency, he shall appoint Inspectors; he shall be entitled to call on Municipal officers, Inspectors or Surveyors for assistance, to have notices published, contracts executed, &c., nevertheless, no contract or adjudication shall be valid, until it shall have been approved of by the Grand Voyer.

44. In order to the maintenance of the roads, the Crown and Clergy lands shall be valued, and the valuation shall be transmitted to the Commissioner of Crown Lands; if he consider it excessive there shall be an arbitration.

45. The lands which have already contributed to the opening of any road, shall be taxed for the opening of new roads, only to the extent of the third of the tax which shall be levied for that purpose; and this, until the value of their previous labor has been repaid to them, by their exemption from two-thirds of the tax; but they shall contribute to the common fund, which shall be levied for the maintenance of the roads, like any other landholder.

The Municipal Councils shall cause those works to be valued and such valuation shall be submitted to the Grand Voyer; if the Grand Voyer does not consider it equitable, there shall be an arbitration.

46. The passage over fordable rivers and crossing on the ice shall be established by a *procès-verbal* of the Grand Voyer, like the opening of a road.

47. The Municipal Councils and, failing them, the Inspector and Sous-Voyer, shall be authorised to establish roads over the ice, and other roads commonly called winter roads.

48. Fords, crossings, and other roads over ice shall be marked out (*balisés*); but roads on land shall be marked out only when the Grand Voyer, or the Municipal Council, shall consider it necessary.

49. The damages caused by the bad state of the roads shall be payable by the Municipality.

50. The damages caused to a landholder, by the opening, the changing, or the abolition of a road shall be paid for, according to the award of arbitrators, out of the fund destined for such road.

51. The word "road" shall include all roads, bridges, fences, ditches, railings, and whatever shall be considered necessary to keep the public roads in good order, and calculated to promote the safety of the traveller.

52. Public notice in the localities interested or concerned shall be understood to mean public notice given verbally and in writing, posted at the doors of churches or other public places, of all localities within the limits of which are situated lands, the proprietors of which shall be concerned in a *procès-verbal* of the Grand Voyer.

OFFICE OF THE INSPECTOR OF AGENCIES.

St. Hyacinthe, 21st March, 1856.

SIR,—In reply to your letter of the 23rd February last, in which you express a desire to be informed what the farmers think of the obligations which under the name of "Settlement Duties," are imposed on settlers, who buy lands in the Town-

ships from Government, I have the honor to inform you that they generally regard these as very burdensome, and as having a great tendency to prevent many from settling in the Townships.

They think that the annual clearing for five years, of five acres in every hundred, and the obligation to erect a house, 18 feet by 26 at once, and to occupy it immediately, and continually, require pecuniary means, of which the majority of those who are disposed to settle in the Townships are not possessed. They think also that there should be no reservation of wood on land sold to settlers by Government.

The annual clearing of five acres per cent. for five consecutive years, and the immediate and continued occupation of the Lot bought, certainly does not tend to arrest emigration to the United States.

It is well known that those who generally emigrate to the United States, do so only because they are without means of existence, excepting what they earn by working for others, now it must be very evident that this is not the class of persons who are able to go into the woods and commence clearing, build a house, and bring their land under cultivation, without the privilege of going elsewhere to earn means of supporting themselves, while making these preliminary labors. Every person should be permitted to choose and take a lot, provided he performed his part of all public and *mitoyen* works, to go where he pleased to earn his living, and to lay up money, which he might subsequently employ in improving his lot.

Settlers are justified in saying that Government should make no reservation of wood on the land which has been sold to them. These reserves are only made for the purpose of selling the servicable wood to speculators, or because it has been already so sold. The public, as well as the individual interest of the settlers, prohibits these reserves, which will cause the immediate destruction of the most servicable wood in the Townships as it has already done in the seigniories. When the proprietor of the land is not the proprietor of the wood he has no interest in preserving it. He will waste it for the slightest reason, because he is aware that from one day to another this wood may be removed by another person. In the Eastern Townships building wood is already becoming scarce, and unquestionably the time has arrived when steps should be taken by the Government to preserve it.

If the population of the Eastern Townships continues to increase, as at present there is reason to hope it will, it is very probable that in many places serious inconvenience will be felt on account of the want of serviceable wood.

Encouragement given to the manufacture of alkalies would have a very beneficial effect in the Townships which abound with hard wood. The manufacture of these salts would give the settler the means of living, while engaged in clearing his land, and increasing the cultivation of it from year to year, and if he were the proprietor of all the wood on his land, the encouragement given to the manufacture of potash would induce him rather to cut down his hard wood than the building timber, which it is so important to preserve, and which however is brought to market at a very low price. The manufacture of the alkali is moreover very advantageous, from giving the settler and his family employment on his own land. It keeps him at home to superintend his family and his agricultural labours, and exempts him from the necessity of seeking employment in workyards, where the laborer becomes demoralized, and from which he returns as poor as when he entered them.

This is in my opinion the standard to which the conditions of sale to the settler should be reduced, besides the modification of the price of the land, and of the terms of payment.

1st. In future the settler should not be compelled to fulfil any conditions, except public and *mitoyen* works; and should be subject to lose his title or right of location only upon proof of his having neglected to perform his duty.

2nd. He should have the right at all times, (the price of his land being paid) of receiving a title to his land, so soon as he shall have made improvements to the value of £100 on a lot of 200 acres, and to the value of £50 on a lot of 100 acres and under.

3rd. Until the settler shall have obtained a title, he should not have the power to sell his land without the sanction of the Commissioner of Crown Lands.

I have, &c. &c.,

(Signed)

T. BOUTILLIER,

Inspector of Agencies.

Hon. Jos. Cauchon,
Commissioner of Crown Lands,
&c., &c., &c.,
Toronto.

TORONTO:

PRINTED BY JOHN LOVELL, CORNER OF YONGE AND MELINDA SNEETS.

RETURN

To AN ADDRESS from the Legislative Assembly of the 28th April, 1858; for copies of certain documents relative to Lumbering in Saguenay.

By Command,

T. J. J. LORANGER,

Secretary.

Secretary's Office,
Toronto, 6th July, 1858.

(NOTE.—*The following documents only printed, in accordance with the recommendation of the Standing Committee on Printing.*)

Province of Canada.

CROWN LANDS DEPARTMENT,
Toronto, 8th August, 1851.

Notice is hereby given, that from and after the date hereof, Licenses agreeably to the accompanying form, will be granted, at all seasons, to cut timber on the Vacant Lands of the Crown, subject to the following Conditions and Regulations, sanctioned by His Excellency the Governor General in Council, by Order dated the Seventh instant, in addition to the requirements of the Act 12th Vic. cap. 30. And the Regulations of the 5th September, 1849, and 15th March, 1850, are hereby superseded.

1st. Applications for licenses to cut timber on the vacant Lands of the Crown on the River Ottawa and its tributaries from the Gatineau, and the Townships of Hull and Wakefield inclusively, upwards; and the Counties of Lanark, Renfrew, and Carleton, and that part of the Counties of Frontenac, Lennox and Addington, north of the Townships of Bedford, Hinchinbrook, Kennebec, and Kaladar,—are to be made to A. J. Russell, Surveyor of Crown Timber Licenses, Bytown: and in other parts of the Province to the respective Crown Land Agents.

2nd. Applications must be in writing, distinctly describing the space or stating the lots of land for which license is required, the applicants furnishing sketches of the limits asked when required, connected with known points, and drawn to scale.

No timber berth shall be licensed in unsurveyed lands, exceeding ten miles in length by five miles in depth, nor exceeding an area of fifty square miles, and half that size in surveyed townships, in the latter case the lots and ranges to be stated:— berths to be confined to one side of rivers, wherever practicable. All licenses to expire on the 30th of April following the date thereof. Consecutive berths may be held by the same individual.

3rd. The Timber cut shall be paid for at the following rates, viz :

Oak and Walnut per cubic foot.....	1½d.
Elm, Ash and Tamarac.....	1 d.
Birch, Red and White Pine, Bass Wood, Cedar, Spruce, &c.....	0½d.
Red Pine Saw Logs, 12 feet long, per log.....	7 d.
White Pine do. do. do.	5 d.
Spruce do. do.	2½d.
Cord Wood (hard) and Lath-wood per Cord.....	8 d.
Do. (soft) per do.....	4 d.

Each Stick of White Pine to be reckoned as containing 70 cubic feet.

Each Stick of Red Pine to be reckoned as containing 38 cubic feet.

All other kinds of wood, as containing 34 cubic feet.

Railroad Timber to be taken at actual measurement, provided it does not average more than half the regular size, or on the party exhibiting a contract and specification corresponding with the timber in his raft.

All Saw Logs cut in future upon Public Lands, if exported from the Province, shall be paid for at double the rates mentioned above respectively. [Repealed.]

4th. All Square Timber, Logs, Deals, Boards, or other Stuff leaving the Agency in which it is cut in any form, must be submitted to counting or actual measurement whenever required, and statements under oath must be furnished of the kinds and quantities of timber and logs cut under each license, when required by the Agent for the granting of licenses, or other authorized person.

5th. Parties cutting timber on Public Lands, before moving any raft or parcel of timber (whether cut on Public or Private Lands,) from the Agency in which they held license, shall make report thereof to the Collector of Crown Timber Dues or Agent; making, if required, declaration upon oath as to the number of pieces of each kind of wood in each raft or parcel and the number of cribs; whereupon they shall obtain clearances from the Collector or Agent, stating the number of pieces in each raft—how many, if any, have been satisfactorily proved to be from Private Lands, and on how many, if any, the duties have previously or then been paid; and on the arrival of any such raft or parcel of timber at Quebec, or at any intermediate place or other port, for sale or shipment, the owner or holder of it, shall make report thereof within forty-eight hours to the Inspector of Rafts, Deputy Supervisor of Cullers, or other appointed officer, and in addition to the quantity shewn by the clearance as subject to duty, any surplus timber beyond the number of pieces stated therein, on being ascertained by the Inspector of Rafts, Deputy Supervisor of Cullers, or other authorized Officer, shall be held as having been cut upon Crown Lands, and be subject to the payment of duties accordingly.

6th. Parties omitting to report the departure of their rafts or other timber from the Agency in which they held license, or the arrival thereof at Quebec, or other port or place for sale, or shipment within the Province as before mentioned, shall be refused further license, and be subject to the forfeiture of the timber for evasion of regulations, as provided in Section 3rd of 12th Vict., cap. 30.

7th. Hereafter on the issue of License to cut timber on Public Lands, a Ground Rent of two shillings and six pence for every superficial mile licensed, shall be exacted in addition to the established duties; and the deposit on account, hitherto

levied, shall be discontinued. The Ground Rent shall be computed on the nearest approximation to the real areas of the timber berths, but on no license shall it be less than One Pound currency; and no claim for reimbursement of ground rent over calculated will be entertained after the issue of license.

8th. The ground rent to be exacted on the renewal of license shall be double that of the previous year if the berth has not been duly worked upon,—increasing annually in that proportion while unoccupied, (excepting the year succeeding that in which the license has been first issued, if not in a surveyed township); reverting to the original rate on the berth being duly occupied; and the making of 500 feet of square timber or 20 saw logs per square mile shall be considered as due occupation.

9th. No timber berth shall be forfeited for the non-occupation of it, provided the increased ground rent on that account be duly paid; but berths on which any increased ground rent is evaded by false statements as to occupation, shall (after the former holder has had an opportunity of being heard in opposition) be granted to the first applicant pleading such evasion and non-occupation, on or before the 31st May, and proving the same by the certificate of a sworn Surveyor, on or before the 31st July following. If half occupation only be proved, the former holder may retain one half of the berth after it has been equitably divided in the opinion of the Agent.

10th. Vacant berths are to be granted to the first applicants and be described in the licenses as—“not to interfere with prior licenses, existing, or to be renewed in virtue of Regulations,” but applicants for vacant berths must call for license and pay the required Ground Rent (giving satisfactory securities for the payment of all duties that may accrue under the license) within three months of the receipt of their applications in the Bytown Timber District, and all other parts of the Province where the lands are not laid out into Townships or otherwise surveyed for settlement, and within one month in those portions of other agencies where the lands are surveyed or otherwise laid out for settlement, otherwise their applications will be void and the berths be grantable to the next applicants in succession. Ground Rent received to be returned to the applicant, should it be found that the berth asked cannot be made good to him.

11th. Licentiatees who have complied with all the regulations will be entitled to renewal of the licenses for their berths in preference to other applicants for them, if they apply in writing for such renewal before the 1st of June next ensuing their previous license, and comply with the conditions mentioned in last clause, before the 1st November following. Penalty of double Ground Rent substituted for forfeiture; failing which, the berths they held will then become vacant and will be offered for sale on the 10th November following, to the highest bidder making immediate payment, and if not then sold, will be granted to the first applicant thereafter as usual.

12th. When two or more applications are received at the same time for the same ground, it shall be divided between the parties by lot—should any of them wish it to be so, otherwise, the right to the whole is to be determined by lot. But on Rivers where the cost incurred for surveys or other causes may render it suitable, the preference to license for timber berths may be disposed of at such upset price as the Commissioner of Crown Lands may direct, and be awarded in whole, or in part, to the highest bidder at auction making immediate payment, in case of clashing applications of equal right.

13th. In the Bytown Timber District, and all other parts of the Province where the lands are not laid out into Townships or otherwise surveyed for settlement, when an applicant has been obstructed for a month or more by a prior application—(for the same ground)—that has become void, he is to be allowed

one month in addition to the stated period to take out license, provided he applies in writing for such extension of time, within three months after the receipt of his application for license, and in those localities where, by the 10th clause of these Regulations, one month is the period for which an application is held good, ten days only shall be allowed in addition, in case of ten days or more of obstruction.

14th. When an application cannot be decided upon till the result of some pending survey be known or till it be projected, the applicant is to be allowed three months in the Bytown Timber District, and all other parts of the Province where the lands are not laid out into townships, or otherwise surveyed for settlement, and one month elsewhere, to take out license, after the notification of the result, if in his favor, has been sent to his address; and when the explorations necessary for the preparation of the sketches required by these Regulations, cannot without serious loss be effected without an extension of time, it may, on written application, be granted. Licenses granted on erroneous descriptions or sketches furnished by applicants are to be subordinate to subsequent accurately described licenses, and may be cancelled in whole, or in part, whenever deemed necessary; parties persisting on working under such licenses, after being required to desist, will be trespassers and subject to penalties as such.

15th. The Surveyor of Licenses, and the other Crown Timber Agents, shall keep registers of all applications for berths, licenses granted and transfers thereof, which, with their plans of licensed limits and vacant ground, shall be open for public inspection; but no applicants shall be entitled to explanation as to applications subsequent to his own, for the same ground.

16th. The Surveyor of Licenses at Bytown and officers thereunto authorized elsewhere, shall, at the written request of any party interested, issue instructions stating how the boundaries of timber berths should be run to be in conformity with existing licenses. The surveys are to be performed at the expense of the parties requiring them, but the plans, reports, and field notes thereof will be paid for and kept of record by the Surveyor of Licenses or Agent on their being examined and approved by him.

17th. In all cases of contestation as to the right to berths or the positions of bounds, the opinion of the Surveyor of Licenses at Bytown, or Agent for granting licenses elsewhere, is to be binding on the parties, unless and until reversed by arbitration, within three months after notification of such opinion has been communicated to the parties (or their representatives on the premises, or sent to their address,) or by decision of Court.

18th. To prevent delay and disputes as to arbitrators, it shall only be necessary for the party thinking himself aggrieved by such opinion, to notify in writing to the officer who has given it, his dissent, and the arbitrator he has appointed; it shall then be the duty of the Surveyor of Licenses or other authorized officer to take the place of the arbitrator on the other part, and in the case of their not agreeing as to an umpire, should one be required, the Commissioner of Crown Lands shall appoint one, at the joint expense of the parties on the request of either of them or either of the arbitrators.

19th. Transfers of berths to be in writing, and if not found objectionable by the Crown Land Department or agent for granting of license, to be valid from the date on which they may be deposited in the hands of the latter; but no transfer to be valid till after one season's actual occupation by the party transferring them.

20th. Squatters or other occupants of land without authority, cutting timber or saw logs thereon without license (except for clearing, building, or fencing thereon), or others doing so by their permission, will be subject to the penalties established by law for cutting timber without license.

21st. Persons refusing or evading the payment of Slide Dues or duties on

their timber, or the final settlement of bonds for the same before giving it away, or in any default with the Crown Timber Officer or agent; also persons taking violent possession of disputed grounds before obtaining a decision in their favor, and parties refusing to comply with the decisions of Courts, or of Arbitrators, or the regulations established by Order in Council, or who forcibly interrupt Surveyors, shall be refused further licenses, and their berths become disposable to others on the expiration of their licenses.

22nd. The Collector of Crown Timber Dues or the officer in charge of the Bytown Timber District, may authorize any of the local Crown Land Agents to collect the duties on any timber or saw logs cut under license for local consumption or that may be sent to market, otherwise than by Bytown; and all such Agents whose Agencies, or any part of them may be within, or adjoining the Bytown Timber District, are authorized to seize any timber or saw logs cut without license within, or passing through their Agencies, on the proceeds of which they shall receive their usual per centage for collection.

23rd. Licenses are to be granted in the annexed form. The clause at the foot thereof must be signed by Licentiate's Securities in place of the bonds formerly taken, and the description of the berth is to be written on the back of the license.

FORM OF LICENSE.

By Authority of the Provincial Statute 12th Victoria, Chapter 30, and regulations dated Eighth August, 1851, and for and in consideration of the payments made, and to be made to Her Majesty:—I DO HEREBY GIVE UNTO _____ and unto _____ Agents and Workmen full power and License to cut upon the location described on the back hereof by _____ and to hold and occupy the said location to the exclusion of all others, except as hereinafter mentioned:—from _____ to Thirtieth April, 18 _____, and no longer;—with the right of conveying away the said timber _____ through any ungranted or waste lands of the Crown:

And by virtue of this License the said Licentiate has right by the said Provincial Statute, to all timber cut by others in trespass on the ground hereby assigned, with full power to seize and recover the same any where within this Province aforesaid.

But this license is subject to the following conditions, viz:

That any person or persons may at all times make and use roads upon, and travel over the ground hereby licensed, and cut and take therefrom any trees necessary to make Floats, Traverses, Oars and Withes for his or their use in rafting.

That nothing herein shall prevent any person or persons from taking standing timber of any kind to be used for the making of roads or bridges, or for public works.

And that persons settling under lawful authority or title within the location hereby licensed, shall not in any way be interrupted by the said Licentiate, or any one acting for _____ or by _____

And further, under condition that the said Licentiate or representatives, shall comply with all regulations that are or may be established by Order in Council, and shall submit all the timber cut under this license to be counted or measured, and settle for the duties chargeable thereon, when required

by me or any officer thereunto authorized,—otherwise the said timber will be forfeited to the Crown, and the said Licentiate be subject to such other penalty as the Act provides.

GIVEN under my hand, at this day of in the year of Our Lord one thousand eight hundred and

Ground Rent £.....

☞ We have read and comprehend the nature of the obligations contained in this License, and we bind ourselves jointly and severally, and each of our Heirs, Executors, Curators and Administrators, to pay all duties that may become due and payable to Her Majesty, Her Heirs or Successors, on any timber cut or acquired by virtue of this license in the event of the above named Licentiate failing or refusing to pay the same, or to give satisfactory bonds for the payment thereof.

(Copy.)

CROWN TIMBER OFFICE,

Murray Bay, 13th October, 1855.

SIR,—I have the honor to inform you that, agreeably to your orders, I have gone down to visit the different Timber establishments within my agency on the north shore of the St. Lawrence; and herewith I have also the honor to submit my Report thereon.

I have the honor to be, &c. &c.

(Signed,) GEORGE DUBERGER.

The Honorable

The Commissioner of Crown Lands,
Crown Land Department, Toronto.

JOURNAL AND REPORT of George Duberger, Crown Timber Agent, on a visit of Logs, and Accounts of Crown Dues, through several Saw Mill establishments and Timber Limits on the north shore of the River St. Lawrence, agency of the above named.

To the Honorable JOSEPH CAUCHON, Commissioner of Crown Lands for the Province of Canada, &c. &c. &c.

1855. Wednesday, 19th September.—Port au Saumon.

SIR,—I have the honor to report that this day I left Murray Bay in an open boat and two men engaged by the day, at 15s. per day; none would agree for a stipulated sum for the trip, owing to the several stoppages on the route which rendered it impossible to state what would be the time employed in the same service; this same night, owing to contrary winds, I only reached Port au Saumon (11 miles).

Thursday, 20th.—Port au Persil.

Made another start, same contrary wind; reached Port au Persil (9 miles).

Friday, 21st.—Black River and Port aux Quilles, on the Crown Lands.

Reached Black River Establishment; there is a small saw-mill which answers for the timber on the Crown Lands (on the east side of the River), and

also for the private seigniorial lands (on the west side of the same). The mill belongs to Mr. Price; no logs were brought to it last season, 1854 and '55.

I proceeded to Port aux Quilles, next Mill eastward, belonging to Mr. Thomas Simard and others; nothing done last winter, though the mill has been employed about two months sawing old logs of several years' standing, that the former dry season heretofore prevented from floating down in the very small stream forming River Port aux Quilles. The quantity of logs amounts to 900, chiefly spruce; as these logs have long since been accounted for, they will appear this season in list of private lands cut.

Saturday, 22nd September.—Baie de Roches, Les Echafault au Basques, Riviere aux Canards, and l'Ance à l'Eau Establishments.

From the last mentioned place, calling on my way down, by land and by water at La Baie des Rochers, Les Echafault aux Basques, La Riviere aux Canards, I reached l'Ance à l'Eau; what follows are the notes connected with each place.

Baie des Rochers, situate on the western limits of the Township of Saguenay, has a small mill establishment; the mill is a small two-gate one, belonging to Mr. W. Price; Alexis Tremblay Picotte and a few squatters of the place, since a few years, have made the logs, which the Returns of that place have shown this last winter they only returned pine, and spruce logs; for the next season, unless more encouraging news reaches the same squatters, they don't intend to cut any logs.

As for the Timber resources of the environs, they are very limited in pine timber, though spruce will be found for many years yet.

Les Echafault aux Basques: this place is a brook coming out in the Bay of the same name, Les Echafault aux Basques, about $5\frac{1}{2}$ miles east of Bay des Rochers. Two squatters, named Alexander Dufour and Pierre Hervey, have there commenced the foundation of a small mill establishment. The timber found in the environs consists in a few groves of white pine, red pine, and spruce, lying in scattered valleys, surrounded by rocky mountains, which heretofore has prevented the said timber from being conveyed to any of the neighboring establishments. These same squatters, like many others, are at a stop, in hopes of better times, and thus far not decided whether they will do anything in 1855 and '56. Once started, they expect to find timber for 7 or 8 years, and more than that if spruce comes in demand, as this last sort there as well as mostly all other parts predominates.

La Rivière aux Canards.

La Rivière aux Canards: this place belongs to Mr. Price; it is now shut up; the saw-mill, an expensive and extensive one, as well as its dependencies, were all destroyed by fire in August, 1854, and not as yet renewed, and no timber operations have gone on since. The remains of the establishment which escaped the fire consists of farms, dwellings, stores, and hang-yards, situate at l'Ance St. Catherine, on the west side of the Saguenay, and facing the harbor of Tadousac, there a slide (or deal dalle) dropped the deals from the Canard River Mill, on a wharf from which they were conveyed on board ships safely moored at about 3-4ths of a mile from the said wharf. Now that timber operations are dropped, the remains of the establishment are in charge of a foreman and his family. This same Rivière aux Canards, and its nine or ten lakes, was once well wooded in white and red pine, the greatest part of which has been carried away by former operations, yet an immense quantity of the above mentioned timber remains, which though not fit for good three inch deals, would be safe for one or one and a half inch boards, of which last immense quantities could for many

years be manufactured out of what has been rejected for three inch deals, for which end none but the best of trees were chosen, and those not found to answer left behind (too many) to rot on the ground. It is well to remark that in white pine trees, those rotten in the heart will invariably produce the best boards, and of such, in all rejected limits on the north shore, millions of best quality of boards could yet be manufactured.

L'Ance à l'Eau.

L'Ance à l'Eau Establishment, situated at the mouth of the River Saguenay, on the east side, was at the beginning a very large establishment, prepared by Mr. Price as a saw-mill, and also as a dépôt to supply his other places, as well in the upper Saguenay as on the St. Lawrence; the place was prepared at an enormous cost, but the returns, far from meeting the outlay, ended by discouraging the owner from persisting in its continuance as a timber establishment; it is now a farming one, in charge of a head clerk, who besides farming keeps also a well assorted store where travellers will find their general wants.

There, at l'Ance l'Eau, from time to time, buildings were erected which gives it now the appearance of a small village; notwithstanding that only three or four of these last are occupied, a large saw-mill has nothing to saw, and a well-organised grist mill is but seldom at work, though that same is of great use to squatters a few miles in the environs. As for timber, much of it is yet to be found in the vicinity northward of the establishment, but whether good or not I am not sufficiently acquainted to pronounce, the common reports being contradictory; but on the whole I am enabled to say that, if the timber trade takes a better turn than at present, l'Ance l'Eau will deserve particular attention.

Sunday 23rd.—Moulin à Baude, Petite Bergeronnes, Grande Bergeronnes, and Grandes Escoumains.

Early this morning I left l'Ance à l'Eau, and proceeded to Escoumains which I reached late at night, having on my way visited Moulin à Baude, Petite Bergeronnes, and Grandes Bergeronnes, the notes on which are hereunder.

Mill establishments—Moulin à Baude.

Moulin à Baude mill establishment belongs to Mr. W. Price. It is situate $3\frac{1}{2}$ miles eastward of l'Ance à l'Eau. Why that place was built so near to this I am not informed. The mill, now a complete ruin, was once a first rate one, nevertheless; except a few logs occasionally sawed by the squatters of the environs, I have no information of its having been otherwise employed. Above I mention the rear of l'Ance à l'Eau being stocked with timber, and now I have to add, that the same could with as much ease be brought to this mill. The squatters of Moulin à Baude (12 or 15 families) petitioned Mr. Price to have his mill repaired; he would have done so in 1852 or '53 if they would have engaged to bring yearly a stipulated quantity of logs to justify the expenses of repair, but they not coming to agreement the affair was dropped, and the mill continues to run in ruin.

Petite Bergeronnes.

Petite Bergeronnes: this mill establishment is at about six miles lower down than the last. The mill dependencies are at about four miles up the little Bergeronnes River; that same, though a very small concern, has been far more expensive than profitable. On the St. Lawrence the land has been prepared for farming, say at the mouth of the river. In 1843 or '44, Mr. Thomas Simard owned the whole concern, and subsequently disposed of the mill establishment in favor of Mr. Price, reserving to himself the prepared farming places at the mouth of the river. As for the timber concerns, the whole turned out a failure, which was the more pronounced

when five or six years ago the whole was burned down, and since that period the scarcity of timber, joined to the general depression of the trade, discouraged Mr. Price from rebuilding the place. Mr. Thomas Simard has kept the farming concerns in progress up to this day, though the benefits derived by him must be very limited, considering the heavy expense he is at every year to make or repair earthen ramparts to prevent the waters of the St. Lawrence from destroying his crops; nevertheless the place may yet turn out advantageous, as the interior sections become settled, a thing that soon or late will happen, the soil there justifying the same expectations.

Grande Bergeronnes.

Grande Bergeronnes' mill establishment: one mile eastward of the last mentioned establishment, has not been more fortunate, it was sold and re-sold several times, and finally it belongs to Mr. Price, and now for the second time the whole place is burned down, and that before it was ever finished as intended; all that remains of what constituted the establishment is a small but good grist mill, with a small unfinished Roman Catholic Chapel; at present, Mr. Price availing himself of the fit soil to prepare farms, does so. As for timber resources, the interior is sufficiently well supplied to justify the refitting of the place if the timber trade takes a better turn, and more especially if spruce comes in demand.

Grande Escoumains.

Grande Escoumains' mill establishment: situate about ten miles eastward of the last, or say about twenty from the mouth of the Saguenay. It belongs to Messrs. Naz Tetu & Co. It is for many reasons counted a very advantageous timber establishment, but owing to many serious accidents and losses suffered by the owners in the depression of the timber trade, they are now in rather embarrassed circumstances, such as the present and the year before are not calculated to remedy. This last season their return in logs were 2,078 pine, and 7,000 spruce, 12 feet logs. In previous years they managed to cut very superior quantities, so much so, that from year to year, owing to the low waters of the river, either they were prevented from floating down their logs, or of sawing them when rafted down, thereby accumulating their stock, so that with old and new stock, had this year been a favorable one, they would have had deals to load seven or eight vessels of 700 to 900 tons each, whereas they will only load two of such, and remain with a large stock on hand for 1856. The timber resources are yet accounted very great, especially spruce, which is found scattered in different directions, as well as in considerable groves; besides white and red pine, the place would also produce very large supplies of tamarac. The agent in charge, (Mr. Francis Bonchè), with two assistants and a few men, are now expecting instructions from the proprietors (Messrs. Tetu, now in Quebec) before they venture preparations for the renewal of operations for 1855 and '56. If such instructions are not favorable, until better times they intend to cultivate lands they hold in the environs.

Monday, 24th September, and Tuesday, 25th.

My investigations are over, but I am prevented from proceeding downwards by the roughness of the weather, and contrary wind.

Wednesday, 26th September.—Petite Escoumains, Sault au Mouton, and Rocher Rouge.

Left Grande Escoumains at an early hour, landing on my way at Petite Escoumains and Sault au Mouton, I reached late at night Rocher Rouge, about 17 miles eastward of Grande Escoumains.

Petite Escoumains river is seven miles eastward of the last mentioned establishment; there the foundation of a saw mill and dependencies were laid by Naz,

Tetu & Co., but for reasons already given, they have postponed their operations of mill building, though retaining their timber license and cutting the required quantity of logs which were floated to Grande Escoumains. The interior of this river will produce assorted timber for several years, though the same to be profitable to parties concerned, would require an establishment based upon a small scale. Before parting with this river, I should mention its being situated at the very eastern limits of the Township of Escoumains.

Sault au Mouton River.

Sault au Mouton river, about $7\frac{1}{2}$ miles east of Petite Escoumains, is in the Township of Iberville; it is a very advantageous place for a mill establishment. A Mr. Remi Bouché has lodged his application to cut timber in 1855, '56, for that end he began the foundations of an establishment which, owing to continual discouraging news of the prospects of the timber trade, he stopped progress, but persists in obtaining the license; from the near proximity of this river to the Petite Escoumains, it is perhaps needless to state that the same advantageous timber prospects that I note for the preceding river is also to be found here.

Rocher Rouge.

Rocher Rouge, though not a timber establishment, owing to what I have to report thereon, it made me think proper to notice it, as I have done the foregoing timber establishments. This place is only a squatters' establishment, where, in the manner I shall just now describe, squatters have unauthoritatively cut 1,300 pine logs, thus: William Tremblay and two of his sons, on lots $\frac{1}{2}$ west No. 55, and full lots Nos. 54 and 53 of the 4th range of Township Iberville; next, Francis Desbins and two sons, same range and Township, on lots Nos. 52, 51, and 50, both these men and their sons, whether partners or not, confess each to have cut the quantity of 650 white pine logs separately. The two above named (William Tremblay and Francis Desbins), ended by giving me the above amount of 1,300 logs, notwithstanding that they both refused to pay Crown dues, amounting each to £13 10s. 10d., equal together to £27 1s. 8d., on the plea that they are both *bona fide* squatters, and that ere long they would have purchased their lots, had those same been sooner advertised, yet, as it is, they promise to enter in arrangements with the Crown Land Agent at Murray Bay (Mr. Ed. Tremblay), therefore, for the present, I have taken the aforesaid quantity of logs on the located land list, informing them, notwithstanding, that I would submit their case to the Crown Land Department.

Concerning the said 1,300 logs, I have to add that early in the spring the above-named sold them to Frederick Bouché, Agent of the Messrs. Tetu & Co., at Escoumains. I laid my claims to him for the Crown dues, in answer, he alleges that Tremblay and Desbins sold him the logs free of all duties on his part, that they would themselves settle that matter. What I would beg to refer to the Crown Land Department is, whether these logs can remain on the located list, and go towards paying the aforesaid six claimed lots, or whether I am to take action on the two forenamed squatters themselves, or on Mr. Bouché for buying the said logs without giving me notice? In fact, I would beg leave to be directed by the Department how to proceed.

Thursday, 27th September.

Having terminated my mission at Roche Rouge in the manner above stated, I left the place for Port Neuf Saw Mill Establishment, which I reached at night.

Friday, 28th September. Port Neuf Saw Mill Establishment.

Port Neuf Saw Mill Establishment is situated on River Port Neuf's first fall, about $3\frac{1}{2}$ miles northward of the St. Lawrence, and about 10 miles eastward of

the Rocher Rouge, or say on nearly the eastern limits of the Seigniorship of Port Neuf, or (Mille Vache) where Mr. James Gibb, of Quebec, holds lease for a certain number of years from the Honorable Hudson's Bay Company, for the occupation of a mill site, on which he has built an extensive saw mill, and several other buildings for the use of the establishment. The timber supplying the said establishment is supposed to be obtained on the Crown lands in rear of the Seigniorship; I say supposed, owing to the lateral as well as rear limits of that same Seigniorship never having been laid in the field, as all demarcations known (to the present day) are two lines of only a few chains in length, started in a northerly course from the St. Lawrence, where starting posts were planted: 1st. At or near Roché Rouge, to indicate the said (Mille Vache, or Port Neuf) Seigniorship's western limits. 2nd. For the same end, at its eastern limits on the St. Lawrence, a short distance below the mouth of the river. Now whether the above short or slight demarcations have been sufficient for Mr. Gibb's agents to steer clear of the limits of the Seigniorship with regard to their timber operations on the Crown lands I cannot state; nevertheless, the licenses heretofore granted by me, expressed as principal designations, that "the said timber is to be cut outside of the yet unknown limits of the Seigniorship;" on this same subject I have already had the honor to report (several times) to your Department in a more detailed manner.

This establishment last winter (1854-'55) returned but 2,500 pine logs, and 2,250 spruce ditto only, such as only kept part of the establishment's labourers employed. Now, as they are well stocked with provisions for man and beast, Mr. Peverly (Mr. Gibb's agent) is preparing for a considerable operation for the ensuing season of 1855-'56. Should the timber trade revive, the establishment for many years yet would furnish a great quantity of timber, say spruce, white pine, red pine, and tamarac; the interior in rear of the thereabouts northerly limits of the Seigniorship is continually intersected or crossed by lakes and brooks, and small rivers (tributaries to the Port Neuf Rivers), all well stocked with timber as above described, which, soon or late, will justify that same establishment to be numbered amongst the advantageous timber ones.

Saturday, 29th September. Sault au Cochon and Bon deLaval Establishments.

Having terminated at Port Neuf I proceeded towards Sault au Cochon, six miles eastward of the last establishment, and what follows are the notes:

Sault au Cochon Saw Mill Establishment is a superior one, owned by Mr. W. Price, who, owing to his embarrassed circumstances, together with the depression of trade, caused him to shut everything up, and only leaving a common labourer in charge of the said establishment, which consists of a superior saw mill, with several gates and saws of different descriptions and use, and also of several stores, hangars, and dwellings in excellent order, with a quantity of cleared land in the environs; for all that, that place has not produced a log in season 1854-'55; and moreover, to this day not the slightest preparations for any operations for season 1855-'56. Three miles to the eastward of this last establishment are the Bays of Laval, several of them together; in the largest falls the river Laval, for which Mr. Price has generally a license; therefore I give it its particular remark:

Bay de Laval River.

Bay and River Laval Timber Berths, as above stated, belong to Mr. Price, who holds the place by license, regularly renewed, and the best part of the lands at the head of the Bays, as other squatters hold their lands; these same have been cleared and prepared to supply hay and potatoes to the Sault au Cochon establishment, which also sawed all the logs of the Bays that were conveyed there, after they had been floated down the Laval Rivers, thereby forming but

one mill establishment of the two. I am not well acquainted with the timber resources of either place, owing to contrary reports; but I am certain of quantities of superior spruce.

Betsiamits River.

Betsiamits River lumbering establishment. Proceeding downwards I have to note this place: it is 18 miles eastward of the Bays of Laval; this place is connected, or rather forms but one establishment with that of the Papinachois (which nevertheless will require a separate remark headed by its name) 4 miles west of the Papinachois establishment. To curtail things, I may as well mention here that the latter establishment, though as above recorded for other parts, both are covered by separate licenses, belonging to the same person (Mr. W. Price); therefore, at the risk of being tedious for the present and useful for the future, I shall venture the continuation of my notes in the same manner:

Betsiamits is a very large river, the general source of which, after many east and west variations, ends in a north-westerly direction, at about 250 miles from the St. Lawrence; the mouth or entrance of that river is formed by a Bay about four miles long and varying in breadth from 1 to $1\frac{1}{2}$ miles; from the head of the Bay to the first fall (about 30 feet high), the distance may be 25 miles; the rising tide is available about 20 miles from the St. Lawrence; to that distance the river is navigable to ordinary boats, and then the current is too strong for rowing work, but not proof against hauling strings, or polling up current, since by that means I have myself reached the fall. From the St. Lawrence to the last mentioned point, and on each side of the river, the soil is fit for settlement, but above that point it is sandy from the entrance to the falls; also on each side several tributaries fall into the same; these last, as usual on this coast, are each formed by the separate lakes, situate at a greater or less distance from the borders of the main river. Timber is found on each side of the river from the entrance to the falls; and more so on the easterly borders above the falls. I am not aware that any timber would be found except at the thereabout latitude of 50° , where Indians pretend that timber is yet found in lakes and valleys in that thereabouts direction.

There are no saw-mill on this river, as stated before; what timber is cut, goes to the Papinachois establishment.

Papinachois Lumbering Establishments.

Papinachois saw-mill establishment: This is the last saw-mill establishment on the north shore of the St. Lawrence (as stated above, it belongs to Mr. Price); the distance from the mouth of the Saguenay is about 80 miles, in a straight line; this same establishment, in my opinion, has been too expensively outlaid to balance reasonable returns. The place is shut up, and not the least appearance of any timber operations going on for this ensuing winter. The person in charge (a common laborer) is of course unable to state anything towards the views of the proprietors.

Monday, 1st October.

Finished all official duties at the different saw-mill establishments in progress and commencement from Murray's Bay to the aforesaid last saw-mill establishment: I directed my boat on retracing steps.

Tuesday, 2nd October.

Left Port Neuf establishment early in the morning and reached on my way back l'Ance à Pelot.

Wednesday, 3rd October.

Started at 3, a. m.; calm weather; in the half daylight, north-east wind

favoured our reaching my office at 9, p. m., after an absence of 14 days, and having strictly attended to duty and travelled something like 114 miles eastward in a straight line.

General Remarks.

I have stated above that the Papinachois establishment is the last eastern one on the north shore of the St. Lawrence; I have now to add that between that point and the western limits of the Seigniorship of Mingan, about 150 miles farther east, or say 210 miles on a straight line below the river Saguenay, there are several rivers not yet explored; but, from Indian and Canadian hunters' reports, many of them are well stocked with remarkable good spruce timber; and, as for pine, I have no reason to suppose its being found in any of the rivers eastward of the Manicouagan River; therefore, as soon as the timber trade will justify the expense, I would recommend an especial timber exploration of rivers in that section, from Manicouagan to Mingan.

Murray Bay River, County of Saguenay.

Murray Bay River, notwithstanding the enormous pilfering of timber carried on in this river, for upwards of 30 years previous to 1850, fortunately its upper sections, the best timbered, was never reached by those who ruined the lower parts.

From time to time I have had favorable reports from Indians concerning several groves of red and white pine as well as superior spruce, that might be got out if properly managed by persons having means to establish a timber business on a reasonable scale. To be better understood in my next year's remarks, it is proper to add here that the general course of this river (Murray Bay) is westerly, and that its source or head lake is somewhere near that of the Montmorency River; therefore passing to the northward of all rivers between this and that point.

Rivière St. Anne, County of Montmorency.

Rivière St. Anne, County of Montmorency: this river comes out on the St. Lawrence in the Parish of St. Anne on the Cote de Beaupré; that same river is reported as divided on the upper part into several branches, formed by as many lakes of different extents, some remarkable sized, all thereabouts in a northerly direction from the St. Lawrence, thereby forming a sort of right angle with the aforesaid Murray Bay River. At different periods I have had reports from Canadian and Indian hunters concerning immense quantities of timber to be found in the upper part of St. Anne's River, with nevertheless this remark that that timber could not be brought down that river owing to many local obstacles, &c. &c., whether correct or not, I am not prepared to say. It would also appear, from informations I have to note as correct, that much of the timber found at the aforesaid head of the St. Anne's River could easily be conveyed to the waters of the Murray Bay River; if this last communication is correct, I see no reason why then such square timber, logs, or manufactured deals, could not be floated down the Murray Bay River's mouth, from which, at about $\frac{3}{4}$ of a mile from the shore, ships as heretofore, in a safe anchorage, could ship the whole for no matter where.

Connected with this public interest, I would now request of the Crown Land Department the authority to have these two last named rivers explored, and, should the result be satisfactory to your Department, I would then beg leave to recommend that the proved timber sections be sub-divided in the field (wherever practicable) in berths of 50 or 25 superficial miles, as circumstances would admit.

(Signed)

GEORGE DUBERGER,

Crown Timber Agent.

To the Honorable the
Com. of Crown Lands.
Murray Bay, 13th October, 1855.

(Copy.)

CROWN TIMBER OFFICE,

Chicoutimi, 6th December, 1855.

SIR,

1. From my previous communications, official and private, your Department has been informed of the general public cry of the monopoly maintained in these parts by the firm of Messrs. Price & Co.

2. In this Upper Saguenay (including from Petit Saguenay to the tributaries of Lake St. John) I renewed for the past season (1854-5), seventy-five licenses of different areas, amounting in all to 2148 miles, and in the Lower Saguenay, seven more licenses, equal to 164 miles, and a total of eighty-two licenses, equal to a united area of 2312 miles. Last season not one eighth of those limits were worked upon, nevertheless the 8th paragraph of the Order in Council, of the 8th August, 1851, has been observed by them and by me.

3. The applications of the above firm, in record and in progress for 1855-6, besides the renewal of last year's limits, the same firm makes a new demand of several limits notwithstanding that their timber operations will again be less than last year.

4. The Order in Council of 25th September last substituted 1st and 10th February for the 1st and 10th November as regards the 11th clause of timber regulations. I avail myself of that optional delay so as to have more time in granting the Licenses, and endeavor to do so with less confusion than heretofore, at the same time to pray your Department to inform me if in addition to the renewal of old Licenses, I should also grant the additional applications of Messrs. Price & Co., or would it not be safer only to grant these new demands when the timber limits are regularly laid in the field by the direction of your Department.

5. I beg leave to note that the timber revenues in this section are as yet scarcely known (though generally supposed to be very great) except to the managers and agents of the above named firm who have explored the greatest part, and of course selected the most advantageous.

Previous to granting new limits, I would beg leave to suggest to your Department timber explorations in such sections as would justify the expenses to be then regularly laid in the field.

7. As soon as I am sufficiently *au fait*, I shall submit to your Department a plan for the aforesaid subdivisions of limits into sections, blocks, ranges, and numbered berths of (when practicable) 25 and 50 miles area, in limits of 5 x 5 and 5 x 10 miles.

8. From informations I have obtained, timber in these parts is found generally in separate parts, in groves here and there; but on the whole the quantity too great for one firm only, and not so for three or four firms who, from what I hear, could justifiably invest capital.

9. Above I state the necessity of limits being laid out in the field, and I may safely add here that nothing but that step would satisfy the public; to meet that end I would beg leave to suggest: 1st. That it should be done at Government cost, to be proportionally divided between each limit, then dispose such limits by public or private sales, according to circumstances, and then the license holder for any such, to pay cost of survey previous to obtaining his license.

10. Notwithstanding my recommendation of disposing of limits in the above manner, I would also recommend the observance of the 11th clause of the General Timber Regulations in favor of those who heretofore have conformed themselves to it; in that case it would be easy for Messrs. Price (the survey over) to point out such berths as they would have a justifiable right to retain, which instead of (as at present) incomprehensible long names and designations, the berths or limits would simply be designated by the respective number, range, block and section.

11. Another annoying point I would beg leave to expose to your Department is, that when a person holds a license for a limit to cut saw logs (as is generally the case here) on that same limit many other sorts of woods are to be found; inferior timber (red or white pine) heads of pine, cedars, cord wood, knees, &c., which might be turned to advantage by other parties, who would make a market of those same and proportionally augment returns; but of course license holders prevent any one from entering their limits whether they want this last sort of timber or not. In this last case, in order to benefit of all that which, too often ends by being destroyed by fires, I would suggest that the license holder would of course have the exclusive right to all the timber he requires; paying the ordinary dues, but such as he would not want for his branch of business would be disposed of to others willing to pay a proportional cost of survey and road making (if he uses them) to the holders of the license, and then pay the ordinary Crown dues to the local agent with whom he would first settle.

12. In this section, both the timber trade and colonization can progress together, since the advantages of one can augment so long as he has the support of the other and nothing to prevent that so long as the lumberer and the agriculturist can properly understand one another (such as they appear to do here) the first to come with his cash, the second to labor hard, prudently and honestly to pocket that same in return for his produce, and only working in the *chantiers* when he has absolutely nothing to do on his farm.

13. I am well aware of instances that farming and lumbering don't always agree owing to the often carelessness of the farmer (with regard to fires) by which devastations are too frequent; yet I don't see why squatters should be encouraged in pine sections which in general are unfit for agricultural purposes, and certainly in these parts there are sections only fit for agriculture and others for lumbering; as much as practicable one should divide from the other, it would lessen the damages of fires, but when the timber is off, the land might then be settled if the farmer finds fit so to do; but for all that, careless persons (whether farmers or lumberers) ought to be made an example of, when through their neglect unnecessary fires are spread in improper times. The Indians would also have to be watched on that head; I have known instances of their setting fires in the woods for most trifling causes; sometimes for pleasure, sometimes for revenge, in other occasions for signals amongst themselves, and the end was that thousands of miles were destroyed. As an help to put a stop to such things, when the guilty could be laid hold of, prison detention would be much towards a cure.

14. I may have extended too long in this representation and remarks, but I have thought it necessary so to do, so as to conform myself to your verbal order of July last, to report on the place.

Respectfully submitting the whole,

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

(Signed,) GEORGE DUBERGER.

The Hon. Com. of Crown Lands,
Crown Lands Department,
Toronto.

(Copy.)

CROWN TIMBER OFFICE,
Chicoutimi, 20th January, 1857.

SIR,—Conformably to your circular of the 15th ult., I have the honor to transmit the annual statement of timber transactions in my agency, for the year ending 31st December, 1856.

Form No. 1.

Exhibits all the licenses granted for season of 1856 and 1857, up to 31st December last. After the first of February next, as directed, I shall transmit the Supplementary Return of licenses for the aforesaid season, which, like last year, may even extend beyond February.

My monthly return of licenses granted, for the month ended 30th April, 1856, shewed a license to Mr. Price on 7th of that same month, yet that same was for seasons of 1855 and 1856, Mr. P. having explained that in his applications this last license had been unintentionally omitted. I only thought of it afterwards, that same return should have been as supplement to the annual return of 31st December, 1855. I have reason to suppose that for one cause or another, I may, even in March next, have to grant licenses for the present season, (1856 and 1857) and if so, I infer that the monthly return of such, should be additional supplement of the forthcoming month of February.

In the present form No. 1 the first license for season 1856 and 1857 begins in October last, as all others granted previous to that date from 1st of January to 30th September were supplements to 1855 and 1856, therefore on my recapitulation of monthly returns transmitted to your Department on the 10th instant, I should have noticed that on the total amount of £28 15s. 5d. the first item £3 5s. 5d. for April was a also supplement to 31st December, 1855.

Form No. 2.

That sheet is filled up with collected and uncollected dues of 1855 and 1856, the dues being £798 1s. 4d. which, I have reason to believe, will be all paid notwithstanding a few dunnings required by some of the parties. February, I trust, will greatly reduce the above dues.

Form No. 3.

That same exhibits the outstanding dues, up to 31st December last, say £1020 12s. 7d. (including the aforesaid £798 1s. 4d. of Form No. 2.) At a future period I may also have to transmit a supplementary sheet to this one, No. 3, as thus far I have not been able to come to a settlement with the Rev. Messrs. Hébert or his successors, concerning a certain number of logs cut on the environs of Lake St. John, by persons under the management of the above named gentleman, who, nevertheless, informs me that in 1853, or thereabouts, 3,000 logs, (without designation of quality) &c., in 1854, 3,992, were cut by the Société de Colonization under his management, and that the two-thirds of the said logs were cut on *la terres de la dite société* who had deposited £712 in the Crown Land Office, which said sum, he adds, must have been sufficient to pay for the above logs.

I have several times made inquiries at the Crown Land Office concerning the said deposit, but found nothing satisfactory; as soon as I can leave my office, I shall go over to Lake St. John, to see what the parties there can explain. I have also to see Mr. Valin, of Quebec, or his agents about some timber bought by him at different periods, from parties who pretend that the same timber comes from their private lands, when I have reason to believe that the same comes from the Public Crown Lands.

As for those whose names figure in outstanding dues, they give for reasons for not having thus far acquitted themselves, that they are too poor at present.

Others, that their logs remained in the interior for want of water to float them down; others again have sold their deals and are not paid. On the whole I have reason to believe their arguments correct, consequently I expect that the whole will be paid in, though in some instances, some indulgence may be necessary to a certain degree.

I have the the honor to be, Sir,
Your most humble and obedient servant,
(Signed,) GEORGE DUBERGER.

The Hon. Com. of Crown Lands.
Crown Land Department,
Toronto.

RETURN of George Duberger, Crown Timber Agent, in obedience to an order from the Crown Land Department, dated 23rd April, 1857, accompanying a petition from the inhabitants of Chicoutimi, dated 22nd March, 1857, praying for the abolition of Crown Dues on refuse timber or tops of trees, &c.

To the Honorable the Commissioner of Crown Lands for the Province of Canada, &c., Toronto.

SIR,—I have the honor to state in obedience to your Department's request of 23rd of April last, and its accompanying petition from the inhabitants of Chicoutimi, that I have taken the necessary informations enabling me to report on said petition as follows:

1. That the petition in question does not thoroughly originate from the represented lumbering inhabitants of Chicoutimi; these last have been induced to do so by parties in the habit of purchasing all sorts of inferior timber at inferior price, and dispose of the same to their advantage, but not to that of the petitioners.

2. That generally here those who induce inferior lumberers to pray for favors from the Government, have certainly not so much the interest of such petitioners in view as they have their own immediate interest.

3. That what I mean by their own interest is, as in the present case, second and third class merchants wishing to prove to their customers that they are interested for them: induce them to believe also that the Government is wrong in asking Crown dues on what they call inferior timber. The same lumberers, inhabitants, and squatters are also made to believe by their supposed supporters, that they actually only work for their interest and therefore in many cases they (the lumberers) think themselves bound to support their benefactors, especially if there is wind either of a new election or of a vacancy in the employ of the Government.

Notwithstanding that our inhabitants are in general well satisfied with their present representative they could be brought to have no objections to put him aside for any others who could succeed in making them believe that if they were their members they would be far more advantageously represented.

4. That what I state last appears to me to be the true origin of the Petition alluded to, as, with the exception of two instances since my residence here, I have not heard lumberers complain of Crown dues; they generally cause that same to be covered by the price of their timber, and of this last (timber from refuse wood) the quantity has been very small.

That the quantity accounted for for logs cut, and for which they petition was chiefly got up to be granted free of duty is thereabout 2576 logs, made by about

(30) thirty of the inhabitants, who sold their deals and boards to second class merchants here who of course managed to dispose of them advantageously partly to the house of Price, and partly to other merchants in Quebec; such timber as can be so sold is but nominally refuse timber.

6. That from what I state above your Department will perhaps agree with me in the event of the petition being granted, that it would necessitate a constant overseeing of wood rangers to prevent trespassers, which would unavoidably follow, that same necessity would be an additional expense without returns which is another reason why I differ from the petitioners.

7. That my reason for my calling your Department's attention to the foregoing paragraph is, that during last winter I have witnessed too many unfair means between the inhabitants and squatters: 1st, to cheat one another; 2nd, from both parties doing their very best to cheat the Crown of its dues.

8. That the petitioners have another interpretation of the so-called refuse timber which would be such standing trees as are partly damaged by the occasionally large wood fires; of such there are quantities in these sections; but had they not given me proofs of their failure in honesty, their cleverness in trick to avoid taking licenses, or when they have them their want of honesty in paying dues, I would be unjust in not supporting their prayer, but as it is and in my capacity of protector of the Crown timber, I cannot recommend them favorably.

9. That on the whole supposing that I would be wrongly impressed and that the timber the petitioners mean to or actually would cut would be *refuse timber*, what good can they get from such work? None, unless they succeed (as they too often do) in smuggling it mixed with better sorts, to that work they are pretty dexterous, yet such steps are only fit to give them a bad name as lumberers, and also obtain a very unfavorable reputation to the inferior timber of this section from which the Quebec market receives considerable quantities manufactured into 1, 1½, and 2 inch boards.

10. That I have another objection to the squatters and other inhabitants having any thing to do with refuse timber for the *trade*; such pastime can never better their condition, the proof of that is in their representative's letter to the Provincial Secretary (accompanying their petition, and herewith returned to your Department) mentioning that "never in any case have I known parties make over half a dollar a day by it"; indeed, I perfectly agree with him there; but not when he adds "as it assists the poor settler. I think the Government can in justice remove the duty from such timber." With half a dollar a day no man can better his condition in these parts, especially with a family depending on him. On the contrary they will be poorer every year, whereas if they occupy their time to the amelioration of their lands (as many do here) that indeed is the clearest and safest way to shelter themselves from indigence, when at the same time it would render them more industrious and not so often induced to petition the Government for assistance in different shape.

11. That in taking the whole into consideration, in their own interest as well as that of the Government's timber returns, I would respectfully recommend the continuation of duties on all timber intended for the market, but such of the refuse as might be of use, for their private or even public ameliorations; I would in these two last cases recommend the abolition prayed for, as it would be an additional encouragement to colonization; true that squatters have a right to cut on their lands what timber they require for their own use free of duty, but a very great number of such lands would not now afford a single tree to produce a board.

I may have been too finical in this present report, yet the circumstances under which that sort of timber (*refuse timber*) has been and is intended to be

obtained, made it appear to me to be necessary to thoroughly inform your Department, in the detailed manner I have done, which I now humbly submit to the consideration of your Department.

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

(Signed,)

GEORGE DUBERGER.

Chicoutimi, 13th August, 1857.

(Copy.)

CROWN LAND OFFICE,
Chicoutimi, 19th April, 1858.

SIR,—I have the honor to acknowledge your Departmental circular of the 7th instant, directing, firstly, how to proceed previous to granting new licenses; and secondly, how also to proceed with regard to applications for the renewal of licenses expiring on the 30th instant in the surveyed townships in my agency, &c., &c. Both directions I perfectly understand.

As you are pleased to communicate your object in this new system of granting timber licenses, which I perfectly understand also, I beg leave to say that I shall strictly conform myself to it, though in some circumstances I may be prevented doing so with the exactitude required.

We have here two inward mails per week, and only one outward, which reaches Quebec, &c., and here also, both the arrival and the departure are caused by the want of proper roads at irregular hours, of which we have not even notice, the postman never giving the least signal, silently arrives, remains here from two to twenty-four hours, according to the time he has arrived. I have made this observation to account why I may not transmit applications as often as directed.

I would also beg leave to remark that before I am furnished with plans of the last field divisions and subdivisions of the Townships on the southern border of the Lake of St. John's, I shall find it difficult to establish whether the old timber limits there (on which the timber is nearly all standing) are or not in the surveyed Townships; for instance (see my last plan of timber limits, of the 25th ult.), the range of limits on that same side the lake, from Nos. 22 V to 24 Y. Unless I have the plans I mention above, I shall be at the loss to offer information as required by your Departmental circular, as such may differ in the case that the same old limits or applications for new ones may or may not be in the surveyed Townships.

I infer that by surveyed Townships your Department understands, in the present case, the whole Township, whether all subdivided or only partly so, provided that what remains, or even parts of this last, is fit for settlement.

With regard to trespassers, I beg leave to state that several times I have had the honor to address your Department on that subject, though no answers have been returned. My last letter thereon was dated here, 1st December, 1856. I considered that last of more importance than the others, but since I have been under the impression that the Department had taken it in a different view, as that same also remained unnoticed; still, in the present instance, that your circular directs my attention to trespassers, I would beg leave to refer you to it, as therein I acted on what had happened, what has happened since, and what may happen again, in spite of my exertions to prevent it.

The Saguenay is well known to be a vast territory, but thus far the extent of its resources, both in timber and arable land, is but imperfectly known, and the inland topography much less. As to timber limits (though in 1852 and '53 there were ninety-seven licenses out), not one has ever been laid in the field, neither was there any plans or even sketches to be guided by; all was guess work. These things considered can account why I have had perhaps too often occasion to annoy the Department with communications connected with the duties of my office, which may have caused some of them to remain unnoticed, yet in a place like this, where so much remained and still remains to be done, I may again have to trouble your Department with communications oftener than when general ameliorations are more advanced.

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

(Signed,)

GEORGE DUBERGER.

The Hon. the Com. of Crown Lands,
Crown Land Department,
Toronto.

RETURN for the year 1855, shewing the number of Licenses granted by George Duberger, Esquire, Crown Timber Agent for the Saguenay Territory, when granted, and to whom; the amount of Ground Rent payable for each of such Licenses, when paid, when renewed, the extent of each limit, and the quantity of timber cut on each License during the year.

No. of License.	When Granted.	Names of Parties to whom granted.	Area in Square Miles.	Amount of Ground Rent.	When paid.	Date of Renewal.	Quantity of Timber.	Amount accrued from Timber Dues.	Amount owing from Timber Dues.	Total Amount Received.
1856.	1856.			£ s. d.	1856.	1857.				£ s. d.
No. 1	January 31	William Price	30	15 0 0	January 31	Feb. 16	.....	.....	.....	15 0 0
2	"	"	30	15 0 0	"	"	.....	.....	.....	15 0 0
3	"	"	15	7 10 0	"	"	.....	.....	.....	7 10 0
4	"	"	30	15 0 0	"	"	.....	.....	.....	15 0 0
5	"	"	30	15 0 0	"	"	.....	.....	.....	15 0 0
6	"	"	15	7 10 0	"	"	.....	.....	.....	7 10 0
7	"	"	20	10 0 0	"	"	.....	.....	.....	10 0 0
8	"	"	10	5 0 0	"	"	.....	.....	.....	5 0 0
9	"	"	20	10 0 0	"	"	.....	.....	.....	10 0 0
10	"	"	10	5 0 0	"	"	.....	.....	.....	5 0 0
11	"	"	36	18 0 0	"	"	.....	.....	.....	18 0 0
12	"	"	36	18 0 0	"	"	.....	.....	.....	18 0 0
13	"	"	36	4 10 0	"	"	.....	.....	.....	4 10 0
14	"	"	20	10 0 0	"	"	.....	.....	.....	10 0 0
15	"	"	12	3 0 0	"	"	.....	.....	.....	3 0 0
16	"	"	42	5 5 0	"	"	.....	.....	.....	5 5 0
17	"	"	30	7 10 0	"	"	.....	.....	.....	7 10 0
18	"	"	15	3 15 0	"	"	.....	.....	.....	3 15 0
19	"	"	30	7 10 0	"	"	.....	.....	.....	7 10 0
20	"	"	15	3 15 0	"	"	.....	.....	.....	3 15 0
21	"	"	25	6 5 0	"	"	.....	.....	.....	6 5 0
22	"	"	25	6 5 0	"	"	.....	.....	.....	6 5 0
23	"	"	20	2 10 0	"	"	.....	.....	.....	2 10 0
24	"	"	32	4 0 0	"	"	.....	.....	.....	4 0 0
25	"	"	20	5 0 0	"	"	.....	.....	.....	5 0 0
26	"	"	15	3 15 0	"	"	.....	.....	.....	3 15 0

Return for the year 1855, shewing the Number of Licenses granted, &c., &c.—(Continued.)

No. of License.	When granted.	Names of Parties to whom granted.	Area in Square miles.	Amount of Ground Rent.	When paid.	Date of Renewal.	Quantity of Timber.	Amount accrued from Timber Dues.	Amount owing from Timber Dues.	Total Amount Received.
								£ s. d.	£ s. d.	£ s. d.
27	"	"	40	10 0 0	"	"	"	"	"	10 0 0
28	"	"	20	5 0 0	"	"	"	"	"	5 0 0
29	"	"	28	7 0 0	"	"	"	"	"	7 0 0
30	"	"	18	4 10 0	"	"	"	"	"	4 10 0
31	"	"	20	5 0 0	"	"	"	"	"	5 0 0
32	"	"	40	10 0 0	"	"	"	"	"	10 0 0
33	"	"	50	6 5 0	"	"	"	"	"	6 5 0
34	"	David E. Price	36	4 10 0	"	"	"	"	"	4 10 0
35	"	"	30	3 15 0	"	"	"	"	"	3 15 0
36	"	"	30	3 15 0	"	"	"	"	"	3 15 0
37	"	"	18	2 5 0	"	"	"	"	"	2 5 0
38	"	"	30	3 15 0	"	"	"	"	"	3 15 0
39	"	"	30	3 15 0	"	"	"	"	"	3 15 0
40	"	"	36	4 10 0	"	"	"	"	"	4 10 0
41	"	"	30	3 15 0	"	"	"	"	"	3 15 0
42	"	"	50	6 5 0	"	"	"	"	"	6 5 0
43	"	"	10	1 5 0	"	"	"	"	"	1 5 0
44	"	"	30	3 15 0	"	"	"	"	"	3 15 0
45	"	"	30	3 15 0	"	"	"	"	"	3 15 0
46	"	William Price & Co.	20	5 0 0	"	"	"	"	"	5 0 0
47	"	"	24	3 0 0	"	"	"	"	"	3 0 0
48	"	"	18	2 5 0	"	"	"	"	"	2 5 0
49	"	"	36	9 0 0	"	"	"	"	"	9 0 0
50	"	"	9	1 2 6	"	"	"	"	"	1 2 6
51	Feb'y.	James Gibb	50	6 5 0	Feb'y.	1856. 1 Oct. 10	1760 ft. Pine 2250 f. Spruce 1740 f. Pine 4200 f. Spruce	122 12 1		12 10 0
52	"	"	50	6 5 0	"	"		80 0 0		202 12 1

No.	When granted.	Names of Parties to whom granted.	Area in Square miles.	Amount of Ground Rent.	When paid.	Date of Renewal.	Quantity of Timber.	Amount accrued from Timber Dues.	Amount owing from Timber Dues.	Total Amount Received.
								£ s. d.	£ s. d.	£ s. d.
53	"	M. Naz. Tetu & Co.	23	2 17 6	"	1857. Feb'y. 13	127 f. Pine 9800 f. Spruce 1554 f. Pine	137 2 1	32 7 6	104 14 7
54	March	4 Remie Boucher	17½	2 3 9	March	"	"	"	"	2 17 6
55	"	12 William Price	18	2 5 0	"	"	"	"	"	"
56	"	"	45	5 12 6	"	"	"	"	"	"
57	"	"	30	3 15 0	"	"	"	"	"	"
58	April	7 Naz. Tetu & Co.	21	5 5 0	April	"	"	"	"	"
...	...	...	Part dues of previous years. Returned in bulk this year.	...	...	...	...	...	...	...
...	...	Wm. Price. Cut on Licenses Nos. 1 to 30, inclusive.	...	...	...	...	4992 f. Pine 6516 f. Spruce 14934 f. Pine 62 f. Spruce 911 f. Pine 6035 ft. Pine 196 f. R. Pine 1230 f. Pine 1716 f. Spruce 106 f. R. Pine 300 f. Pine 500 f. Spruce 600 f. Pine, Saw Logs 100 f. Pine 600 f. Spruce 600 f. Pine 100 f. Spruce	175 0 0	...	175 0 0
...	...	D. E. Price.	"	" 34 to 45,	"	"	"	338 6 10	...	338 6 10
...	...	Wm. Price.	"	" 46 to 50,	"	"	"	131 8 11	...	131 8 11
...	...	Henry Simard. Cut on old and abandoned Licenses.	...	...	...	...	"	65 6 10	...	65 6 10
...	...	G. Tremblay. Cut in tres pass.	...	...	...	...	"	11 9 2	...	11 9 2
...	...	A. Dupour. Cut on squatter's lands.	...	...	...	...	"	12 10 0	...	12 10 0
...	...	A. Tremblay. Cut on License No. 55.	...	...	...	...	"	8 6 8	...	8 6 8
...	...	...	...	...	...	...	"	13 10 10	...	13 10 0
...	...	...	1556½	£361 11 3	...	...	...	1095 13 5	143 11 0	1313 13 8

Crown Land Department, Woods and Forests Branch,
Toronto, 25th June, 1858.

ANDREW RUSSELL,
Assistant Commissioner.

NOTES TO RETURN FOR THE YEAR 1855.

1.—The areas of the Licenses for the season of 1855-6 differ from the areas of 1854-5, some of the applications for renewals varying from the Licenses as originally described; and some on being re-projected were found to differ from the ones first granted. (See Mr. Driberger's letter of 23rd April, 1856.)
 2.—A delay of three months was granted for the payments of ground rents on renewals of licenses for the season of 1855-6.
 3.—A delay was also granted on the 3rd of February, 1855, until the 1st of June, 1855, for the payment of timber dues, in consequence of the great depression then in the timber trade.
 4.—By the Return for the season of 1855-6, it appears that some licenses granted in 1854-5, and for which single ground rent only was then charged, should have been charged double ground rent, but this is corrected in the return for 1855-6, in which the rents are quadrupled, according as the licenses were occupied or not.

RETURN for the year 1854, shewing the number of Licenses granted by George Duberger, Esquire, Crown Timber Agent for the Saguenay Territory, when granted and to whom; the amount of Ground Rent payable for each of such Licenses, when paid, when renewed, the extent of each limit, and the quantity of Timber cut on each License during the year.

No. of License.	When Granted.	Names of Parties to whom Granted.	Area in square miles.	Amount of Ground Rent.	When paid.	Date of Renewal.	Quantity of Timber.	Amount accrued from Timber Dues.	Amount owing from Timber Dues.	Total Amount Received.
No. 1	1854. October 25	W. Price	50	£ 6 5 0	October 25	1856. January 31	.....	.....	.....	£ 6 5 0
2	"	"	50	6 5 0	"	"	.....	.....	.....	6 5 0
3	"	"	24	3 0 0	"	"	.....	.....	.....	3 0 0
4	"	"	24	3 0 0	"	"	.....	.....	.....	3 0 0
5	"	"	45	5 12 6	"	"	.....	.....	.....	5 12 6
6	"	"	8	1 0 0	"	"	.....	.....	.....	1 0 0
7	"	"	50	6 5 0	"	"	.....	.....	.....	6 5 0
8	"	"	50	6 5 0	"	"	.....	.....	.....	6 5 0
9	"	"	30	3 15 0	"	"	.....	.....	.....	3 15 0
10	"	"	30	3 15 0	"	"	.....	.....	.....	3 15 0
11	"	"	36	4 10 0	"	"	.....	.....	.....	4 10 0
12	"	"	36	4 10 0	"	"	.....	.....	.....	4 10 0
13	"	"	6	1 0 0	"	"	.....	.....	.....	1 0 0
14	"	"	10	1 5 0	"	"	.....	.....	.....	1 5 0
15	"	"	12	1 10 0	"	"	.....	.....	.....	1 10 0
16	"	"	24	3 0 0	"	"	.....	.....	.....	3 0 0
17	"	"	24	3 0 0	"	"	.....	.....	.....	3 0 0
18	"	"	18	2 5 0	"	"	.....	.....	.....	2 5 0
19	"	"	30	3 15 0	"	"	.....	.....	.....	3 15 0
20	"	"	18	2 5 0	"	"	.....	.....	.....	2 5 0
21	"	"	30	3 15 0	"	"	.....	.....	.....	3 15 0
22	"	"	24	3 0 0	"	"	.....	.....	.....	3 0 0
23	"	"	24	3 0 0	"	"	.....	.....	.....	3 0 0
24	"	"	30	3 15 0	"	"	.....	.....	.....	3 15 0
25	"	"	24	3 0 0	"	"	.....	.....	.....	3 0 0

26	"	Wm. Price	16	0 0 0	"	"	.....	.....	.....	0 0 0
27	"	"	20	2 10 6	"	"	.....	.....	.....	2 10 6
28	"	"	25	3 2 6	"	"	.....	.....	.....	3 2 6
29	"	"	50	6 5 0	"	"	.....	.....	.....	6 5 0
30	"	"	45	5 12 6	"	"	.....	.....	.....	5 12 6
31	"	"	50	6 5 0	"	"	.....	.....	.....	6 5 0
32	"	"	50	6 5 0	"	"	.....	.....	.....	6 5 0
33	"	"	30	3 15 0	"	"	.....	.....	.....	3 15 0
34	"	"	15	1 17 6	"	"	.....	.....	.....	1 17 6
35	"	"	15	1 17 6	"	"	.....	.....	.....	1 17 6
36	"	"	50	6 5 0	"	"	.....	.....	.....	6 5 0
37	"	"	30	3 15 0	"	"	.....	.....	.....	3 15 0
38	"	"	30	3 15 0	"	"	.....	.....	.....	3 15 0
39	"	"	32	4 0 0	"	"	.....	.....	.....	4 0 0
40	"	"	25	3 2 6	"	"	.....	.....	.....	3 2 6
41	"	"	10	1 5 0	"	"	.....	.....	.....	1 5 0
42	"	"	30	3 15 0	"	"	.....	.....	.....	3 15 0
43	"	"	26	3 5 0	"	"	.....	.....	.....	3 5 0
44	"	"	30	3 15 0	"	"	.....	.....	.....	3 15 0
45	"	"	28	3 10 0	"	"	.....	.....	.....	3 10 0
46	"	"	18	2 5 0	"	"	.....	.....	.....	2 5 0
47	"	"	30	3 15 0	"	"	.....	.....	.....	3 15 0
48	"	"	48	6 0 0	"	"	.....	.....	.....	6 0 0
49	"	"	50	6 5 0	"	"	.....	.....	.....	6 5 0
50	"	"	42	5 5 0	"	"	.....	.....	.....	5 5 0
51	"	"	16	2 0 0	"	"	.....	.....	.....	2 0 0
52	"	"	8	1 0 0	"	"	.....	.....	.....	1 0 0
53	"	"	36	4 10 0	"	"	.....	.....	.....	4 10 0
54	"	"	8	1 0 0	"	"	.....	.....	.....	1 0 0
55	"	"	30	3 15 0	"	"	.....	.....	.....	3 15 0
56	"	"	48	6 5 0	"	"	.....	.....	.....	6 5 0
57	"	"	50	6 5 0	"	"	.....	.....	.....	6 5 0
58	"	"	25	3 2 6	"	"	.....	.....	.....	3 2 6
59	"	"	45	5 12 6	"	"	.....	.....	.....	5 12 6
60	"	"	45	5 12 6	"	"	.....	.....	.....	5 12 6
61	"	"	24	3 0 0	"	"	.....	.....	.....	3 0 0
62	"	"	45	5 12 6	"	"	.....	.....	.....	5 12 6
63	"	"	30	3 15 0	"	"	.....	.....	.....	3 15 0
64	"	"	8	1 0 0	"	"	.....	.....	.....	1 0 0
65	"	"	30	3 15 0	"	"	.....	.....	.....	3 15 0
66	"	"	30	3 15 0	"	"	.....	.....	.....	3 15 0
67	"	"	30	3 15 0	"	"	.....	.....	.....	3 15 0

RETURN for the year 1854, shewing the number of licenses granted, &c. &c.—(Continued.)

No. of License.	When granted.	Name of parties to whom granted.	Area in square miles.	Amount of ground rent.	When paid.	Date of renewal.	Quantity of Timber.	Amount accrued from Timber Dues.	Amount owing from Timber Dues.	Total amount received.
No. 68	1854. October 25	Wm. Price	24	£ 3 0 0	October 25	1856. January 31	.....	£ s. d.	£ s. d.	£ s. d.
69	" "	"	12	1 10 0	"	"	.....	.....	.....	3 0 0
70	" "	"	12	1 10 0	"	"	.....	.....	.....	1 10 0
71	" "	"	12	1 10 0	"	"	.....	.....	.....	1 10 0
72	" "	"	36	4 10 0	"	"	.....	.....	.....	4 10 0
73	" "	"	15	1 17 6	"	"	.....	.....	.....	1 17 6
74	" "	"	18	2 5 0	"	"	.....	.....	.....	2 5 0
75	" "	"	9	1 2 6	"	"	.....	.....	.....	1 2 6
	1855. April 30	Messrs. Naz. Tetu & Co.....	12	1 10 0	1855. April 30	"	{ 5,318 W. Pine 1,078 " } 7,000 Spruce.. } 1,000 R. Pine }	110 15 10 124 10 0	.....	112 5 10 124 10 10
	October 31	Wm. Price	10	1 5 0	October 31	"	.....	.....	.....	1 5 0
	" "	"	10	1 5 0	"	"	.....	.....	.....	1 5 0
	" "	"	18	2 5 0	"	"	.....	.....	.....	2 5 0
	" "	"	10½	1 6 3	"	Feb'y 1	.....	.....	.....	1 6 3
	" "	"	10½	1 6 3	"	"	.....	.....	.....	1 6 3
	" "	"	30	3 15 0	"	"	.....	.....	.....	3 15 0
	" "	"	15	1 17 6	"	"	.....	.....	.....	1 17 6
	" "	"	30	3 15 0	"	"	.....	.....	.....	3 15 0
	" "	"	15	1 17 6	"	"	.....	.....	.....	1 17 6
	" "	"	15	1 17 6	"	"	.....	.....	.....	1 17 6
	" "	James Gibb	50	6 5 0	"	"	{ 2,500 W. Pine } 2,250 Spruce. } 325 W. Pine } 373 Spruce.. } 15,798 W. Pine } 172 Spruce.. } 332 R. Pine }	75 9 5 10 13 6	.....	75 9 5 10 13 6
	" "	Wm. Price, cut under License }	50	6 5 0	"	"	.....	.....	.....	6 5 0
	" "	" Licenses Nos. 27, 28, 38, 40, 53, 64, and 73.....	.....	.....	.....	.....	.....	340 12 0	.....	340 12 0

No. of License.	When granted.	Name of parties to whom granted.	Area in square miles.	Amount of ground rent.	When paid.	Date of renewal.	Quantity of Timber.	Amount accrued from Timber Dues.	Amount owing from Timber Dues.	Total amount received.
		Leon Godneault cut without License.....	.....	.....	.....	.....	400 Spruce Saw Logs	4 3 4	4 3 4	.....
		R. Villeneuve	"	"	"	"	200 W. Pine do	4 3 4	4 3 4	.....
		D. Villeneuve	"	"	"	"	300 Spruce do	3 2 6	3 2 6	.....
			2424	303 5 0				673 10 9	11 9 2	965 6 7

Crown Land Department,
Woods and Forests Branch,
Toronto, 25th June, 1858.

NOTES TO RETURN FOR THE YEAR 1854.

- 1st. The Return commences with the 1st Licenses renewed or granted by Mr. Daberger after his appointment as Crown Timber Agent for the Sagrenay Territory, which appointment is dated 10th June, 1854, and shows the renewals which became due on the 31st of October of that year, as well as any new Licenses granted since his appointment as Agent; also all the Timber on which Crown Dues accrued or were collected during the year.
- 2nd. As a detailed statement of the Timber cut under each License has not been furnished separately, the numbers of the Licenses on which the Timber or Logs was cut are given *en bloc*.
- 3rd. In 1854 a delay of three months was granted by Order in Council for the payment of Ground Rents on Renewals of Licenses, and also Timber dues. Owing, however, to the lateness of the period at which the delay was made known (27th October, 1854), some parties had paid their Ground Rents not being aware of the delay granted sufficiently early to take advantage of it.
- 4th. Again the Ground Rents on some other Licenses belonging in part to the same individuals were not paid until October, 1855, although belonging to the season ending 30th April, 1855.

SUPPLEMENT TO STATEMENT FOR 1854.

STATEMENT of Timber cut under Licenses for the Season of 1853 and '54, but the duties on which accrued only in 1854.

Names of the Persons to whom the Timber belongs.	Quantity of Timber.	Amount accrued from Timber Dues.		Amount owing from Timber Dues.		Total Amount Received.
		£	s. d.	£	s. d.	
William Price.....	{ 7,893 White Pine } { 3,600 Spruce..... }	200	17 11	.....	.....	200 17 11
Do	{ 9,239 White Pine } { 9,082 Spruce..... }	287	1 8	.....	.....	287 1 8
James Gibb.....	{ 11,440 White Pine } { 18,130 Spruce..... }	427	3 9	.....	.....	427 3 9
Naz. Tetu	{ 3,051 White Pine } { 15,066 Spruce..... }	220	10 0	.....	.....	220 10 0
Alexis Picotte Tremblay, <i>nil</i>	{ 7,650 White Pine } { 1,745 Spruce..... }	.....	.....	.....	.....	.....
William Price.....	{ 333 Red Pine.. } { 900 White Pine..... }	187	5 3	.....	.....	187 5 3
Thomas Simard	{ 38,674 White Pine } { 57 Spruce..... }	18	15 0	.....	.....	18 15 0
William Price.....	{ 5,132 Red Pine.. } { 12,754 White Pine }	955	19 8	.....	.....	955 19 8
Do	{ 187 Spruce..... } { 471 Red Pine.. }	350	2 11	.....	.....	350 2 11
Do	{ 3,327 White Pine } { 1,151 Spruce..... }	102	19 9	.....	.....	102 19 9
William Price & Co.....	{ 65 Red Pine.. } { 4,665 White Pine }	100	6 3	.....	.....	.....
Naz. Tetu & Co.....	{ 300 Spruce..... } { 4,639 White Pine }	193	5 10	.....	.....	193 5 10
	{ 9,278 Spruce..... }	3044	8 0	100	6 3	2944 1 9

ANDREW RUSSELL, Assistant Commissioner.

Crown Lands Department,
Woods and Forests Branch,
Toronto, 25th June, 1858.

Return for the year 1856, shewing the number of Licenses granted by George Duberger, Esquire, Crown Timber Agent for the Saguenay Territory, when granted, and to whom; the amount of ground rent payable for each of such licenses, when paid, when renewed, the extent of each limit, and the quantity of timber cut on each license during the year.

No. License.	When granted.	Names of parties to whom granted.	Area in Square Miles.	Amount of Ground Rent.	When paid.	Date of Removal.	Quantity of Timber.	Amount accrued from Timber Dues.	Amount owing from Timber Dues.	Total Amount received.
				£ s. d.				£ s. d.	£ s. d.	£ s. d.
1	1856. Oct. 10.	James Gibb	50	6 5 0	1856. Oct. 10.	1858. March 27	2850 W. Pine { 7500 Spruce { Saw Logs	137 10 0		137 10 0
2	" 10.	Do	50	6 5 0	" 10.	" 27.				6 5 0
3	Nov. 7	Louis Tremblay & Emilien Tremblay	2 ⁴⁴ / ₁₀₀	1 0 0	Nov. 7.	July 19	594 Knees 140 Foot Hooks	18 11 3 1 1 0	19 12 3	1 0 0
4	" 8	Joseph Felure & Timothé Gagnon.	0 ⁴³ / ₁₀₀	1 0 0	" 8.	" 19	103 Knees 295 Foot Hooks	5 8 7	5 8 7	1 0 0
5	" 10.	John Guay	8	1 0 0	" 10.	" 19	250 Knees 100 Foot Hooks	8 11 3	8 11 3	1 0 0
6	" 10.	Do	8	1 0 0	" 10.	" 21.				1 0 0
7	" 10.	Do	8	1 0 0	" 10.	" 21.				1 0 0
8	" 10.	Do	8	1 0 0	" 10.	" 21.				1 0 0
9	" 17.	Adolphe Simard and Onésime Pedneau.	3 ⁴⁴ / ₁₀₀	1 0 0	" 17.	" 23.				1 0 0
10	" 17.	Onésime Tremblay and Elvie Gagné and others	1 ⁴⁴ / ₁₀₀	1 0 0	" 17.	Aug. 3.				1 0 0
11	" 22.	Emilien Tremblay & Jules Tremblay	2 ⁴⁴ / ₁₀₀	1 0 0	Nov. 22.	" 3.				1 0 0
12	" 24.	Thomas Savard	0 ⁴⁴ / ₁₀₀	1 0 0	" 24.	" 3.				1 0 0
13	" 26.	Napoléon Tronchon.	0 ⁴⁴ / ₁₀₀	1 0 0	" 26.	" 3.				1 0 0
14	Dec. 3.	Joseph Dallaire and & Jean Villeneuve	0 ⁴⁴ / ₁₀₀	1 0 0	Dec. 3.	" 3.				1 0 0
15	" 15.	François Lavoix	2	1 0 0	" 15.	" 3.				1 0 0
16	1857. Jan. 22.	Onésime Boivin	8	1 0 0	Jan. 12.	" 3.				1 0 0
17	" 23.	Abel Desbiens	0 ⁴⁴ / ₁₀₀	1 0 0	" 22.	" 3.				1 0 0
18	Feb. 13.	Adolphe Gravelle	0 ⁴⁴ / ₁₀₀	1 0 0	Feb. 13.	" 3.				1 0 0
19	" 13.	Johney Guay	0 ⁴⁴ / ₁₀₀	1 0 0	" 13.	" 3.				1 0 0

RETURN for the year 1856, shewing the number of Licenses granted, &c.—(Continued.)

No. of License	When granted.	Names of parties to whom granted.	Area in Square Miles.	Amount of Ground Rent.	When paid.	Date of Renewal.	Quantity of Timber.	Amount accrued from Timber Dues.	Amount owing from Timber Dues.	Total amount received.
20	1857 Feb. 13.	Naz. Tetu & Co.	32	£ 4 0 0	1857. Feb. 13.	1858. April 9.	.....	£ 166 6 10	£	£ 6 5 0 166 6 10
21	" 13.	Do	6	1 0 0	" 13.	" 9	..... 456 White Pine 13237 Spruce	166 6 10	.....	.....
22	" 13.	Remi Boucher	10	1 5 0	Sept. 3.	" 9.	.....	.....	.....	.....
23	" 16.	Messrs. Wm. Price & Son.	30	30 0 0	" 3.	.....	.....	.....	.....	30 0 0
24	" 16.	do	30	30 0 0	" 3.	.....	.....	.....	.....	30 0 0
25	" 16.	do	15	15 0 0	" 3.	.....	.....	.....	.....	15 0 0
26	" 16.	do	35	35 0 0	" 3.	.....	.....	.....	.....	35 0 0
27	" 16.	do	30	30 0 0	" 3.	.....	.....	.....	.....	30 0 0
28	" 16.	do	15	15 0 0	" 3.	.....	.....	.....	.....	15 0 0
29	" 16.	do	30	15 0 0	" 3.	.....	.....	.....	.....	15 0 0
30	" 16.	do	15	7 10 0	" 3.	.....	.....	.....	.....	7 10 0
31	" 16.	do	30	15 0 0	" 3.	.....	.....	.....	.....	15 0 0
32	" 16.	do	15	7 10 0	" 3.	.....	.....	.....	.....	7 10 0
33	" 16.	do	20	10 0 0	" 3.	.....	.....	.....	.....	10 0 0
34	" 16.	do	10	5 0 0	" 3.	.....	.....	.....	.....	5 0 0
35	" 16.	do	10	5 0 0	" 3.	.....	.....	.....	.....	5 0 0
36	" 16.	do	10	5 0 0	" 3.	.....	.....	.....	.....	5 0 0
37	" 16.	do	5	4 0 0	" 3.	.....	.....	.....	.....	4 0 0
38	" 16.	do	10	5 0 0	" 3.	.....	.....	.....	.....	5 0 0
39	" 16.	do	10	1 5 0	" 3.	.....	.....	.....	.....	1 5 0
40	" 16.	do	5	1 0 0	" 3.	.....	.....	.....	.....	1 0 0
41	" 16.	do	20	10 0 0	" 3.	.....	.....	.....	.....	20 0 0
42	" 16.	do	10	10 0 0	" 3.	.....	.....	.....	.....	10 0 0
43	" 16.	do	18	18 0 0	" 3.	.....	.....	.....	.....	18 0 0
44	" 16.	do	18	18 0 0	" 3.	.....	.....	.....	.....	18 0 0
45	" 16.	do	18	18 0 0	" 3.	.....	.....	.....	.....	18 0 0
46	" 16.	do	18	18 0 0	" 3.	.....	.....	.....	.....	18 0 0
47	" 16.	do	14	7 0 0	" 3.	.....	.....	.....	.....	7 0 0
48	" 16.	do	4	4 0 0	" 3.	.....	.....	.....	.....	4 0 0

49	" 16.	do	14	7 0 0	" 3.	.....	.....	.....	.....	7 0 0
50	" 16.	do	14	7 0 0	" 3.	.....	.....	.....	.....	7 0 0
48 ¹	" 16.	do	4	1 0 0	" 3.	.....	.....	.....	.....	1 0 0
51	" 16.	do	12	6 0 0	" 3.	.....	.....	.....	.....	6 0 0
52	" 16.	do	20	10 0 0	" 3.	.....	.....	.....	.....	10 0 0
53	" 16.	do	20	10 0 0	" 3.	.....	.....	.....	.....	10 0 0
54	" 16.	do	20	10 0 0	" 3.	.....	.....	.....	.....	10 0 0
55	" 16.	do	20	10 0 0	" 3.	.....	.....	.....	.....	10 0 0
56	" 16.	do	20	10 0 0	" 3.	.....	.....	.....	.....	10 0 0
57	" 16.	do	20	10 0 0	" 3.	.....	.....	.....	.....	10 0 0
58	" 16.	do	30	7 10 0	" 3.	.....	.....	.....	.....	7 10 0
59	" 16.	do	15	3 15 0	" 3.	.....	.....	.....	.....	3 15 0
60	" 16.	do	18	2 5 0	" 3.	.....	.....	.....	.....	2 5 0
61	" 16.	do	18	2 5 0	" 3.	.....	.....	.....	.....	2 5 0
62	" 16.	do	8	1 0 0	" 3.	.....	.....	.....	.....	1 0 0
63	" 16.	do	20	2 10 0	" 3.	.....	.....	.....	.....	2 10 0
64	" 16.	do	30	3 15 0	" 3.	.....	.....	.....	.....	3 15 0
65	" 16.	do	30	3 15 0	" 3.	.....	.....	.....	.....	3 15 0
66	" 16.	David E. Price	20	5 0 0	" 3.	.....	.....	.....	.....	5 0 0
67	" 16.	do	10	2 10 0	" 3.	.....	.....	.....	.....	2 10 0
68	" 16.	do	18	4 10 0	" 3.	.....	.....	.....	.....	4 10 0
69	" 16.	do	18	4 10 0	" 3.	.....	.....	.....	.....	4 10 0
70	" 16.	do	18	1 2 6	" 3.	.....	.....	.....	.....	1 2 6
71	" 16.	do	9	1 10 0	" 3.	.....	.....	.....	.....	1 10 0
72	" 16.	do	12	1 10 0	" 3.	.....	.....	.....	.....	1 10 0
73	" 16.	do	16	1 10 0	" 3.	.....	.....	.....	.....	1 10 0
74	" 16.	do	12	1 10 0	" 3.	.....	.....	.....	.....	1 10 0
75	" 16.	do	30	3 15 0	" 3.	.....	.....	.....	.....	3 15 0
76	" 16.	do	30	3 15 0	" 3.	.....	.....	.....	.....	3 15 0
77	" 16.	William Price & Co.	20	2 10 0	" 3.	.....	.....	.....	.....	2 10 0
78	" 16.	do	20	5 0 0	" 3.	.....	.....	.....	.....	5 0 0
79	" 16.	do	18	2 5 0	" 3.	.....	.....	.....	.....	2 5 0
80	" 16.	David E. Price	30	3 15 0	" 3.	.....	.....	.....	.....	3 15 0
81	" 16.	do	8	1 0 0	" 3.	.....	.....	.....	.....	1 0 0
82	" 16.	do	9	1 2 6	" 3.	.....	.....	.....	.....	1 2 6
83	" 16.	do	20	2 10 0	" 3.	.....	.....	.....	.....	2 10 0
84	" 16.	do	20	2 10 0	" 3.	.....	.....	.....	.....	2 10 0
April 5.		Alexis Tremblay								
		Picotté	8	1 0 0	April 5	Dec. 17	2352 W. Pine Saw	49 0 0	49 0 0	1 0 0
86	" 2.	Alec Dufour	8	1 0 0	" 2	.....	Logs	.....	.....	1 0 0
87	" 21.	Olet Duchaine and Pierre Polvin	8 ^{4/100}	1 0 0	" 21.	.....	65 Knees 121 Foot Hooks	2 11 1	.....	3 11 1

RETURN for the year 1856, shewing the number of Licenses granted, &c.—(Continued.)

When granted.	Names of parties to whom granted.	Area in Square Miles.	Amount of Ground Rent.	When paid.	Date of Renewal.	Quantity of Timber.	Amount accrued from Timber Dues.	Amount owing from Timber Dues.	Total amount received.
No. of License.			£ s. d.				£ s. d.	£ s. d.	£ s. d.
	Messrs. Price cut on Licenses Nos. 26, 27, 28, 38, 39, 40, 60, 61, 62, 68, 70, 71, 72, 73, 74, 81, and 82	Of A. Tremblay	Tremblay			29251 W. Pine { 675 R. Pine { Logs	629 1 8	629 1 8	.....
	Edouard Tremblay								
			Cut in trespass			{ 70 Knees..... 18 Foot Hooks.....	{ 2 6 5 }	{ 2 6 5 }	{ }
		1342 ⁴ / ₁₀₀	£548 15 0				£ 1020 8 1	714 0 2	855 2 11

NOTE.—A delay of three months was granted for the payment of Ground Rents on Renewals of Licenses for the season of 1856 and 1857.

ANDREW RUSSELL,
Assistant Commissioner.

Crown Lands Department,
Woods and Forests Branch,
Toronto, 25th June, 1858.

RETURN for the year 1857, shewing the number of Licenses granted by George Duberger, Esquire, Crown Timber Agent for the Saguenay Territory, when granted, and to whom; the amount of Ground Rent payable for each of such Licenses, when paid, when renewed, the extent of each limit, and the quantity of timber cut on each License during the year.

No. of License	When Granted.	Names of Parties to whom granted.	Area in Square Miles.	Amount of Ground Rent.	When paid.	Date of Renewal.	Quantity of Timber.	Amount accrued from Timber Dues.	Amount owing from Timber Dues.	Total Amount Received.
				£ s. d.						£ s. d.
1	1857.									
2	1 July	Johnny Guay.....	22 2/100	2 16 3	1857.					2 16 3
3	"	Jos. Laveix and G. Tremblay	4 4/100	1 0 0	July					1 0 0
4	"	Johnny Guay	3 2/100	1 0 0	"					1 0 0
5	"	"	8	1 0 0	"					1 0 0
6	"	"	8	1 0 0	"					1 0 0
7	"	Alexis Tremblay	8	1 0 0	"					1 0 0
8	August	Eloi Gagné, F. Tremblay, and Ouséine Gagné	1 2/100	1 0 0	"					1 0 0
9	"	Eloi Gagné, F. Tremblay, and Ouséine Gagné	1 2/100	1 0 0	August					1 0 0
10	"	Francis Maltrest and Neil Bouchard	1 2/100	1 0 0	"					1 0 0
11	Nov.	F. Morrin, A. Seward & Co.	24	3 0 0	"					3 0 0
12	Dec.	Alecoteur Dufour	4 2/100	1 0 0	Nov.					1 0 0
13	1858.				Dec.					1 0 0
14	January	Eloi and Adolphe Goudreault	1 2/100	1 0 0	1858.					1 0 0
15	"	T. and E. Seward and B. Bouchard	1 2/100	1 0 0	Jan.					1 0 0
16	"	B. Bouchard	1 2/100	1 0 0	"					1 0 0

RETURN for the year 1857, shewing the number of Licences granted, &c.—Continued.

No. of License.	When Granted.	Names of Parties to whom granted.	Area in Square Miles.	Amount of Ground Rent.	When paid.	Date of Renewal.	Quantity of Timber.	Amount accrued from Timber Dues.	Amount owing from Timber Dues.	Total Amount Received.
				£ s. d.						£ s. d.
15	1858.									
16	March	8 Augustine Leclero ...	4200	1 0 0	1858.	8	.....	.....	.....	1 0 0
17	"	16 James Alexander ...	124400	1 13 9	"	16	.....	.....	.....	1 13 9
18	"	27 James Gibb	50	6 5 0	"	27	.....	.....	.....	6 5 0
19	April	9 Remi Boucher ...	4	1 0 0	April	9	.....	.....	.....	6 5 0
20	"	"	4	1 0 0	"	"	.....	.....	.....	1 0 0
21	"	" Messrs. Naz, Tetu & Co.	5	1 0 0	"	"	.....	.....	.....	1 0 0
22	"	" Messrs. Naz, Tetu & Co.	5	1 0 0	"	"	.....	.....	.....	1 0 0
23	"	" Remi Boucher ...	4	1 0 0	"	"	.....	.....	.....	1 0 0
24	"	"	4	1 0 0	"	"	.....	.....	.....	1 0 0
25	"	" Messrs. Naz, Tetu & Co.	8	1 0 0	"	"	.....	.....	.....	1 0 0
26	"	"	8	1 0 0	"	"	.....	.....	.....	1 0 0
27	"	20 James Alexander ...	12	1 10 0	"	"	.....	.....	.....	1 10 0
			271,440	42 10 0						42 10 0

NOTE.—1. A delay until 30th June, 1858, having been granted for the payment of Ground Rents on Renewals of Licenses for the season ended 30th April, 1858, the License Return for 1857-8, cannot be completed until after the 30th instant.
 2. The total amount of timber cut under the Licenses for the season of 1857-8, is not received by the Department before the close of the year. The quantities on which duties may be collected during the year will, however, be entered in the monthly returns of collections.

Crown Lands Department,
 Woods and Forests Branch,
 Toronto, 25th June, 1858.

ANDREW RUSSELL,
 Assistant Commissioner.

SAGUENAY TERRITORY.

STATEMENT of the annual amount of Revenue derived from Ground Rents and Timber Dues during the years 1854, 1855, 1856, and 1857, respectively, and amount of Timber Dues outstanding from the several years.

Years.	Timber Dues.	Ground Rents.	Total.	Outstanding.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1854.....	1879 0 1	268 15 0	2147 15 1	.....
1855.....	.....	.....	.....	143 11 0
1856.....	2158 16 7	419 11 3	2578 7 10	111 15 0
1857.....	767 17 3	541 1 3	1308 18 6	714 0 2
Totals.....	4805 13 11	1229 7 6	6035 1 5	969 6 2

ANDREW RUSSELL,
Assistant Commissioner.

Crown Lands Department,
Wood and Forests Branch,
Toronto, 25th June, 1858.

Q

TORONTO:

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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 7th instant, praying His Excellency to cause to be laid before the House, "a Copy of the Report of D. Sinclair, Esquire, Provincial Land Surveyor."

By Command.

T. J. J. LORANGER,

Secretary.

SECRETARY'S OFFICE,

Toronto, 13th July, 1858.

CITY OF OTTAWA, June 22nd, 1858.

Sir,—The following Report of the Survey of the outlines of a Range of Townships South of Lake Nipissing and the river Mattawan, is respectfully presented:—

The said Survey was undertaken and performed, in accordance with instructions received from the Department of Crown Lands, bearing date at Toronto, on the 25th day of August last, addressed to me, and received on the 28th day of the same month.

From the date of my reception of the instructions to the 8th of September, I was occupied in organizing my party, procuring various supplies, and preparing camp equipment for the expedition.

On the 8th of September, 1857, we took our departure from the City of Ottawa, and on the 23d of the same month reached Lake Nipissing, at the place indicated by the instructions for meeting Mr. Savigny.

From Ottawa to Pembroke we travelled by stage and steamer. Thence we had to transport ourselves and supplies by canoes, as the steamer "Pontiac," which usually plies between this place and the *Des Joachims* Rapids, was laid up.

I had procured my canoes at Aylmer. They were about three fathoms long, intended to suit the Mattawan and the upper streams intersecting our Survey,

but I found them too small for ascending the heavy rapids and strong currents of the Ottawa, with the amount of loading we had, and therefore I was obliged to engage a Mr. Timmons with a large canoe, to assist me up from the Leveiller Rapids to Nipissing, and then to take up a further supply of provisions, which required two trips of his canoe from Des Joachims to the *Amable du Fond*, from which place to Lake Kaiasquaqua it was transported by a portion of my Survey party, in charge of my brother, who, along with Mr. Evans, were my Explorers. The latter had been engaged upon the Brockville and Ottawa Railway.

Mr. Savigney having reached the point of beginning the Survey some ten days before me, proceeded with the work, and had completed the Principal Meridian Line as far as its intersection of the South River, at which place I found him camped on the 26th September, and from whence we prosecuted the Survey jointly to the close of the said Principal Meridian Line, taking, as well, several observations for latitude, and to determine the magnetic variation.

On the first of October I was enabled to commence the Eastern part of the Base Line, and steadily pushed on the work during three weeks of fine weather with a party of seven men, at which time I was obliged to send off another party of three to take supplies from Lake Nipissing up the river Wistiwasing, to meet us when we would get to that river with the line. From this time until the 9th November I had only four men with whom to carry on the line, and now, for the first time during this campaign, my whole party were assembled on the Survey, and until now the explorations were made by myself and Mr. Smith, who afterwards became my chief assistant at the departure of Mr. Austin.

The usual period of dark, wet, snowy, and dreary weather, that begins about the middle of November, came on, and continued nearly till the end of December, which so considerably retarded the work that I was obliged to abandon a part of my plan of executing the Survey.

I had intended to run each Meridian line as the Base line was brought up to it, but after having run the second Meridian, I found our supplies diminishing so fast that I was compelled to push on towards my provision Depot on the *Amable du Fond*, and afterwards returned to run the third Meridian. From the beginning of January to the close of the Survey we had a pretty fair average of good weather for field operations.

On the 29th of April the Survey was completed, and we left Lake Kaiasquaqua for home, and arrived at the City of Ottawa on the 4th of May, where I discharged my party the same evening.

The time occupied on the Survey from the reception of the instructions to the return of the party to Ottawa, was only 250 days; and for a full description of the manner in which this time was spent, I beg leave to refer you to the diary herewith furnished.

There were surveyed over seventy-nine miles of astronomical picket lines, and seventy-two miles of lake and river scaling, being in all, one hundred and fifty-one miles. About 260 miles of explorations, 70 or 80 observations for Meridians or for Latitude, and 700 miles of canoeing, were performed by my party. Four and a half tons of supplies were transported by canoes, a large proportion of it a distance of 180 miles, being from Pembroke to the crossing of the South River by the Base Line.

In the course of the said amount of canoeing there occurred fifty-six portages and a number of rapids to be towed or poled. It can be imagined that it was attended with a great deal of hard labor to convey canoes and so much freight over so many portages—some of them over a mile in length. During such a service there occur many dangers, hardships, and risks, but I am happy in being able to say that every man on the Survey returned to his home in safety; at the

same time it affords me pleasure to bear testimony to the alacrity and good will with which all in the party performed their duty.

2.—My method of Survey was that which I believe is usually adopted in similar services. On arriving at the place of operations, the first proceeding is generally to find out the magnetic variations, *i. e.*, to determine the Astronomical Meridian. This I did from observing the Polar Star (Polaris) at its greatest Eastern or Western elongation; and apply the necessary correction for the Azimuth Angle. For these observations I used one of Stoughton and Simm's best six-inch Transit Theodolites.

For the purpose of determining the latitude, I have invariably found it more satisfactorily from observed altitudes of the sun than from the stars.

I suppose this is chiefly owing to the aberration of light. From the true Meridian found as above described, I set off a picket line on the bearing required, from the angle on the limb of the instrument. If the ground is tolerably level I generally run the line for a day without further reference to, or use of the Theodolite, occasionally using a sling telescope, and frequently applying the plumb line to the picket in passing over the culminations of hills, &c., but where the surface is rocky and precipitous I use the transit. The process of obtaining the variation in the manner already described, was performed at every camp, and sometimes the encampments were located so as to suit the requirements of the line in this respect, two and a half or three miles apart. The magnetic course of all bearing trees, as well as the variation, was taken with a good six-inch Circumferenter. There was about three quarters of a degree of difference between the magnetic bearings as given by the transit and by the compass, the latter giving the largest variation. To obtain the horizontal measure or distance in going over hills and steep slopes, it was customary to elevate one end of the chain, and from it to drop a plumb line to the required spot. This process had to be performed sometimes with the half and sometimes quarter chain, although this is the common method, yet I would prefer, for the purpose of greater accuracy, to find the horizontal distance from a reduction of the angle of elevation or depression. But to do this would require an additional assistant, and one highly trustworthy.

3.—The variation of the needle was found to be pretty uniform in its increase from the West Eastward, being $4^{\circ} 16'$ on the first, and about $6^{\circ} 45'$ on the last meridian, making about $2\frac{1}{2}^{\circ}$ in 36 miles, which is nearly $45'$ of longitude.

Occasionally the needle, or variation of the needle, was affected to the extent of a degree and a half, influenced there, as in other places, by three different causes, namely by the weather, by the general formation of the surface, and more directly by the metaliferous attraction or repulsion,—sometimes one or two of these causes acting on it, and sometimes all three combined.

4.—The best soil and most available lands, are to be found in the first and second Townships, South of the Base Line. They contain less swampy land, and fewer rocks and lakes than any of the others. Next in quality to these come the third Township South, and the second and third North. There is very little of what I would call first quality of land in these Townships; because I think that land entitled to this designation should not only be good in soil, but also immediately available, without draining; whereas the best pieces in these Townships are low, requiring draining. This is particularly the case with Township No. 2, North, and a little blasting of rocks at the outlet of lake Wistawasing would do much good in draining a large extent around the South and South-West.

With the exception of the watery surface, there is very little waste land, absolutely so, within the limits of these Townships, because that which is not arable will make good pasture lands, as the whole country abounds with springs, rivulets and creeks.

The following tabular statement, taken in connection with the accompanying plan, will convey my ideas of the country now under consideration, as accurately as any other that I could adopt, namely:—

TABULAR STATEMENT.

Township No.	1, South.	}	Arable	Acres.
No.	2, do	}	$\frac{3}{4}$	= 34,560
Nos. 3, 4, 5,	do		do	$\frac{1}{2}$ = 34,560
No.	6, do		do	$\frac{1}{6}$ = 3,840
No.	1, North.		do	$\frac{1}{6}$ = 3,840
Nos. 2 and 3,	do		do	$\frac{1}{2}$ = 23,040
Nos. 4 and 5,	do		do	$\frac{1}{2}$ = 9,216
No.	6, do		do	$\frac{1}{8}$ = 2,880
Total amount of arable land in 12 Townships.....			Acres...	111,936
Amount of pasture land.....				136,896
			Acres.	
Amount of water surface.....			20,741	
do swampy and rocky.....			6,913	
			27,654	27,654
Total number of acres in 12 Townships.....				276,486

5.—The features of the country generally about the Onamanitzing, or South River, and the River Wistiwasing, appear agreeable, the hills making a smooth sloping outline, or what is generally called undulating or rolling surface. Those hills around the Amable du Fond are bold and rugged. The low and swampy lands of the two former rivers are of a meadowy character, abounding with Hay, surrounded with Alders, Ash, Hazel and ground Hemlock. The swamps of the latter river are, in many instances, boggy, with Spruce, Tamarack, and Cedar, growing on them. This is especially the case with townships 5 and 6 North, where the land is rocky and swampy, but bears large quantities of merchantable Pine on the hills and in the valleys, of a size better adapted for saw logs than for square timber. Township No. 1 North would have been, were it not for the great fire that passed over it recently, the most valuable township in the range for timber, but more than half its surface, and that the portion containing the most valuable timber, has been completely burned. None of the Southern townships have so much Pine as the Northern, but they possess what every settler likes better, that is, hard, or Sugar Maple, largely mixed with the other kinds of hardwood. The high and dry lands are sandy and loamy; the low lands are nearly all of a clayey nature.

On the Base Line there are three streams or rivers that can be regarded as capable of furnishing water power at all seasons of the year, and on these streams are numerous mill sites—no fewer than seven or eight on each, in the breadth of a township. There is a fall about half a mile above, or South of the Base Line, upon the South River, that will furnish several mill sites, and which is likely to become the most valuable one on the river, on account of there being more good land in its vicinity than in that of any of the others. The next best is at the outlet of Wistiwasing Lake, and for the same reason as in the other case. Neither of these streams affords good canoe navigation, on account of shoals and rapids, and they all present considerable difficulties to be overcome by the usual improvements of dams and slides, before timber can be got out with facility.

6.—The merchantable timber of this region is mostly Red and White Pine, but it does not exist in such quantities, nor of so large a size as that in the Northerly or Mattawaro range of townships, although Pine is to be found in "scattering branches" all over these townships. As the resources of this country consist chiefly in its lands and timber, all that is required to develop them is to afford proper facilities of getting out and in; and this brings us to the consideration of the subject of Roads and Canals.

As I have on former occasions, I would again respectfully represent to the Government the expediency of making a good common Road across the country, extending between Lake Huron and the Ottawa River, from the Eastern extremity of the "Key" near the mouth of French River on the former, to the mouth of the Mattawan on the latter, passing a short distance South of Lake Nipissing. The distance is about ninety-five miles, and the cost will depend on the quality of the road, and degree of economy and skill engaged in its superintendance. A tolerably good Road might be made for about four hundred dollars a mile, but a very good Road may cost a thousand dollars.

In a depth of one and a quarter mile on each side of a Road ninety-five miles long would be included 152,000 acres of land, which, if sold at only sixty cents an acre, would realize the maximum sum I have mentioned for making the Road.

Besides, on a line of such a length would occur many spots required for town plots and water privileges, so as very much to increase the proceeds of the land sales.

I would not recommend the continuance of the system of free grants directly on Roads made by Government, because it does not accomplish what it is intended to do, viz.: to promote the settlement of the country. The experience of the last few years shows that many persons, when they get settled on a line of free grants, will resort to misrepresentations and other artifices, to prevent people going in among them, so that the land and timber may be left for themselves and their connections. But the settlement of the country would be promoted, and a better class of people introduced, by selling the lands on the Road, and making free grants in the back Concessions.

Any report on the Nipissing country, or suggestions on its development that made no mention of the Ottawa and Huron Canal at the present time, must be very incomplete.

A Ship Canal, or even a Steamboat Canal, connecting Montreal with Lake Huron, *via* the Ottawa and Lake Nipissing, would be of incalculable benefit, not only for developing the Ottawa and Nipissing country, but to the Province at large.

The great doubt hanging over the public mind at the present moment with regard to the practicability of this important project, might, in my opinion, be removed in a short time, although to determine the amount of money required is a more difficult affair.

The only important Engineering question connected with this Canal is, can water enough be found in the two Lakes of the Turtles on the Upper Ottawa, for the lockage East and West? The difference of level between these two lakes is about two feet, and their united length is about 12 miles, and their average width about a mile.

A dam of about 200 feet at the outlet of the lower of the two lakes could be made to raise these lakes eight or ten feet. It seems to me a very simple matter to ascertain how many cubic feet of water these lakes discharge in an hour or day. This ascertained, then it would be easily determined whether, with the

winter accumulation, it would not be sufficient for all the lockage required in the navigation season. If the supply of water in the Lakes of the Turtles were found insufficient for all the business required to be done, the water of Lake Nasebonising might be diverted from its present channel into the Turtle Lakes, and were that still to be found insufficient for all the business required to be done, I believe the two South-Easterly rivers of Lake Nipissing could be taken into the Mattawan *via* the Nasebonising, at a very moderate cost.

There is perhaps no other person as well acquainted as I am with the head waters of the Mattawan and its connexions, and I think that no doubt need exist as to the supply of water being sufficient. Hence it is only a question of two or three millions of money, more or less, which should not stand a moment in the way of a decision favourable to so important a work.

That part of the navigation between Nipissing and Huron will require but a very small proportion of the whole cost of the said Ottawa and Huron Canal, which would throw open a large territory for occupation, there being enough on Lake Nipissing itself for four large Counties.

To the advocates and promoters of the North Shore Railway, I could strongly recommend the making of the Western Terminus of their Railway on the East side of Lake Nipissing, instead of going down to Lake Huron, because less money will be required to Canal the French River than to make sixty or seventy miles of Railway. My opinion is, that the great Railway yet destined to cross British America must pass along between the East side of Lake Nipissing, and the head waters of the Mattawan. Therefore a Canal to Nipissing from the West, and a Railway from the East, would be an instalment of the two great projects recently brought before the public, which may be accomplished for about two and a half millions sterling, taking the starting point of the Railway from the City of Ottawa.

This report is accompanied with a Field Book of the Survey, Diary, Plan, &c., all of which are respectfully submitted, by

Your obedient Servant,

(Signed,) DUNCAN SINCLAIR,
Provincial Land Surveyor.

To the Honorable Commissioner of Crown Lands,
Toronto.

Certified, a true Copy.

ANDREW RUSSELL,
Assistant Commissioner.

CROWN LANDS DEPARTMENT,
Toronto, 12th July, 1858.

R E T U R N

To an Address from the Legislative Assembly to His Excellency the Governor General, dated the 8th ultimo, praying His Excellency to cause to be laid before the House, “ a Return of all Leases and Licenses of Occupation for Timber Limits on the shores of Lake Huron, Georgian Bay, and Lake Superior, to whom Leases and Licenses of Occupation were granted ; what quantity of land was included in each Lease or License of Occupation ; when such Leases or Licenses of Occupation were granted ; what Rents were to be paid by the various Lessees ; what were the conditions of the Leases or Licenses of Occupation, and whether such conditions have been fulfilled ; and what Rents, Fines, or Issues, under such Leases or Licenses of Occupation, now remain due and unpaid.”

By Command.

T. J. J. LORANGER,

Secretary.

SECRETARY'S OFFICE,

Toronto, 13th July, 1858.

A.

SUPPLEMENTARY RETURN, for the year 1857, of all LEASES and LICENSES of OCCUPATION for TIMBER LIMITS, on the shores of LAKE HURON, GEORGIAN BAY, and LAKE SUPERIOR, to whom such Leases and Licenses were granted, the area of each License, when granted, the amount of Rent to be paid for each Lease or License, the amount paid, and the amount still due and unpaid.

Licenses, when granted or renewed.	Parties to whom granted.	Area in square miles.	Locality.	Amount of Ground Rent.		Amount of Ground Rent received.		Amount of Ground Rent still due.	
				£	s. d.	£	s. d.	£	s. d.
October 1857	Andrew Heron	50	River Severn	6	5 0	6	5 0		
February 2, 1858	W. F. Powell	8	Island in River Severn	1	0 0	1	0 0		
March 1, do	Charles Kelly	5	River Muskoka	1	0 0	1	0 0		
do do	do	5	do	1	0 0	1	0 0		
do do	do	5	do	1	0 0	1	0 0		
do do	do	5	do	1	0 0	1	0 0		
do do	do	5	do	1	0 0	1	0 0		
do do	do	5	do	1	0 0	1	0 0		
do do	do	20	Black River	2	10 0	2	10 0		
do do	do	10	do	1	5 0	1	5 0		
do do	do	15	do	1	17 6	1	17 6		
do do	do	50	Georgian Bay	6	5 0	6	5 0		
April 2, do	Alexander Bailey	4	Sturgeon River	1	0 0	1	0 0		
do do	Robert Johnson	50	River Sequin	6	5 0	6	5 0		
do do	W. M. & J. A. Gibson	50	River Shebeshing	6	5 0	6	5 0		
do do	J. A. & W. M. Gibson	50	River Maganitawan	12	10 0	12	10 0		
do do	John Stoughton Dennis	50	do	12	10 0	12	10 0		
do do	do	50	do	6	5 0	6	5 0		
do do	William F. Powell	50	River Severn	6	5 0	6	5 0		
do do	do	50	do	6	5 0	6	5 0		

April 29, 1858	William F. Powell	8	Severn Islands	1	0 0	1	0 0		
do do	do	50	River Severn	6	5 0	6	5 0		
do do	T. Steers and F. Clemenow	14	Spanish River	3	10 0	3	10 0		
do do	do	20	do	5	0 0	5	0 0		
do do	Gzowski, et al.	20	South River	2	10 0	2	10 0		
do do	do	20	do	2	10 0	2	10 0		
do do	do	10	do	1	5 0	1	5 0		
do do	do	20	do	2	10 0	2	10 0		
do do	do	10	do	2	10 0	2	10 0		
do do	do	10	do	1	5 0	1	5 0		
do do	do	25	Whitefish River	6	5 0	6	5 0		
do do	do	25	do	6	5 0	6	5 0		
do do	do	25	do	3	2 6	3	2 6		
do do	do	25	do	3	2 6	3	2 6		
do do	do	50	River Shamenega	12	10 0	12	10 0		
do do	do	50	River Magheneging (C.J.)	6	5 0	6	5 0		
do do	do	50	Serpent River	6	5 0	6	5 0		
do do	do	50	do	6	5 0	6	5 0		
Total		929		148	2 6	148	2 6		

CROWN LAND DEPARTMENT,
WOODS AND FORESTS BRANCH,
Toronto, 12th July, 1858.

ANDREW RUSSELL,
Assistant Commissioner of Crown Lands.

B.

HURON AND SUPERIOR TERRITORY.—RETURN of LICENSES Forfeited in the above Territory, for non-payment of GROUND RENTS due on them.

No.	Number of License.	When Forfeited.	Amount of Ground Rent due when forfeited.			NAME of LICENTIATE.	LOCALITY.	Area in Square Miles.
			£	s.	d.			
5	1857	5	0	0	George R. Givin	French River	40
6	do	6	5	0	do	Spanish River	50
7	do	5	0	0	do	do	40
36	do	15	0	0	Angus McDonell	St. Mary's River	15
38	do	6	5	0	Quetton St. George	Severn River	50
59	do	1	0	0	Thomas Steers	Spanish River	8
61	do	3	15	0	do	Au Sable River	30
63	do	3	15	0	do	do	80
65	do	3	2	6	do	Serpent River	25
66	do	3	2	6	do	do	25
67	do	3	2	6	do	do	25
68	do	1	0	0	do	Spanish River	8
69	do	2	5	0	do	do	18
71	do	3	2	6	do	do	25
73	do	1	17	8	do	do	15
74	do	3	15	0	do	do	80
1	1858	6	5	0	Gzowski, et al	Mississauga River	50
2	do	6	0	0	do	do	48
3	do	6	5	0	do	do	50
4	do	6	5	0	do	do	50
7	do	3	2	6	do	do	25
8	do	3	2	6	do	Moon River	25
9	do	3	2	6	do	do	25
						do	Michipicoton River	25

10	.....	do	3	6	6	do	do	25
11	.....	do	6	0	0	do	Pakosakey River	50
12	.....	do	6	5	5	do	do	50
13	.....	do	6	5	5	do	do	50
14	.....	do	6	5	5	do	do	50
15	.....	do	6	5	5	do	do	50
16	.....	do	6	5	5	do	Otanabitsibe River	50
17	.....	do	6	5	5	do	do	50
20	.....	do	6	5	5	do	do	50
21	.....	do	3	3	15	do	Gonlar's Point	30
22	.....	do	3	2	6	do	do	25
23	.....	do	3	2	6	do	do	25
24	.....	do	6	5	5	do	do	50
32	.....	do	6	7	10	Walter Moberley	do	30
33	.....	do	7	10	0	do	do	30
34	.....	do	12	10	0	Gzowski, et al	do	50
35	.....	do	6	5	5	do	do	25
36	.....	do	6	5	5	do	do	25
39	.....	do	6	5	5	do	do	50
40	.....	do	6	5	5	do	do	50
41	.....	do	6	5	5	do	do	50
43	.....	do	10	0	0	Donald Cameron	Michipicoton River	30
44	.....	do	12	10	0	N. J. Browne	do	40
47	.....	do	12	10	0	do	North of Eldon	50
48	.....	do	12	10	0	do	Nebogwashki River	50
49	.....	do	12	10	0	H. P. Savigny & Co.	Parry's Sound	50
51	.....	do	12	10	0	do	Muskoka River	50
52	.....	do	12	10	0	do	do	50
53	.....	do	12	10	0	do	do	50
55	.....	do	12	10	0	do	do	50
68	.....	do	30	0	0	John P. Gordan	do	50
69	.....	do	25	0	0	Thomas Dick	do	50
70	.....	do	12	10	0	James H. Wylie	do	50
71	.....	do	10	0	0	William F. Powell	Lake Nipissing	40
72	.....	do	10	0	0	do	do	40
73	.....	do	5	0	0	Joseph Smith	do	20
74	.....	do	10	0	0	do	do	40
			5	0	0	do	do	20
			7	10	0	Francis Clemow	Thessalon River	30
			7	10	0	do	do	30
			445	17	6	.....	.....	2222
		

B.—HURON AND SUPERIOR TERRITORY.—RETURN of LICENSES Forfeited in the above Territory, for non-payment of GROUND RENTS due on them.—(Continued.)

Number of License.	When Forfeited.	Amount of Ground Rent due when forfeited.			NAME of LICENTIATE.	LOCALITY.	Area in Square Miles.
		£	s.	d.			
<i>Brought over</i>							
No. 75	1858	445	17	6	Francis Clemow	Thessalon River	
76	do	7	10	0	do	do	
77	do	7	10	0	do	do	
78	do	6	5	0	do	do	
79	do	6	5	0	do	do	
80	do	6	5	0	do	do	
83	do	7	10	0	T. Steers and F. Clemow	Spanish River	
84	do	9	0	0	do	do	
85	do	3	15	0	do	do	
86	do	12	10	0	George Kirk	do	
26	do	8	0	0	Daniel McLaghlin	do	
27	do	7	10	0	John S. Hall	do	
28	do	7	10	0	James Skead	do	
29	do	3	2	6	John Porter	do	
30	do	3	15	0	John S. Hall	do	
Total		548	10	0			

ANDREW RUSSELL,
Assistant Commissioner of Crown Lands.

CROWN LAND DEPARTMENT,
WOODS AND FORESTS BRANCH,
Toronto, 12th July, 1858.

C.

PROVINCE OF CANADA.

CROWN LANDS DEPARTMENT,

Toronto, 8th August, 1851.

NOTICE is hereby given, that from and after the date hereof, LICENSES agreeably to the accompanying form, will be granted, at all seasons, to cut timber on the vacant Lands of the Crown, subject to the following Conditions and Regulations, sanctioned by HIS EXCELLENCY THE GOVERNOR GENERAL in Council, by Order dated the Seventh instant, in addition to the requirements of the Act 12th Vic., cap. 30. And the Regulations of the 5th September, 1849, and 15th March, 1850, are hereby superseded.

1st.—Applications for licenses to cut timber on the vacant Lands of the Crown on the River Ottawa and its tributaries from the Gatineau, and the Townships of Hull and Wakefield inclusively, upwards; and the Counties of Lanark, Renfrew and Carleton, and that part of the Counties of Frontenac, Lennox and Addington, north of the Townships of Bedford, Hinchinbrook, Kennebec, and Kaladar,—are to be made to A. J. Russell, Surveyor of Crown Timber Licenses, Bytown; and in other parts of the Province to the respective Crown Land Agents.

2nd.—Applications must be in writing, distinctly describing the space or stating the lots of land for which license is required, the applicants furnishing sketches of the limits asked when required, connected with known points, and drawn to scale. No timber berth shall be licensed in unsurveyed lands, exceeding ten miles in length by five miles in depth, nor exceeding an area of fifty square miles, and half that size in surveyed townships, in the latter case the lots and ranges to be stated:—berths to be confined to one side of rivers, wherever practicable. All licenses to expire on the 30th of April following the date thereof. Consecutive berths may be held by the same individual.

3rd.—The timber cut shall be paid for at the following rates, viz:—

Oak and Walnut per cubic foot.....	1½d.
Elm, Ash and Tamarac.....	1d.
Red Pine, Birch, White Pine, Basswood, Cedar, Spruce, &c.....	0½d.
Red Pine Saw Logs, 12 feet long, per log.....	7d.
White Pine do. do do	5d.
Spruce do. do	2½d.
Cord Wood (hard) and Lathwood per cord.....	8d.
Do. (soft) per do	4d.

Each stick of White Pine to be reckoned as containing 70 cubic feet.

Each stick of Red Pine to be reckoned as containing 38 cubic feet.

All other kinds of wood, as containing 34 cubic feet.

Railroad Timber to be taken at actual measurement, provided it does not average more than half the regular size, or on the party exhibiting a contract and specification corresponding with the timber in his raft.

4th.—All Square Timber, Logs, Deals, Boards and other Stuff leaving the Agency in which it is cut in any form, must be submitted to counting or actual measurement whenever required, and statements under oath must be furnished of the kinds and quantities of timber and logs cut under each license, when required by the Agent for the granting of licenses or other authorized person.

5th.—Parties cutting timber on Public Lands before moving any raft or parcel of timber (whether cut on Public or Private Lands,) from the Agency in which they held license, shall make report thereof to the Collector of Crown Timber Dues or Agent; making, if required, declaration upon oath as to the number of pieces of each kind of wood in each raft or parcel and the number of cribs; whereupon they shall obtain clearances from the Collector or Agent, stating the number of pieces in each raft—how many, if any, have been satisfactorily proved to be from Private Lands, and on how many, if any, the duties have previously or then been paid; and on the arrival of any such raft or parcel of timber at Québec, or at any intermediate place or other port, for sale or shipment, the owner or holder of it, shall make report thereof within forty-eight hours to the Inspector of Rafts, Deputy Supervisor of Cullers, or other appointed officer, and in addition to the quantity shewn by the clearance as subject to duty, any surplus timber beyond the number of pieces stated therein, on being ascertained by the Inspector of Rafts, Deputy Supervisor of Cullers, or other authorized Officer, shall be held as having been cut upon Crown Lands, and be subject to the payment of duties accordingly.

6th.—Parties omitting to report the departure of their rafts or other timber from the Agency in which they held license, or the arrival thereof at Quebec, or other port or place for sale, or shipment within the Province as before mentioned, shall be refused further license, and be subject to the forfeiture of the timber for evasion of regulations, as provided in Section 3rd of 12th Vic., cap. xxx.

7th.—Hereafter on the issue of License to cut timber on Public Lands, a Ground Rent of Two Shillings and Six Pence for every superficial mile licensed, shall be exacted in addition to the established duties; and the deposit on account hitherto levied shall be discontinued. The Ground Rent shall be computed on the nearest approximation to the real areas of the timber berths, but on no license shall it be less than One Pound currency; and no claim for re-imbursment of ground rent over calculated will be entertained after the issue of license.

8th.—The ground rent to be exacted on the renewal of license shall be double that of the previous year if the berth has not been duly worked upon,—increasing annually in that proportion while unoccupied, (excepting the year succeeding that in which the license has been first issued, if not in a surveyed township); reverting to the original rate on the berth being duly occupied; and the making of 500 feet of square timber or 20 saw logs, per square mile shall be considered as due occupation.

9th.—No timber berth shall be forfeited for the non-occupation of it, provided the increased ground rent on that account be duly paid; but berths on which any increased ground rent is evaded by false statements as to occupation, shall, (after the former holder has had an opportunity of being heard in opposition) be granted to the first applicant pleading such evasion and non-occupation, on or before the 31st May, and proving the same by the certificate of a sworn Surveyor, on or before the 31st July following. If half occupation only be proved, the former holder may retain one half of the berth after it has been equitably divided in the opinion of the Agent.

10th.—Vacant berths are to be granted to the first applicants and be described in the licenses as—“not to interfere with prior licenses, existing, or to be renewed in virtue of Regulations,” but applicants for vacant berths must call for license and pay the required Ground Rent (giving satisfactory securities for the payment of all duties that may accrue under the license) within three months of the receipt of their applications in the Bytown Timber District, and all other parts of the Province where the lands are not laid out into Townships or otherwise surveyed for settlement, and within one month in those portions of other agencies

where the lands are surveyed or otherwise laid out for settlement, otherwise their applications will be void and the berths be grantable to the next applicants in succession. Ground Rent received to be returned to the applicant, should it be found that the berth asked cannot be made good to him.

11th.—Licentiates who have complied with all the regulations will be entitled to renewal of the licenses for their berths in preference to other applicants for them. Parties omitting to apply before 1st June for renewal of license, can avoid forfeiture by payment of double Ground Rent,—next ensuing their previous license, and comply with the conditions mentioned in last clause, before the 1st November following; failing which, the berths they held will then become vacant and will be offered for sale on the 10th November following, to the highest bidder making immediate payment, and if not then sold, will be granted to the first applicant thereafter as usual.

12th.—When two or more applications are received at the same time for the same ground, it shall be divided between the parties by lot—should any of them wish it to be so, otherwise, the right to the whole is to be determined by lot. But on Rivers where the cost incurred for surveys or other causes may render it suitable, the preference to license for timber berths may be disposed of at such upset price as the Commissioner of Crown Lands may direct, and be awarded in whole, or in part, to the highest bidder at Auction making immediate payment, in case of clashing applications of equal right.

13th.—In the Bytown Timber District, and all other parts of the Province where the lands are not laid out into Townships or otherwise surveyed for settlement, when an applicant has been obstructed for a month or more by a prior application—(for the same ground)—that has become void, he is to be allowed one month in addition to the stated period to take out license, provided he applies in writing for such extension of time, within three months after the receipt of his application for license, and in those localities where, by the 10th clause of these Regulations, one month is the period for which an application is held good, ten days only shall be allowed in addition, in case of ten days or more of obstruction.

14th.—When an application cannot be decided upon till the result of some pending survey be known or till it be projected, the applicant is to be allowed three months in the Bytown Timber District, and all other parts of the Province where the lands are not laid out into townships, or otherwise surveyed for settlement, and one month elsewhere, to take out license, after the notification of the result, if in his favor, has been sent to his address; and when the explorations necessary for the preparation of the sketches required by these Regulations, cannot without serious loss be effected without an extension of time, it may, on written application, be granted. Licenses granted on erroneous descriptions or sketches furnished by applicants are to be subordinate to subsequent accurately described licenses, and may be cancelled in whole, or in part, whenever deemed necessary; parties persisting on working under such licenses after being required to desist, will be trespassers and subject to penalties as such.

15th.—The Surveyor of Licenses, and the other Crown Timber Agents, shall keep registers of all applications for berths, licenses granted and transfers thereof, which, with their plans of licensed limits and vacant ground, shall be open for public inspection; but no applicants shall be entitled to explanation as to applications subsequent to his own, for the same ground.

16th.—The Surveyor of Licenses at Bytown and Officers thereunto authorized elsewhere, shall, at the written request of any party interested, issue instructions stating how the boundaries of timber berths should be run to be in conformity with existing licenses. The surveys are to be performed at the expense of the

parties requiring them, but the plans, reports and field notes thereof will be paid for and kept of record by the Surveyor of Licenses or Agent on their being examined and approved by him.

17th.—In all cases of contestation as to the right to berths or the positions of bounds, the opinion of the Surveyor of Licenses at Bytown, or Agent for granting licenses elsewhere, is to be binding on the parties, unless and until reversed by arbitration, within three months after notification of such opinion has been communicated to the parties (or the representatives on the premises, or sent to their address,) or by decision of Court.

18th.—To prevent delay and disputes as to arbitrators, it shall only be necessary for the party thinking himself aggrieved by such opinion, to notify in writing to the officer who has given it, his dissent, and the arbitrator he has appointed; it shall then be the duty of the Surveyor of Licenses or other authorized officer to take the place of the arbitrator on the other part, and in the case of their not agreeing as to an umpire, should one be required, the Commissioner of Crown Lands shall appoint one, at the joint expense of the parties on the request of either of them or either of the arbitrators.

19th.—Transfers of berths to be in writing, and if not found objectionable by the Crown Land Department or agent for granting of license, to be valid from the date on which they may be deposited in the hands of the latter; but no transfer to be valid till after one season's actual occupation by the party transferring them.

20th.—Squatters or other occupants of land without authority, cutting timber or saw logs thereon without license (except for clearing, building or fencing thereon), or others doing so by their permission, will be subject to the penalties established by law for cutting timber without license.

21st.—Persons refusing or evading the payment of Slide Dues or duties on their timber, or the final settlement of bonds for the same before giving it away, or in any default with the Crown Timber Officer or agent; also persons taking violent possession of disputed grounds before obtaining a decision in their favor, and parties refusing to comply with the decisions of Courts, or of Arbitrators, or the regulations established by Order in Council, or who forcibly interrupt Surveyors, shall be refused further licenses, and their berths become disposable to others on the expiration of their licenses.

22nd.—The Collector of Crown Timber Dues or the officer in charge of the Bytown Timber District, may authorize any of the local Crown Land Agents to collect the duties on any timber or saw logs cut under license for local consumption or that may be sent to market, otherwise than by Bytown; and all such Agents whose Agencies, or any part of them may be within, or adjoining the Bytown Timber District, are authorized to seize any timber or saw logs cut without license within, or passing through their Agencies, on the proceeds of which they shall receive their usual per centage for collection.

23rd.—Licenses are to be granted in the annexed form. The clause at the foot thereof must be signed by Licentiate's Securities in place of the bonds formerly taken, and the description of the berth is to be written on the back of the license.



FORM OF LICENSE.

BY Authority of the Provincial Statute 12th Victoria, chapter 30, and Regulations dated eighth August, 1851, and for and in consideration of the payments made, and to be made to Her Majesty :—I DO HEREBY GIVE UNTO and unto Agents and Workmen full power and License to cut upon the location described on the back hereof by and to hold and occupy the said location to the exclusion of all others, except as hereinafter mentioned :—from to thirtieth April, 18 , and no longer ;—with the right of conveying away the said timber through any ungranted or waste Lands of the Crown :

And by virtue of this License the said Licentiate has right by the said Provincial Statute, to all timber cut by others in trespass on the ground hereby assigned, with full power to seize and recover the same any where within this Province aforesaid.

But this license is subject to the following conditions, viz :


That any person or persons may at all times make and use roads upon, and travel over the ground hereby licensed, and cut and take therefrom any trees necessary to make Floats, Traverses, Oars, and Withes, for his or their use in rafting.

That nothing herein shall prevent any person or persons from taking standing timber of any kind to be used for the making of roads or bridges, or for public works.

And that persons settling under lawful authority or title within the location hereby licensed, shall not in any way be interrupted by the said Licentiate, or any one acting for or by

And further, under condition that the said Licentiate or representatives, shall comply with all regulations that are or may be established by Order in Council, and shall submit all the timber cut under this license to be counted or measured, and settle for the duties chargeable thereon, when required by me or any officer thereunto authorized, —otherwise the said timber will be forfeited to the Crown, and the said Licentiate be subject to such other penalty as the Act provides.

Given under my hand, at this day of in the year of
Our Lord one thousand eight hundred and
Ground Rent £.....

 We have read and comprehend the nature of the obligations contained in this License, and we bind ourselves jointly and severally, and each of our Heirs, Executors, Curators and Administrators, to pay all duties that may become due and payable to Her Majesty, Her Heirs or Successors, on any timber cut or acquired by virtue of this license in the event of the above-named Licentiate failing or refusing to pay the same, or to give satisfactory bonds for the payment thereof.

R E T U R N

To an Address from the Legislative Assembly to His Excellency the Governor General, dated the 7th instant, praying His Excellency to cause to be laid before the House, "A Return up to the 31st December
" last, of all arrears of Timber Dues unpaid, for Timber cut, either
" upon surveyed or unsurveyed Lands of the Crown, or upon other lands
" under the management of the Crown, which may have arisen from
" Timber cut upon any of the said lands adjacent to streams flowing into
" the Bay of Quinté, Lake Ontario, East of Toronto, or any other
" Lakes or Streams tributary to them, together with the date when such
" moneys became due to the Government, with the name of the parties
" so in arrears, and the nature of Bonds or other securities, held for the
" payment of the same."

By Command.

T. J. J. LORANGER,

Secretary.

SECRETARY'S OFFICE,

Toronto, 27th July, 1858.

RETURN, up to the 31st December, 1857, of all ARREARS of TIMBER DUES unpaid for TIMBER, cut either upon surveyed or unsurveyed Lands of the Crown, or upon other Lands under the management of the Crown, arising from Timber cut upon any of the said Lands adjacent to streams flowing into the Bay of Quinté, Lake Ontario, East of Toronto, (Ontario Territory,) or any other lakes or streams tributary to them, together with the date when such moneys became due to the Government, with the names of the parties so in arrears, and the nature of bonds or other securities held for payment of the same.

N A M E.	Amount due in 1854.			Amount in 1855.			Amount in 1856.			Amount in 1857.			Total Amount due on 31st December, 1857.			SURETIES BY BOND.	OTHER SURETIES, AND REMARKS.
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.		
	Job Lingham	267	11	3	267	11			3	H. Corley, J. Brown, and C. G. Levisconte.
do	101	7	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	101	7	3	W. H. Wallbridge.	
Francis Wallbridge	501	11	3	52	1	8	128	2	6	.....	.....	.....	681	15	5	W. H. Wallbridge and A. H. Wallbridge.	
Arnold and Fulson .....	.....	.....	.....	19	11	3	99	8	2	.....	.....	.....	118	19	5	.....	Lien on Lumber.
David Robin	127	19	7	356	17	6	194	3	4	252	18	3	931	18	8	James O'Reilly and Angus Morrison.	
John McDonald	706	3	10	280	8	10	.....	.....	.....	.....	.....	.....	986	12	8	Robert Finlay, J. Fraser, and J. O'Hare	On behalf of the Commercial Bank.
Henry Lashley	28	8	11	.....	.....	.....	.....	.....	.....	.....	.....	.....	28	8	11	.....
Isaiah Blood	4	8	2	.....	.....	.....	106	17	10	.....	.....	.....	110	6	0	.....	Paid in full on the 29th April, 1858.
Wilson & Co.	119	15	0	.....	.....	.....	.....	.....	118	15	3	.....	238	10	3	.....	Lien on Lumber.
Wellington Frizzle .....	.....	.....	.....	.....	.....	.....	50	0	0	.....	.....	.....	50	0	0	.....
Morton and Baker .....	.....	.....	.....	.....	.....	.....	.....	.....	704	15	5	.....	704	15	5	.....	do
Richard Lazier	21	17	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	21	17	6	.....	do
<i>Carried over</i>	1879	2	9	708	19	3	577	11	10	1076	8	11	4242	2	9	.....

RETURN, up to the 31st December, 1857, of all ARREARS of TIMBER DUES unpaid for TIMBER cut either upon surveyed or unsurveyed Lands of the Crown, or upon other Lands under the management of the Crown, arising from Timber cut upon any of the said Lands adjacent to Streams flowing into the Bay of Quinté, &c.—
(Continued.)

N A M E.	Amount due in 1854.		Amount in 1855.		Amount in 1856.		Amount in 1857.		Total Amount due on 31st December, 1857.		SURETIES BY BOND.	OTHER SURETIES, AND REMARKS.
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.		
<i>Brought over</i>	1879	2 9	708	19 8	577	11 10	1076	8 11	4242	2 9		
Gilmour & Co.			287	10 0	358	6 8	997	13 9	1643	10 5		Paid \$2000 duties and interest on the 20th January, 1858.
Charles Warner			22	14 3	31	5 0			53	19 3		do do 1st July, do.
D. D. Bogart	234	10 5	242	1 8	335	4 11	369	2 6	1180	19 6	A. L. Bogart and C. V. Bogart.	Promissory Note for full amount.
A. S. Rathburn & Co.	103	18 9			209	15 10	64	18 4	378	12 11		
Billa Flint	185	13 4	205	1 7	201	18 9	744	16 3	1337	9 11	Horace Yeoman, and James Ross.	Paid in full on the 8th February, 1858.
Cook and Harris							78	13 10	78	13 10		
Robert Webster			8	14 9					8	14 9		
John Stevenson					133	15 8			133	15 8		Duties assumed by John Stevenson, Napanee.
Timothy Chambers			28	2 6					28	2 6		Promissory Note for full amount.
John Allen			13	7 6					13	7 6		
Orin Card		4 13 9			9	7 6			14	1 3	Lorenzo Lockwood, and E. Jackson.	Paid \$47 49 cts., duties and interest on the 31st March, 1858.
James Wallis			37	17 1	235	8 4	142	18 5	416	3 10		Lumber under seizure.
Isaac Puffer			7	11 3					7	11 3		

Adams and McKay ..	18	7 11									J. Shaw, Robert Shaw, and Richard Shaw.	In the hands of Ross & Bell for collection.
James Vanest.			1	10 0	4	13 9			6	8 9		Lumber under seizure.
Morton, McKee, & Co.	125	18 2	90	13 2	211	17 6			428	8 10		do
George Morton							225	19 5	225	19 5		Promissory Note for full amount.
William McMillan ..					6	5 0			6	5 0		Passed out of Agency previous to my appointment.
James McKim	2	3 9							2	3 9		Passed out of agency previous to my appointment.
Robert Read			3	2 6					3	2 6		Logs scattered in a small Lake in Portland, not available to meet duties.
Keller and Wartman.			26	12 6					26	12 6		Duties assumed by John Stevenson, Esquire, Napanee.
George Lott			83	5 8			74	15 10	158	1 6		Passed out of agency previous to my appointment.
George Hudgsons ..			1	8 1					1	8 1		Promissory Note for the full amount.
Halliday & Davidson.			9	7 6					9	7 6		No security; party solvent.
Daniel McDonald	2	10 0	37	12 9					40	2 9		Promissory Note for the full amount.
Isaac Noble			8	6 8					8	6 8		Promissory Note for the full amount.
James Meagher					25	0 0			25	0 0	John O'Hare.	
William H. Fredinburgh ..												
Daniels & Co.					4	7 6			4	7 6		Paid in full, on the 5th July, 1858.
G. G. Boswell					28	4 5			28	4 5		No security; party solvent.
Glenn and Bird							63	11 3	63	11 3		Lumber under seizure.
William Snyder							106	8 9	106	8 9		do
Nelson Lingham							31	4 11	31	4 11		Paid in full, 7th July, 1858.
E. Perry & Co.					290	2 0	126	2 1	416	4 1		do, 15th June, do.
Charles Perry							75	10 5	75	10 5		Lumber under seizure.
Thomas Pool							253	13 0	253	13 0		do
Peter Arney					0	18 9			0	18 9		Promissory Note for the full amount.
Walter Whelan					4	10 8			4	10 8		
Jacob Smith					3	2 6			3	2 6		
Elias McKim					9	7 6			9	7 6		
Oron Jackson					5	0 0			5	0 0		
A. M. Clarke					1	11 3			1	11 3		
							37	10 0	37	10 0		Duties assumed by John Stevenson, Esquire, Napanee.
<i>Carried over</i>	£	2586	13 10	1794	3 8	2687	15 4	3630	13 4	12461	19 6	

RETURN, up to the 31st December, 1857, of all ARREARS of TIMBER DUES unpaid for TIMBER, cut either upon surveyed or unsurveyed Lands of the Crown, or upon other Lands under the management of the Crown, arising from Timber cut upon any of the said Lands adjacent to Streams flowing into the Bay of Quinté, &c.—
(Continued.)

N A M E.	Amount due in 1854.		Amount in 1855.		Amount in 1856.		Amount in 1857.		Total Amount due on 31st December, 1857.		SURETIES BY BOND.	OTHER SECURITIES, AND REMARKS.
	£	s. d.	£	s. d.	£	s. d.	£	s. d.	£	s. d.		
	<i>Brought over</i> ..	2556	13 10	1794	3 8	2687	15 4	3530	12 4	12461			19 6
Upham and Booth ..									2016	8		No security; parties solvent.
Cook and Brothers ..									6	5 8		do.
Fox and Anglin ..									74	19 0		Paid in full, 20th July, 1858.
Alexander McDonald ..									166	13 4	Phillip Canniff.	
D. Cameron and Brothers ..									19	3 4		Lien on Lumber.
Z. Harnden ..									12	5 8		do do.
Chaffey and Brothers ..	197	8 7							129	14 8		do do.
Total	£	2784	2 5	1794	3 8	2687	15 4	4599	6 0	12165	7 5	

RETURN, up to the 31st December, 1857, of all ARREARS of TIMBER DUES unpaid for TIMBER, cut either upon surveyed or unsurveyed Lands of the Crown, or upon other Lands under the management of the Crown, arising from Timber cut upon any of the said Lands adjacent to streams flowing into the Bay of Quinté, &c.—(Continued.)

RECAPITULATION.

	£	s.	d.
Duties outstanding in 1854	2784	2	5
do do in 1855	1794	8	8
do do in 1856	2687	15	4
do do in 1857	4899	6	0
Total.....£	12165	7	5

L. V. SICOTTE,
Commissioner of Crown Lands.

CROWN LANDS DEPARTMENT,
WOODS AND FORESTS,
Toronto, July, 1858.

PRINTED BY ROLLO CAMPBELL, CORNER OF YONGE AND WELLINGTON STREETS, TORONTO.

GENERAL STATEMENTS

OF

BAPTISMS, MARRIAGES, & BURIALS,

IN THE DISTRICTS OF

QUEBEC, MONTREAL, THREE RIVERS, ST. FRANCIS,

And G A S P E', for the Year 1857;

AND

SUPPLEMENTARY STATEMENT

FOR THE

DISTRICT OF MONTREAL, for the Year 1856.

T O R O N T O :

PRINTED BY ROLLO CAMPBELL,

CORNER OF YONGE AND WELLINGTON STREETS.

1858.

GENERAL STATEMENT and RETURN of BAPTISMS, QUEBEC, for

COUNTIES.	PARISHES NORTH OF THE RIVER ST. LAWRENCE.	RELIGIOUS DENOMINATIONS.	BAPT-
			Males.
QUEBEC	Notre Dame de Québec	Catholic	313
	St. Roch de Québec	do	594
	St. Patrick's Church	do	248
	Metropolitan Church	Church of England	47
	St. Paul's Chapel	do do	7
	Garrison of Quebec	do do	23
	St. Peter's Chapel	do do	28
	St. Andrew's Church	Church of Scotland	26
	Wesleyan Church	Methodist	17
	Chalmers' Church	Presbyterian	21
	Congregational Society	Christian Protestant	8
	Hotel Dieu	Catholic	
	Hopital Général	do	
	Hopital de Marine	do	13
	Asile des Aliénés	do	
	Beauport	do	65
	Charlesbourg	do	41
	St. Ambroise	do	68
	Ancienne Lorette	do	49
	St. Foye	do	35
	St. Colomb de Sillery	do	67
	Stoneham and Lake Beauport	Church of England	9
	Valcartier and Stoneham	do do	6
		1688	
PORTNEUF	St. Casimir	Catholic	85
	St. Charles des Grondines	do	26
	St. Joseph de Deschambault	do	57
	Cap Santé	do	47
	St. Bazile	do	47
	St. Raymond	do	51
	Ste. Catherine de Fossambault	do	28
	St. Jean Baptiste des Ecureuils	do	16
	Pointe aux Trembles	do	42
	St. Augustin	do	37
	St. Alban	do	17
	Portneuf	Church of England	6
	Bourg Louis	do	9
			418
MONTMORENCY ..	St. Pierre, Isle d'Orleans	Catholic	24
	St. Jean, do	do	21
	St. Famille, do	do	16
	St. Laurent, do	do	12
	St. François, do	do	10
	St. Féréole, do	do	15

MARRIAGES, and BURIALS, in the DISTRICT of the year 1857.

-ISMS.	MARRIAGES.	BURIALS.		Total Baptisms.	Total Burials.	Increase.	Decrease.	Total Increase.
		Males.	Females.					
Females.								
311	97	195	166	624	361	263		
551	163	331	300	1145	640	505		
235	105	149	120	483	269	214		
36	38	41	35	83	76	7		
3	2	8	7	10	15		5	
23	17	22	7	56	29	27		
23	13	16	7	49	23	26		
30	24	18	13	56	31	25		
19	16	10	9	36	19	17		
17	17	6	15	38	21	17		
2	1	1		5	1	4		
		6	10		16		16	
		3	7		10		10	
16		18	5	29	28	6		
		22	11		33		33	
65	24	45	52	130	97	33		
44	14	17	18	85	35	50		
66	26	32	39	134	71	63		
41	10	25	15	90	40	50		
27	11	20	18	62	38	24		
60	19	27	32	127	59	68		
8		1	3	17	4	13		
4	2	1	2	10	3	7		
1581	599	1014	900	3269	1914	1419	64	1355
35	10	11	10	70	21	49		
31	9	11	17	57	28	29		
51	12	16	19	108	35	73		
41	24	19	20	88	39	49		
49	11	7	17	96	24	72		
44	8	18	11	95	29	66		
20	4	13	5	43	18	25		
10	2	8	4	26	12	14		
34	18	25	14	76	39	37		
31	13	14	20	68	34	34		
29	8	1	5	46	9	37		
6		4	2	12	6	6		
6	4	5	5	15	10	5		
387	123	152	152	800	304	496		496
21	4	3	6	45	9	36		
32	17	7	11	53	18	35		
20	8	8	10	36	18	18		
16	2	6	7	28	18	15		
7	3	5	2	17	7	10		
16	2	8	11	31	19	12		

GENERAL STATEMENT AND RETURN OF BAPTISMS, MARRIAGES,

COUNTIES.	PARISHES NORTH OF THE RIVER ST. LAWRENCE.	RELIGIOUS DENOMINATIONS.	BAPT-
			Males.
MONTMORENOY.-- (Continued).....	St. Joachim.....	Catholic	30
	Ste. Anne	do	18
	L'Ange Gardien	do	24
	Laval and Lake Beauport	do	11
	Chateau Richer	do	85
CHARLEVOIX	St. Louis (Isle aux Coudres).....	Catholic	8
	St. François, Petite Rivière	do	22
	Bay St. Paul	do	81
	St. Urbain	do	28
	Eboulemens	do	81
	St. Irénée	do	18
	St. Etienne de Malbaie	do	58
	Ste. Agnès	do	44
	St. Fidèle	do	28
CHICOUTIMI AND TADOUSSAC.....	Grand Brulé	Catholic	18
	Chicoutimi	do	92
	Grand Bay	do	85
			195

PARISHES SOUTH OF THE

L'ISLET	St. Roch des Aulnets.....	Catholic	56
	St. Jean, Port Joli.....	do	86
	L'Islet and St. Cyril	do	108
			245
MONTMAGNY	St. Antoine, Isle aux Grues	Catholic	9
	Cap St. Ignace	do	57
	St. Thomas.....	do	80
	St. Pierre, Rivière du Sud.....	do	80
	St. François.....	do	86
	Berthier	do	27
	Grosse Isle	do	3
	Grosse Isle	Church of England	1
			248

AND BURIALS, IN THE DISTRICT OF QUEBEC, &c.—(Continued.)

-ISMS.	MARRIAGES.	BURIALS.		Total Baptisms.	Total Burials.	Increase.	Decrease.	Total Increase.
		Males.	Females.					
Females.								
23	6	15	12	58	27	26		
24	8	15	8	42	23	19		
17	2	8	9	41	17	24		
13	5	7	8	24	15	9		
23	10	17	14	58	31	27		
212	67	99	98	428	197	231		231
16	3	4	4	24	8	16		
19	3	10	4	41	14	27		
65	27	29	20	146	49	97		
15	8	8	2	48	10	38		
64	20	21	9	145	30	115		
32	6	4	8	50	12	38		
44	20	14	14	102	28	74		
42	11	11	17	86	28	58		
23	8	5	3	51	8	43		
320	106	106	81	688	187	501		501
38	9	3	4	56	7	49		
78	29	22	17	170	39	131		
79	27	20	18	164	38	126		
195	65	45	39	390	84	306		306

RIVER ST. LAWRENCE.

75	27	27	14	131	41	90		
81	27	28	39	167	67	100		
105	26	53	50	208	103	105		
261	80	108	103	506	211	295		295
10		2	1	19	8	16		
54	17	22	29	111	51	60		
87	22	31	35	167	66	101		
26	6	8	8	56	16	40		
23	18	13	12	64	25	39		
32	9	5	8	59	13	46		
1	1	3		4	3	1		
		16	11	1	27		26	
238	73	100	104	481	204	308	26	277

GENERAL STATEMENT AND RETURN OF BAPTISMS, MARRIAGES,

AND BURIALS, IN THE DISTRICT OF QUEBEC, &c.—(Continued.)

COUNTIES.	PARISHES SOUTH OF THE RIVER ST. LAWRENCE.	RELIGIOUS DENOMINATIONS.	BAPT-
			Males.
BELLECHASSE	St. Vallier	Catholic	26
	St. Raphaël	do	54
	St. Michel	do	35
	Beaumont	do	20
	St. Charles	do	80
	St. Gervais	do	72
	St. Lazare	do	46
	Armagh, and parts adjacent	do	10
			298
DORCHESTER	St. Anselme de Lauzon	Catholic	39
	St. Isidore	do	44
	Ste. Claire de Joliette	do	54
	Ste. Marguerite de Beauce	do	80
	St. Bernard	do	39
	Ste. Hénédine de Joliette	do	28
	Frampton	do	40
	Ste. Malachie	do	4
			273
LÉVIS	St. Joseph de Levy	Catholic	76
	Notre Dame de Levy	do	140
	St. Jean Chrysostome	do	41
	St. Henri de Lauzon	do	51
	St. Romuald and Etchemin	do	46
	St. Nicholas	do	55
	St. Lambert de Lauzon	do	21
	Mission of Point Levy	Church of England	7
			487
BEAUCE	St. Elzéar de Beauce	Catholic	57
	Ste. Marie do	do	70
	St. Joseph do	do	79
	St. François do	do	51
	St. Frédéric do	do	49
	St. George, Aubert Gallion	do	31
	Lambton, Aymer, and Price	do	57
	St. Evariste de Forsyth	do	16
	St. Victor de Tring and St. Ephraim	do	56
	Frampton	Church of England	18

-ISMS.	MARRIAGES.	BURIALS.		Total Baptisms.	Total Burials.	Increase.	Decrease.	Total Increase.
		Males.	Females.					
27	16	12	7	58	19	34	.....	.....
44	7	20	19	98	39	59	.....	.....
46	18	18	19	81	32	49	.....	.....
23	7	12	9	48	21	22	.....	.....
47	8	23	24	77	47	80	.....	.....
50	15	24	18	122	42	80	.....	.....
56	10	18	16	102	29	78	.....	.....
9	.....	.....	1	19	1	18	.....	.....
302	76	117	113	595	230	365	.....	365
33	12	19	17	72	36	36	.....	.....
71	7	11	20	115	31	84	.....	.....
57	6	18	18	111	36	75	.....	.....
29	2	7	11	59	18	41	.....	.....
42	6	6	4	81	10	71	.....	.....
27	8	11	10	50	21	29	.....	.....
24	8	11	10	64	21	48	.....	.....
8	.....	2	1	7	3	4	.....	.....
286	49	85	91	559	176	383	.....	383
62	15	26	35	188	61	77	.....	.....
125	45	63	62	265	125	140	.....	.....
36	7	7	9	77	16	61	.....	.....
60	20	20	21	111	41	70	.....	.....
30	6	14	18	76	32	44	.....	.....
58	14	23	14	118	37	76	.....	.....
27	6	11	12	48	23	25	.....	.....
7	5	5	4	14	9	5	.....	.....
405	118	169	175	842	344	498	.....	498
51	13	19	12	108	31	77	.....	.....
74	12	20	18	144	38	106	.....	.....
72	24	11	15	151	26	125	.....	.....
60	21	15	14	111	29	82	.....	.....
33	11	11	7	82	18	64	.....	.....
37	4	5	7	68	12	56	.....	.....
49	18	13	15	106	28	78	.....	.....
17	2	1	1	33	2	31	.....	.....
43	16	8	13	99	21	78	.....	.....
12	2	1	4	25	5	20	.....	.....
448	123	104	106	927	210	717	.....	717

GENERAL STATEMENT AND RETURN OF BAPTISMS, MARRIAGES,

COUNTIES.	PARISHES SOUTH OF THE RIVER ST. LAWRENCE.	RELIGIOUS DENOMINATIONS.	BAPT-
			Males.
MEGANTIC	Ste. Julie de Somerset	Catholic	44
	St. Calixte de Somerset	do	51
	St. Ferdinand d'Halifax	do	88
	Ste. Sophie d'Halifax	do	46
	St. Jacques de Leeds and Broughton.	do	87
	Leeds, and parts adjacent.....	Presbyterians	2
	Inverness	do	8
	Leeds, and parts adjacent.	Methodists	25
	Ireland and Upper Inverness	Church of England.....	20
	Leeds, and parts adjacent.....	do do	11
			382
LOTBINIÈRE	Ste. Agathe	Catholic	27
	St. Giles	do	24
	St. Appolinaire.....	do	32
	St. Flavien	do	25
	St. Sylvestre	do	57
	St. Antoine de Tilly	do	46
	Ste. Croix	do	52
	St. Louis de Lotbinière	do	62
	St. Jean des Chaillons	do	46
	St. Sylvestre	Church of England.....	18
do	Presbyterian	9	
			398

AND BURIALS, IN THE DISTRICT OF QUEBEC, &c.—(Continued.)

-ISMS. Females.	MARRIAGES.	BURIALS.		Total Baptisms.	Total Burials.	Increase.	Decrease.	Total Increase.
		Males.	Females.					
45	6	8	7	89	15	74	.....	.....
60	11	12	12	111	24	87	.....	.....
70	20	28	28	158	51	107	.....	.....
42	14	11	14	88	25	63	.....	.....
37	9	5	4	74	9	65	.....	.....
10	5	.....	.....	12	.....	12	.....	.....
8	3	1	1	16	2	14	.....	.....
16	5	1	2	41	8	38	.....	.....
21	4	5	3	41	8	38	.....	.....
5	.....	8	2	16	5	11	.....	.....
314	77	69	73	646	142	504	.....	504
28	8	5	5	50	10	40	.....	.....
17	7	7	7	41	14	27	.....	.....
50	5	6	10	82	16	66	.....	.....
26	8	7	2	51	9	42	.....	.....
49	11	14	12	106	26	80	.....	.....
44	9	18	18	90	31	59	.....	.....
46	10	17	18	98	30	68	.....	.....
67	19	27	34	129	61	68	.....	.....
44	18	19	11	90	30	60	.....	.....
28	4	.....	1	38	1	35	.....	.....
7	1	2	1	16	8	18	.....	.....
396	90	122	109	789	231	558	.....	558

DISTRICT OF QUEBEC.—(Continued.)

COUNTES.	BAPTISMS.		MARRIAGES.
	MALES.	FEMALES.	
QUEBEC	1688	1581	599
PORTNEUF.....	418	387	123
MONTMORENCY.....	216	212	67
CHARLEVOIX	368	320	106
CHICOUTIMI.....	195	195	65
LOTBINIÈRE.....	393	396	90
MEGANTIC.....	382	314	77
DORCHESTER.....	273	286	49
BEAUCE.....	479	448	123
LEVIS.....	437	405	118
BELLECHASSE.....	293	302	76
MONTMAGNY.....	243	238	73
L'ISLET.....	245	261	80
	5575	5345	1646

BAPTISMS.—Males.....
 Females.....
 BURIALS.—Males.....
 Females.....
 Increase.....
 MARRIAGES.....

PROTHONOTARY'S OFFICE,
 Quebec, 15th March, 1858.

—RECAPITULATION.

BURIALS.		TOTAL BAPTISMS.	TOTAL BURIALS.	INCREASE.	DECREASE.	TOTAL INCREASE.
MALES.	FEMALES.					
1014	900	3269	1914	1419	64	1355
152	152	800	304	496	.....	496
99	98	428	197	231	.....	231
106	81	688	187	501	.....	501
45	39	390	84	306	.....	306
122	109	789	231	558	.....	558
69	73	646	142	504	.....	504
85	91	559	176	383	.....	383
104	106	927	210	717	.....	717
169	175	842	344	498	.....	498
117	113	595	230	365	.....	365
100	104	481	204	303	26	277
108	103	506	211	295	.....	295
2290	2144	10920	4434	6576	90	6486

.....	5575	10920
.....	5345	
.....	2290	4434
.....	2144	
.....	.....	6486
.....	.....	1646

BURROUGHS & Fiset,
 P.C.S.

GENERAL STATEMENT of BAPTISMS, MARRIAGES, during the

COUNTIES.	PARISHES.	BAPT-
		Males.
MONTREAL	Montreal Parish Church, Catholic.....	1524
	do Hôpital Général, Sœurs Grises	6
	do Christ's Church, Protestant Episcopal	29
	do Montreal Garrison	9
	do St. George's Chapel	49
	do Trinity Chapel, Episcopal Church of England.....	.....
	do St. Luke's Church, Protestant Episcopal	20
	do St. Paul's Church, Presbyterian, St. Helen Street	17
	do Scotch Church, St. Gabriel Street	17
	do St. Andrew's Church, Presbyterian	36
	do Presbyterian Church, St. Lawrence Suburbs	19
	do American Presbyterian Church, St. James Street	6
	do Côté Street Free Church, or Presbyterian Church	23
	do Wesleyan Methodist Congregation	16
	do do do Montreal Circuit	81
	do Second Congregational Church .....	.....
	do Baptist Church, St. Helen Street	4
	do Jewish Church	4
	do Unitarian Church	9
	do Zion Church	10
	do German Evangelical Church	10
	do Methodist New Connexion Church	4
	do St. Stephen's Church	17
	do Church of the Order of the Countess of Huntingdon	4
WEST DIVISION..	Lachine Catholic Church	37
	do Church of England	8
	do Church of Scotland	10
	St. Joachim de la Pointe Claire.....	44
	St. Anne de Bout de L'Isle.....	22
	Ste. Geneviève.....	46
	St. Laurent	75
EAST DIVISION..	Sault au Recollet	55
	St. Joseph de la Rivière des Prairies.....	33
	Pointe aux Trembles, Catholic	27
	do do, Eglise Congrégationnelle de Française	2
	Longue Pointe, St. François d'Assisic.....	20
		2243
VAUDREUIL	St. Michel de Vaudreuil	70
	Isle Perrot	10
	Rigaud	77
	Ste. Marthe	67
	Vaudreuil Protestant Episcopal Congregation	9
	Presbyterian Church at Cavagnol .....	.....
	Wesleyan Congregation at Cavagnol.....	6
		289

and BURIALS, made in the DISTRICT of MONTREAL, year 1857.

-ISMS.	MARRIAGES.	BURIALS.		Increase.	Decrease.	Total Increase.	Total Decrease.	REMARKS.
		Males.	Females.					
1574	564	1077	984	1037				
Females.								
3	15	20	17	8				
10	7	10	1	8				
52	33	11	12	78				
15	3	6	6	23				No Return.
13	10	6	10	14				
9	19	10	5	11				
29	33	11	14	40				
20	38	6	7	26				
17	4	8	4	11				
9	7	7	6	19				
20	10	10	9	17				
50	30	14	13	54				No Return.
7	5	3	2	6				
5	1	3	4	2				
9	1	2	4	12				
14	13	9	4	11				
5	7	1	1	13				
5	8	2	2	5				
18	20	14	10	11				
5	7	1	.....	8				
31	21	31	18	19				
6	2	2	3	9				
5	3	3	2	10				
53	12	20	15	62				
34	9	18	16	22				
49	10	20	22	53				
54	17	36	25	68				
56	18	32	22	57				
17	4	9	9	32				
20	8	13	10	24				
.....	1	1	1	.....			
21	4	15	9	17				
2266	944	1431	1268	1810		1810		
68	33	32	24	82				
15	11	12	5	8				
91	26	25	35	108				
73	16	12	19	109				
10	4	2	2	15				
7	.....	.....	2	11				No Return.
264	90	83	87	333		333		

GENERAL STATEMENT OF BAPTISMS, MARRIAGES, AND

COUNTIES.	PARISHES.	BAPT-
		Males.
SOULANGES	St. Ignace du Côteau du Lac	46
	St. Joseph de Soulanges	48
	St. Polycarpe	119
	St. Clet	28
	St. Zotique	37
	Church of England, Coteau du Lac	2
		280
LAC DES DEUX MONTAGNES ...	Mission du Lac des Deux Montagnes	27
	Patronage de St. Joseph do	38
	St. Eustache	78
	St. Augustin	41
	St. Benoit	43
	Ste. Scholastique	108
	St. Colomban	23
	Presbyterian Church, St. Eustache	
	353	
ARGENTEUIL	St. André D'Argenteuil	46
	Notre Dame de Petit de Grenville	
	St. Hermas	33
	St. Placide	25
	Lachute, Scotch Presbyterian Church	12
	Baptist Church, St. Andrews	
	Church of England, Grenville and Chatham	8
	Scotch Presbyterian Church, Grenville and Chatham	40
	Wesleyan Methodist Congregation, at Lachute and St. Andrews ..	2
	United Church of England and Ireland, North Gore	20
	Presbyterian Church, St. Andrews	3
	Baptist Church, rear of Chatham	16
		205
TERREBONNE	St. Jérôme	108
	St. Louis de Terrebonne	56
	Ste. Anne des Plaines	32
	St. Thérèse de Blainville	68
	Ste. Adèle	33
	St. Janvier	33
	St. Sauvèur	46
	St. Sophie	18
	Presbyterian Church at Ste. Thérèse de Blainville	
	Eglise Evangélique de Ste. Thérèse de Blainville	2
		396

BURIALS, MADE IN THE DISTRICT OF MONTREAL, &c.—(Continued.)

-ISMS.	MARRIAGES.	BURIALS.		Increase.	Decrease.	Total Increase.	Total Decrease.	REMARKS.
		Males.	Females.					
Females.								
56	25	15	24	63				
40	21	17	19	52				
118	23	46	57	134				
37	11	17	17	31				
42	25	24	26	29				
5	.....	4	2	1				
298	105	123	145	310		310		
24	7	7	9	35				
26	10	18	14	32				
73	16	43	23	85				
42	20	26	30	27				
45	15	22	28	38				
75	28	38	34	106				
18	6	6	4	31				No Return.
303	102	160	142	354		354		
39	18	18	6	66				No Return.
34	16	12	7	48				
25	10	17	13	20				
7	16	5	4	10				
9	3	1	1	7				
5	1	1	3	9				
49	44	6	5	78				
.....	1	1	.....	1				
16	6	3	3	30				
1	1	3	1	.....			
8	3	.....	.....	24				
193	119	62	43	293		293		
117	31	36	32	157				
40	22	24	32	40				
38	18	11	14	45				
67	18	46	41	48				
46	6	10	5	64				
33	9	12	15	39				
54	11	19	12	69				
19	6	12	6	19				
1	.....	.....	.....	3				No Return.
415	121	170	157	484		484		

GENERAL STATEMENT OF BAPTISMS, MARRIAGES, AND

COUNTIES.	PARISHES.	BAPT-
		Males.
LAVAL	St. Vincent de Paul.....	52
	St. Martin.....	89
	St. François de Sales de l'Isle Jésus.....	19
	St. Raphaël de l'Isle Bizard	24
	Ste. Rose	67
	St. Stephen's Church, St. Martin	5
		256
MONTCALM	St. Jacques	59
	St. Ligouri	43
	Ste. Julienne	27
	St. Alexis	31
	St. Esprit	42
	St. Calixte	31
	St. Patrice de Rawdon.....	88
	Presbyterian Church, New Glasgow.....	
	Church of England, Kilkenny and parts adjacent	
	Wesleyan Methodist Congregation, Circuit of Rawdon.....	15
	286	
JOLIETTE	St. Charles Borromée de l'Industrie	101
	Ste. Elizabeth	69
	St. Felix de Valois	66
	Ste. Melanie.....	55
	St. Ambroise de Kildare.....	50
	Conversion de St. Paul	41
	St. Thomas	37
	St. Jean de Matha	28
	St. Alphonse de Rodrigues.....	39
		486
	L'ASSOMPTION ..	Repentigny .....	20
L'Assomption		76
St. Henri de Mascouche		56
St. Roch		49
St. Charles de Lachenaie.....		22
St. Lin		62
St. Sulpice		14
St. Paul l'Ermite		14
L'Epiphanie		33
Church of England, Mascouche.....		4
		350

BURIALS, MADE IN THE DISTRICT OF MONTREAL, &c.—(Continued.)

-ISMS.	MARRIAGES.	BURIALS.		Increase.	Decrease.	Total Increase.	Total Decrease.	REMARKS.
		Males.	Females.					
56	8	28	33	47				
66	20	58	61	36				
16	5	16	6	18				
21	5	10	10	25				
52	19	44	46	29				
3		1		7				
214	57	157	156	157		157		
78	25	46	27	64				
37	12	20	14	46				
25	5	7	8	37				
28	9	14	15	30				
29	4	22	20	29				
21	5	7	9	36				
39	18	22	19	36				
18		1	3	24				No Return.
270	78	189	115	302		302		No Return.
81	19	55	39	88				
74	25	30	37	76				
60	9	29	30	67				
46	10	24	15	62				
44	13	31	20	43				
47	16	29	36	23				
48	13	18	16	51				
32	13	20	16	24				
25	10	9	13	42				
457	123	245	222	476		476		
14	7	10	12	12				
61	15	47	28	62				
46	10	46	47	9				
58	20	36	23	48				
18	4	25	19		4			
71	24	25	27	81				
23	6	15	16	6				
11	4	8	4	13				
23	1	15	6	35				
2	2	1	3	2				
327	93	228	185	268	4	264		

GENERAL STATEMENT OF BAPTISMS, MARRIAGES, AND

COUNTIES.	PARISHES.	BAPT-
		Males.
BERTHIER	St. Geneviève de Bertbier	82
	St. Gabriel du Lac de Maskinongé	71
	St. Cuthbert	67
	St. Barthélemi	47
	Lanoraie	34
	Lavaltrie	27
	Isle du Pads	22
	St. Norbert	30
	Church of England at Berthier	
		380
RICHELIEU	St. Pierre de Sorel	186
	St. Aimé	67
	St. Victoire	41
	St. Robert	27
	St. Marcel	40
	St. Ours	77
	Christ Church, Sorel	12
		450
ST. HYACINTHE..	St. Hyacinthe	181
	La Presentation	39
	St. Barnabé	28
	St. Damase	68
	St. Denis	61
	St. Charles	30
	St. Jude	48
	Notre Dame de St. Hyacinthe	59
	Church of England, St. Hyacinthe	2
		466
BAGOT	St. Dominique	49
	St. Pie	93
	St. Hugues	65
	St. Simon	48
	St. Hélène	23
	Ste. Rosalie	44
	St. Ephrem de Upton	25
	Eglise Congrégationaliste de St. Pie	1
		348

BURIALS, MADE IN THE DISTRICT OF MONTREAL, &c.—(Continued.)

-ISMS.	MARRIAGES.	BURIALS.		Increase.	Decrease.	Total Increase.	Total Decrease.	REMARKS.
		Males.	Females.					
Females.								
69	27	54	60	37				
58	23	27	26	76				
72	20	29	32	78				
46	11	28	36	29				
36	11	30	28	12				
21	11	18	17	13				
20	14	5	9	28				
29	3	18	6	35				No Return.
351	120	209	214	308		308		
170	64	72	70	214				
58	15	25	20	80				
33	7	15	9	50				
35	5	16	5	41				
36	6	10	8	58				
57	21	27	20	87				
4	4	6	6	4				
393	122	171	138	584		534		
125	32	44	47	165				
41	11	22	32	25				
29	8	15	5	37				
65	16	24	17	92				
50	23	29	23	59				
29	12	23	24	12				
42	7	13	13	64				
42	20	31	32	38				
3	1	1	1	3				
426	130	203	194	495		495		
57	15	17	16	73				
83	30	46	34	96				
61	16	29	23	74				
51	17	14	10	75				
22	6	7	8	30				
37	24	16	20	45				
23	9	7	6	35				
3		1	2	1				
337	117	137	119	429		429		

GENERAL STATEMENT OF BAPTISMS, MARRIAGES, AND

COUNTIES.	PARISHES.	BAPT-	
		Males.	
ROUVILLE	St. Césaire.....	124	
	Ste. Marie de Monnoir.....	94	
	St. Jean Baptiste.....	46	
	St. Mathias.....	34	
	St. Hilaire.....	86	
	Church of England at Abbotsford and Rougemont.....	4	
	Eglise Evangélique Baptist, de St. Marie de Monnoir.....	4	
	Protestant Congregation in Christeville.....		
	St. Paul d'Abbotsford.....	39	
	L'Ange Gardien.....	51	
		432	
IBERVILLE	St. Athanase.....	77	
	St. George.....	117	
	St. Grégoire.....	50	
	St. Alexandre.....	50	
	Ste. Brigide.....	88	
	Church of England at Henryville.....		
	do do at Sabrevois.....		
	do do at Seigniory of Noyau and Foucault.....	8	
Wesleyan Methodist Church at Clarenceville.....	24		
		364	
VERCHÈRES	Verchères.....	72	
	Varenes.....	67	
	Contrecoeur.....	37	
	St. Antoine.....	43	
	Ste. Julie.....	44	
	Belœil.....	59	
	St. Marc.....	22	
			344
CHAMBLY.....	St Joseph de Chambly.....	54	
	St. Antoine de Longueuil.....	129	
	Ste. Famille de Boucherville.....	59	
	St. Bruno.....	41	
	Church of England at Chambly.....	8	
	Wesleyan Methodist Church, Chambly Circuit.....		
		291	

BURIALS, MADE IN THE DISTRICT OF MONTREAL, &c.—(Continued.)

-ISMS.	MARRIAGES.	BURIALS.		Increase.	Decrease.	Total Increase.	Total Decrease.	REMARKS.
		Males.	Females.					
106	30	44	30	156				
77	25	43	22	106				
85	23	22	15	44				
22	11	17	7	32				
39	12	18	21	36				
2	3	8	4		6			
4	3	2		6				No Return.
40	12	11	10	58				
39	13	13	8	69				
364	132	178	117	507	6	501		
80	23	36	26	95				
94	39	66	36	109				
58	15	13	12	83				
62	18	15	16	81				
34	10	12	8	52				
								No Return.
11	2	9	13		3			do.
15	4	4	8	27				
354	111	155	119	447	3	444		
73	30	37	39	69				
61	21	45	26	57				
38	14	24	17	34				
33	16	20	10	46				
36	14	15	10	55				
52	12	13	12	86				
19	8	20	10	11				
312	115	174	124	358		358		
48	16	27	20	55				
130	42	77	93	89				
52	14	23	27	56				
40	12	19	8	54				
4	3	3		9				No Return.
274	87	154	143	263		263		

GENERAL STATEMENT OF BAPTISMS, MARRIAGES, AND

COUNTIES.	PARISHES.	BAPT-
		Males.
ST. JEAN	St. Jean, Dorchester	73
	St. Valentin	67
	St. Bernard de Lacolle	60
	Ste. Marguerite de Blairfindie.....	46
	St. Luc	14
	Church of England, Lacolle	
	Eglise Baptist, St. Valentin.....	3
	Episcopal Church, St. Johns.....	11
	Wesleyan Congregational at St. Johns and Circuit of St. Johns.....	6
	do do at Odeltown.....	6
		286
	NAPIERVILLE....	St. Cyprien .....	103
St. Remi		74
St. Michel Archange		61
St. Edouard		44
St. Patrice de Sherrington		28
Church of England at Sherrington		
Protestant Episcopal Congregation at St. Remi		5
		315
LAPRAIRIE	Nativité de la Magdeleine, de Laprairie	66
	St. Jacques le Mineur.....	40
	St. Constant.....	37
	St. Philippe	27
	Sault St. Louis.....	44
	St. Isidore.....	37
	Church of England at Laprairie.....	8
		259
HUNTINGDON....	St. Anicet.....	47
	St. Jean François Regis	31
	Mission d'Hemmingford	23
	Scotch Church, Huntingdon and Hinchinbrooke.....	34
	Church of England, Hemmingford and parts adjacent.....	6
	Associate Presbyterian Church, Huntingdon and parts adjacent... ..	1
	Church of England, Huntingdon Circuit	16
	Wesleyan Methodist Congregation, Hemmingford Circuit	4
	Wesleyan Methodist at Huntingdon	16
	Congregational Church in Franklin.....	1
		179

BURIALS, MADE IN THE DISTRICT OF MONTREAL, &c.—(Continued.)

-ISMS.	MARRIAGES.	BURIALS.		Increase.	Decrease.	Total Increase.	Total Decrease.	REMARKS.
		Males.	Females.					
102	24	33	37	105				
55	18	28	15	79				
52	14	24	10	78				
34	12	36	24	20				
22	2	5	7	24				
4		1	3	3				No Return.
16	9	11	12	4				
3	7	2	3	4				
7	6	4	3	6				
295	92	144	114	323		323		
77	34	30	35	115				
63	28	23	29	85				
56	26	30	21	66				
39	22	22	16	45				
36	7	18	9	37				
7	1	1	4	7				No Return.
278	118	124	114	355		355		
62	25	41	22	65				
49	15	18	20	51				
43	15	28	19	33				
33	17	10	14	36				
33	20	53	47		23			
39	13	6	11	59				
10		1	5	12				
269	105	157	188	256	23	233		
42	11	9	17	63				
30	15	13	18	30				
20	1	4	4	35				
21	8	4	8	43				
3	1	2	3	4				
7		2	1	5				
25	11	4	2	35				
5	1		1	8				
16	4	5	6	21				
2	2	1		2				
171	54	44	60	246		246		

GENERAL STATEMENT OF BAPTISMS, MARRIAGES, AND

COUNTIES.	PARISHES.	BAPT-
		Males.
BEAUHARNOIS ..	St. Clément	91
	St. Louis de Gonzague	193
	St. Timothée	102
	Scotch Presbyterian Church at Beauharnois	
	do do do at St. Louis	6
	do do do at Georgetown	12
	do do do at Beechridge	9
	Presbyterian Congregation at St. Louis	8
	Wesleyan Methodist Congregation at Beauharnois	4
		865
CHATEAUGUAY ..	St. Joachim de Chateauguay	30
	St. Jean Chrysostôme	93
	Ste. Martine	64
	Ste. Philomène	32
	St. Urbain	36
	St. Malachie d'Ormistown and St. Patrice d'Hinchinbrooke	60
	Scotch Church, Ormistown	11
	Church of England, Ormistown	10
	Wesleyan Congregation, Russeltown Circuit	3
	New Connexion Church, Chateauguay	
	Episcopal Congregation, Manningville	3
	Scotch Presbyterian Church, Russeltown	10
		352
MISSISQUOI	Notre Dame des Anges de Stanbridge	59
	St. Etienne de Bolton	11
	St. Romuald de Farnham	46
	Church of England at Bedford	11
	do do at Farnham	3
	do do at St. Armand, East	6
	do do at Stanbridge	
	do do at Dunham	9
	do do at Sutton	3
	do do at St. Armand, West	2
	do do at Cowansville	
	Methodist New Connexion Church, Dunham	4
	Second Advent Church, Sutton	4
	Baptist Church, St. Armand, East	
	Wesleyan Methodist Congregation, Bolton	3
	Wesleyan Methodist Church, Dunham Circuit	12
	Congregational Church, Missisquoi	3
	Wesleyan Methodist Church, Farnham Circuit	2
	Wesleyan Methodist Church, St. Armand Circuit	1
		179

BURIALS, MADE IN THE DISTRICT OF MONTREAL, &c.—(Continued.)

-ISMS.	MARRIAGES.	BURIALS.		Increase.	Decrease.	Total Increase.	Total Decrease.	REMARKS.
		Males.	Females.					
Females.								
115	30	38	47	121				
127	19	56	46	158				
117	34	48	42	129				
8	3	2	3	9				No Return.
17	4	4	3	22				
5	1	4	2	8				
9			1	16				
3				7				
401	91	152	144	470		470		
32	9	13	18	31				
78	26	34	28	109				
74	20	33	23	82				
49	8	15	20	46				
44	14	15	22	43				
76	12	24	10	102				
9	10	3	1	16				
13	1	5	2	16				
5	2	4	4					No Return.
6	1	1	1	7				
4	1	3	4	7				
390	104	150	133	459		459		
54	15	21	12	80				
19	4	6	3	21				
36	10	14	4	64				
9	3	5	5	10				
4	1	1	1	5				
5	1	12	1		2			No Return.
13	7	2	5	15				
7	2	4	2	4				
1	1	3	3		3			
1	1		1					
5	6	1	5	3				
1	10	2		3				
	7	1	1		2			
3	2	2	2	2				
12	12	3	6	15				
5	8	2	2	4				
1				3				
7	4	3	3	2				
188	94	82	56	231	7	224		

GENERAL STATEMENT OF BAPTISMS, MARRIAGES, AND

COUNTIES.	PARISHES.	BAPT-
		Males.
STANSTEAD.....	Mission du Sacré Cœur de Jésus de Stanstead	35
		35
SHEFFORD	Mission de Notre Dame de Bonsecours à Stukely	36
	do St. Jean Baptiste de Roxton.....	44
	do Ste. Oécile de Milton.....	45
	do St. Valérien de Milton	15
	do du Sacré Cœur de Marie de Granby	54
	do de St. Joseph d'Ely	23
	Church of England, Waterloo, and parts adjacent	15
	do do, Granby	18
	do do, Milton and Roxton	3
	Wesleyan Methodist Church, Circuit of Shefford	6
	Church of England and Ireland, Stukely and Frostvillage.....	3
	Ste. Anne de Stukely	20
	Congregation in Granby.....	3
	Wesleyan Methodist Congregation, Circuit of Granby.....	5
	290	

PROTHONOTARY'S OFFICE,
Montreal, 16th April, 1858.

DISTRICT OF MONTREAL.—(Continued.)—RECAPITULATION

COUNTIES.	BAPTISMS.		MARRIAGES.
	MALES.	FEMALES.	
MONTREAL	2243	2266	944
VAUDREUIL	239	264	90
SOULANGES	280	298	105
LAC DES DEUX MONTAGNES	353	303	102
ARGENTEUIL	205	193	119
TERREBONNE	396	415	121
LAVAL	256	214	87
MONTCALM	286	270	78
JOLIETTE	486	457	128

BURIALS, MADE IN THE DISTRICT OF MONTREAL, &c.—(Continued.)

-ISMS.	MARRIAGES.	BURIALS.		Increase.	Decrease.	Total Increase.	Total Decrease.	REMARKS.
		Males.	Females.					
Females.								
43	5	22	12	44	.....	44	.....	.....
43	5	22	12	44	.....	44	.....	.....
31	7	7	2	58	.....	.....	.....	.....
39	11	10	10	63	.....	.....	.....	.....
44	9	16	20	53	.....	.....	.....	.....
8	2	2	.....	21	.....	.....	.....	.....
51	18	14	10	81	.....	.....	.....	.....
15	10	5	3	30	.....	.....	.....	.....
19	9	2	3	29	.....	.....	.....	.....
21	6	2	2	35	.....	.....	.....	.....
6	1	5	4	.....	.....	.....	.....	.....
12	7	3	6	9	.....	.....	.....	.....
7	2	4	3	3	.....	.....	.....	.....
14	5	3	.....	31	.....	.....	.....	.....
2	2	4	.....	1	.....	.....	.....	.....
2	8	1	4	2	.....	.....	.....	.....
271	97	78	67	426	.....	416	.....	.....

MONK, COFFIN & PAPINEAU,
Prothonotary, S.C.

OF THE GENERAL STATEMENT, FOR THE YEAR 1857.

BURIALS.		INCREASE.	DECREASE.	TOTAL INCREASE.	TOTAL DECREASE.	REMARKS.
MALES.	FEMALES.					
1431	1263	1810	.....	1810	.....	.....
83	87	333	.....	333	.....	.....
123	145	310	.....	310	.....	.....
160	142	354	.....	354	.....	.....
62	43	293	.....	293	.....	.....
170	157	484	.....	484	.....	.....
157	156	157	.....	157	.....	.....
139	115	302	.....	302	.....	.....
245	222	476	.....	476	.....	.....

DISTRICT OF MONTREAL.—(Continued.)—RECAPITULATION

COUNTIES.	BAPTISMS.		MARRIAGES.
	MALES.	FEMALES.	
L'ASSOMPTION.....	350	327	93
BERTHIER.....	380	351	120
RICHELIEU.....	450	398	122
ST. HYACINTHE.....	466	426	180
BAGOT.....	348	337	117
ROUVILLE.....	432	364	132
IBERVILLE.....	364	354	111
VERCHERES.....	344	312	115
CHAMBLY.....	291	274	87
ST. JEAN.....	286	295	92
NAPIERVILLE.....	315	278	118
LAPRAIRIE.....	259	269	105
HUNTINGDON.....	179	171	54
BEAUHARNOIS.....	365	401	91
CHATEAUGUAY.....	352	390	104
MISSISQUOI.....	179	183	94
STANSTEAD.....	85	43	5
SHEFFORD.....	290	271	97
	10429	10119	3531

DISTRICT OF MONTREAL.—(Continued.)—

COUNTIES.	No. OF PARISHES IN EACH COUNTY.	BIRTHS.	MARRIAGES.	BURIALS.
MONTREAL.....		4509	944	2699
VAUDREUIL.....		503	90	170
SOULANGES.....		578	105	268
LAC DES DEUX MONTAGNES.....		656	102	302
ARGENTEUIL.....		398	119	105
TERREBONNE.....		811	121	327
LAVAL.....		470	57	313
MONTCALM.....		556	78	254
JOLIETTE.....		943	128	467
L'ASSOMPTION.....		677	93	413
BERTHIER.....		731	120	423
RICHELIEU.....		843	122	309
ST. HYACINTHE.....		892	130	397
BAGOT.....		685	117	256
<i>Carried forward</i>		13252	2326	6703

OF THE GENERAL STATEMENT, FOR THE YEAR 1857.—(Continued.)

BURIALS.		INCREASE.	DECREASE.	TOTAL INCREASE.	TOTAL DECREASE.	REMARKS.
MALES.	FEMALES.					
228	185	268	4	264		
209	214	308		308		
171	138	534		534		
203	194	495		495		
137	119	429		429		
178	117	507	6	501		
155	119	447	3	444		
174	124	353		353		
154	148	263		263		
144	114	323		323		
124	114	355		355		
157	138	256	23	233		
44	60	246		246		
152	144	470		470		
150	133	459		459		
82	56	231	7	224		
22	12	44		44		
78	67	416		416		
5132	4531	10928	43	10885		

—GENERAL RECAPITULATION.

COUNTIES.	No. OF PARISHES IN EACH COUNTY.	BIRTHS.	MARRIAGES.	BURIALS.
<i>Brought forward</i>		13252	2326	6703
ROUVILLE.....		796	132	295
IBERVILLE.....		718	111	274
VERCHERES.....		656	115	298
CHAMBLY.....		565	87	302
ST. JEAN.....		581	92	258
NAPIERVILLE.....		593	118	288
LAPRAIRIE.....		523	105	295
HUNTINGDON.....		350	54	104
BEAUHARNOIS.....		766	91	296
CHATEAUGUAY.....		742	104	283
MISSISQUOI.....		362	94	133
STANSTEAD.....		78	5	34
SHEFFORD.....		561	97	145
		20548	3531	9663

SUPPLEMENTARY STATEMENT of BAPTISMS, MARRIAGES, and BURIALS, in the DISTRICT of MONTREAL,
for the year 1856, taken from the Registers deposited in the

COUNTIES.	PARISHES.	Years.	BAPTISMS.	
			Males.	Females.
VAUDREUIL	St. Michel de Vaudreuil.....	1856..	67	
ARGENTEUIL	United Church of Grenville and Chatham	1856..	5	
MONTCALM	Church of England and Ireland	1856..	33	
BERTHIER	Church of England, Berthier.....	1856..	4	
ROUVILLE	Episcopal Church of Christieville.....	1856..		
HUNTINGDON....	Church of England, Huntingdon	1856..	27	
	Wesleyan Methodist Congregation.....	do ..	7	
			34	
BEAUHARNOIS ...	Presbyterian Congregation, St. Louis de Gonzague	1856..	7	

PROTHONOTARY'S OFFICE,
Montreal, 16th April, 1858.

MARRIAGES, and BURIALS, in the DISTRICT of MONTREAL,
Prothonotary's Office, since the last Return, from the year 1856.

MARRIAGES.	BURIALS.		Increase.	Decrease.	Total Increase.	Total Decrease.	Remarks.
	Males.	Females.					
82	18	35	18	96	96		
5	1	2	8	8	8		
23	8	7	5	44	44		
4	3	3	5	5	5		
2	2	1	5	4	4		
13	2	8	5	27			
8	2	2	2	11			
21	4	10	7	38	38		
5	1	1	2	9	9		

MONK, COFFIN & PAPINEAU,
Prothonotary, S.C.

GENERAL STATEMENT and RETURN of BAPTISMS, THREE RIVERS,

COUNTIES.	PARISHES, SEIGNIORIES, TOWNSHIPS, OR CITIES.	BAPT-
		Males.
ST. MAURICE	Three Rivers, Catholic.....	145
	do, Anglican Church	1
	do, Wesleyan Congregation	4
	do, Presbyterian do	8
	Pointe du Lac	40
	Yamachiche	62
	Mission de St. Etienne, &c.....	50
	St. Sévère.....	8
	St. Barnabé	86
	MASKINONGÉ....	Maskinongé .....	84
Rivière du Loup		54
St. Léon		29
St. Paulin.....		38
Ste. Ursule.....		40
St. Didace.....		20
CHAMPLAIN		Ste. Anne, near Batiscan.....	87
	St. François Xavier de Batiscan.....	17
	St. Geneviève de Batiscan	86
	Champlain	40
	Cap la Magdeleine	24
	St. Maurice	85
	St. Stanislas	70
	St. Prosper	24
	St. Narcisse	21
	NICOLET	St. Pierre Les Becquets .....	68
Gentilly		71
Ste. Gertrude		34
Bécancour		55
St. Grégoire.....		47
Nicolet, Catholic		50
do, Protestant		1
Ste. Monique		64
Blandford		10
St. Pierre Celestin.....		28

MARRIAGES, and BURIALS, in the DISTRICT of for the year 1857.

-ISMS.	MARRIAGES.	BURIALS.		Increase of Population ascertained by the difference between the Baptisms and Burials.	Increase per County.	REMARKS.
		Males.	Females.			
156	50	85	71	145	378	A. The Burials exceed the Births by one.
8	1	7	3	A.		
2	1	.....	1	5	
3	1	.....	.....	6
21	18	16	16	29		
59	21	24	23	74		
50	21	26	18	56		
9	11	4	9	4		
48	19	5	14	60		
68	26	57	47	48		
55	19	31	30	48	286	
36	12	17	19	29		
44	8	19	8	50		
41	7	24	25	82		
21	6	4	8	29		
58	16	28	19	48		
18	2	4	4	27		
54	21	16	13	61		
31	12	12	8	51		
14	7	10	6	22		
70	9	21	24	110		
52	18	19	13	90	467	
19	5	5	3	35		
18	3	7	4	28		
62	13	27	24	79		
58	20	22	12	95		
34	6	15	13	40		
64	21	24	24	71		
60	17	30	20	57		
45	15	27	20	48		
.....	.....	1	1	B.	
70	19	26	16	92	581	B. The Burials exceed the Births by one.
6	2	3	2	11		
29	5	8	5	39		

GENERAL STATEMENT AND RETURN OF BAPTISMS, MARRIAGES,

COUNTIES.	PARISHES, SEIGNORIES, TOWNSHIPS, OR CITIES.	BAPTISMS.	
		Males.	Females.
YAMASKA	St. David	94	
	St. Michel d'Yamaska	59	
	St. François sur le Lac, St. Pierre, Catholic.....	46	
	do do, do, Presbyterian.....	2	
	La Baie	58	
	St. Zephirin	34	
	St. Thomas de Pierreville	44	
DRUMMOND.....	St. Guillaume	65	
	Drummondville, Catholic	10	
	do, Protestant	14	
	St. Germain de Grantham	22	
ARTHABASKA....	Stanfold	36	
	St. Norbert d'Arthabaska	70	
	St. Christopher do	105	
		2040	

PROTHONOTARY'S OFFICE,
Three Rivers, 12th March, 1858.

AND BURIALS, IN THE DISTRICT OF THREE RIVERS, &c.—(Continued.)

BAPTISMS.	MARRIAGES.	BURIALS.		Increase of Population ascertained by the difference between the Baptisms and Burials.	Increase per County.	REMARKS.
		Males.	Females.			
91	28	40	25	120	402	
43	25	31	24	47		
45	15	14	18	64		
.....	.....	1	.....	1
59	28	20	27	65		
34	8	12	6	50		
41	21	15	15	55		
71	11	47	26	68		
15	1	10	3	12		
9	3	.....	3	20	
26	6	10	6	32	127	
52	13	12	5	71		
58	9	13	15	100		
105	23	30	27	153	324	
2022	618	879	718	2465		
				2465		

Certified.

EDWARD BARNARD,
P., S.C.

GENERAL STATEMENT and RETURN of BAPTISMS, SAINT FRANCIS, LOWER

YEAR.	COUNTIES.	TOWNSHIPS.	Clergymen keeping Registers.	Denominations.	BAPT-	
					Males.	
1857..	STANSTEAD	Stanstead	L. P. Adams ..	Congregational .....	.....
			R. V. Hall	do .....	.....
			M. McDonald ..	Methodist	6	
			A. Moulton	Baptist .....	.....
			Travelling Missionary	J. Hay	Congregational	3
				W.L. Thompson.	Church of England ...	8
			Barnston	T. P. Moulton ..	Baptist
				H.J. Campbell..	do	4
				C. Hurd	do	1
			Hartley	E. Mitchell	do
				H. G. Burrage..	Church of England...	4
				COMPTON	Eaton	E. Sherill .....	Congregational .....	1
	A. Gilles	Baptist .....	.....		
	J. Dalziel	Church of England ...	6			
	R. Wilson	Methodist	11			
	Compton	J. Daly	Roman Catholic			40
		A. A. Allen	Church of England			6
	Bury	J. Kemp	do do	6		
	ARTHABASKA	Tingwick	L. Trahan	Roman Catholic	15	
	WOLFE	Wotton	G. Duhart	do do	81	
			A. S. Bouchard.	do do	5	
			T. Chapman ...	Church of England ...	2	
	RICHMOND	Cleveland	L. Trahan	Roman Catholic	49	
			A. J. Parker ...	Congregational	19	
		Danville	M. Constable ...	Methodist	26	
			T. Bayne	Congregational .....	.....
		Melbourne	D. Falloon	Church of England	21	
J. Porter			Adventist .....	.....	
Sipton			D. Dunkerley...	Congregational	8	
	J. O. Prince	Roman Catholic	43			
DRUMMOND	Kingsey	A. Balfour	Church of England	14		
TOWN of SHERBROOKE	Ascot	W. D. Brown ..	Methodist	13		
		J. Robertson ..	Congregational	4		
		C. P. Mallory ...	Universalist .....	.....	
	Orford	C. P. Reid	Church of England	12		
		D. Dufresne ...	Roman Catholic	68		
	Lennoxville ...	T. Pennyfather.	Church of England	1		
					477	

SHERBROOKE, DISTRICT OF ST. FRANCIS,
21st March, 1858.

MARRIAGES, and BURIALS, in the DISTRICT of CANADA, for 1857.

-ISMS.	MARRIAGES.	BURIALS.		Increase of Population, as ascertained by difference between Baptisms and Burials.	Decrease of Population as ascertained by difference between Baptisms and Burials.	Increase exceeds Decrease by
		Males.	Females.			
.....	3	.....	1	.....	1	.....
.....	12	1	.....	.....	1	.....
4	2	6	8	.....	4	.....
.....	6	.....	.....	.....	.....	.....
.....	3	3	4	.....	1	.....
1	3	2	4	3	.....	.....
.....	9	1	4	.....	5	.....
2	3	1	2	3	.....	.....
.....	2	.....	1	.....	.....	.....
.....	7	4	.....	.....	11	.....
6	3	1	5	4	.....	.....
3	6	2	1	1	.....	.....
.....	4	5	3	.....	8	.....
4	2	2	1	7	.....	.....
7	4	6	1	11	.....	.....
35	12	6	6	63	.....	.....
3	4	4	4	1	.....	.....
8	3	3	5	1	.....	.....
28	7	8	4	31	.....	.....
85	17	25	27	114	.....	.....
6	2	2	2	7	.....	.....
9	5	1	2	8	.....	.....
88	12	9	9	69	.....	.....
14	14	11	8	14	.....	.....
22	19	1	2	45	.....	.....
1	3	.....	.....	1	.....	.....
9	9	7	4	19	.....	.....
.....	2	.....	1	.....	1	.....
5	4	4	2	7	.....	.....
45	7	16	12	60	.....	.....
13	4	1	.....	26	.....	.....
10	6	2	2	19	.....	.....
1	10	.....	.....	5	.....	.....
.....	8	3	3	.....	6	.....
13	7	7	3	15	.....	.....
68	15	18	20	98	.....	.....
7	1	3	2	3	.....	.....
445	280	168	157	685	38	597

SHORT & MORRIS,
P., S.C.

STATEMENT of BAPTISMS, MARRIAGES, and BURIALS,
year One thousand eight hundred and fifty-seven—taken from the Registers

NAMES OF MISSIONS.	Register— Date of Fyling.	BAPT-
		Males.
MAIN LAND—1857.		
Roman Catholic Mission of Percé, and Dependencies.....	March 1, 1858 ..	41
do do do of Grand River, and do	January 20, do ..	40
do do do of Douglstown, and do	February 25, do ..	42
do do do of Fox Township, and do	January 14, do ..	82
do do do of Ste. Anne des Monts, and do....	February 28, do ..	30
Protestant Episcopal Mission of Percé, and do....	February 1, do ..	7
do do do of Gaspé Basin, and do....	January 18, do ..	18
do do do of Sandy Beach, and do....	January 18, do ..	11
Main Land—Totals.....		216
MAGDALEN ISLANDS—1856.		
Roman Catholic Mission of Ste. Magdalen du Havre aux Maisons	June 9, 1857 ..	18
Roman Catholic Mission of Notre Dame de la Visitation, and Etang du Nord.....	June 9, do ..	19
Protestant Episcopal Mission of Magdalen Islands.....	August 17, do ..	5
Grand Totals.....		258

The Registers from the Magdalen Islands cannot be had until after the deficiency, the statement is given from the Registers of the preceding year, and

PROTHONOTARY'S OFFICE, PERCÉ,
March 4th, 1858.

which took place in the COUNTY of GASPE, during the
deposited in this Office, pursuant to Statute 6th George IV., cap. 8, sec. 1st.

-ISMS. Females.	MARRIAGES.	BURIALS.		AUGMENTATION.	
		Males.	Females.	Males.	Females.
89	14	18	16	28	23
46	22	18	20	22	26
19	22	15	16	27	3
84	15	11	11	21	23
90	9	7	6	23	24
6	3	5	3	2	3
16	9	5	9	8	7
8	3	4	2	7	6
198	97	78	88	138	115
17	10	4	5	14	12
23	7	11	11	8	12
2	1	1	.....	4	2
240	115	94	99	164	141

opening of Navigation, in the year following—therefore, to make up the judging from those of former years, the difference is but nominal.

WILKIE & WINTER,
Prothonotary, Superior Court, Gaspé.

R E T U R N

[IN PART]

To an Address from the Legislative Assembly, dated 3rd June, 1857,
for a Statement of all Pardons for Criminal Offences.

By Command.

T. J. J. LORANGER,

Secretary.

SECRETARY'S OFFICE,

Toronto, 16th March, 1858.



R E T U R N

[IN PART]

To an Address from the Legislative Assembly to His Excellency the
Governor General, dated the 3rd June, 1857, praying His Excellency to
cause to be laid before the House, "a Return, in detail, of all Pardons
" for Criminal Offences, including all commutations of punishment, by
" the Head of the Government, since the accession of His Excellency
" Sir Edmund Head to Office as Governor, shewing the nature of the
" offence in each case, the period for which each Criminal had been sen-

“ tenced, where the sentence was a term of imprisonment, and how
“ much of that period had elapsed before he or she was set free.

By Command.

T. J. J. LORANGER,

Secretary.

SECRETARY'S OFFICE,

Toronto, 18th March, 1858.

NOTE.—*The preceding Returns were ordered, by the House, not to be printed, in accordance with the recommendation of the Standing Committee on Printing.*

JESUITS' ESTATES.

STATEMENT respecting the JESUITS' ESTATES, furnished by the undersigned, to the Honorable the Provincial Secretary, as requested by the 5th section of the 16th Vic., cap. 163.

No.	NAME of PROPERTY.	Number of Acres originally granted, and date thereof.	* Number of acres conceded, and rate per acre	ARRARS.	d.
1	Sillery.....	8979 Superficial Arpents. October 23, 1699..	All.....	2835	4
2	St. Gabriel.....	119720 do do .. April 11, 1647..	70714 Superficial Arpents.	2528	10
3	Notre Dame des Anges	28224 do do .. January 17, 1652..	All.....	4481	19
4	Belair.....	14112 do do .. November 24, 1682..	All.....	749	0
5	Estates in Quebec.....	Not exactly known .....	.....	10081	14
6	do Lauzon	2140 Superficial Arpents	All.....	374	12
7	Batiscan.....	282240 do do .. March 18, 1639..	91804 Superficial Arpents.	6848	0
8	Cap de la Magdelaine.....	do do do .. March 20, 1651..	92277 do do ..	3483	1
9	Island of St. Christopher	80 do do do ..	.....	12	10
10	Fief, Coteau St. Louis.....	96 do do do, as per Plan	31 Arpents, as per plan	213	5
11	do Pachevini	About 3 Superficial Arpents do do ..	2½ do do do ..	54	0
12	Banlieu of Three Rivers.....	575 do do .. August 8, do ..	All.....	52	5
13	Tadousac	6 do do do .. July 1, 1656..	.....	5436	9
14	Laprairie	56448 do do .. April 1, 1647..	53712 Superficial Arpents.	.....	3

These arrears are taken from a Statement laid before the Executive Council, in June, 1857, and £762 9s. 10d. of the Amount has since been collected by the General Agent who has been appointed.

* N. B.—General rate on all concessions up to passing of Seigniorial Amendment Act of 1856. 1d. per Superficial Arpent, of Cens et Rentos. Since then 5s. and 4d. per Arpent has been fixed upon for the newly surveyed Lands in Cap de la Magdelaine.

STATEMENTS respecting the JESUITS' ESTATES, furnished by the undersigned, to the Honorable the Provincial Secretary, &c.—(Continued.)

No.		INCOME FOR THE LAST YEAR, FROM WHAT SOURCE, AMOUNT EXPENDED, AND FOR WHAT PURPOSES, IN DETAIL.										RECEIPTS.		EXPENSES.						
		Lods et Ventes		Cens et Rentes		Mills, Farms, &c.		Rentes Foncières Constituées.		Money received on Judgments.						Interest on Commutation Money.		Commutation Money.		Total.
£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1	16	7	9	62	4	4	812	10	0	2	18	9	6	...	1230	11	9	228	0	0
2	27	10	10	175	17	11	78	16	7	19	82	12	10	...	381	13	3	4	2	3
3	60	19	4	132	6	4	102	0	0	2	13	11	6	...	737	11	10	524	2	11
4	7	3	2	89	16	2	...	...	...	...	10	5	9	...	110	10	10	121	11	7
5	...	...	...	25	13	5	185	19	11	6	20	15	6	...	423	14	7	...	...	...
6	...	...	...	...	...	...	...	...	...	...	45	15	4	...	263	16	8	187	11	9
7	20	19	1	159	1	3	28	2	1	0	17	6	6	...	222	6	4	387	6	8
8	16	4	7	130	14	9	49	0	6	...	...	...	...	...	16	18	2	...	...	...
9	...	...	...	...	...	...	...	...	...	...	...	...	...	...	0	12	6	...	...	...
10	9	0	0	7	18	2	...	...	...	...	...	...	...	...	1	1	10	...	...	...
11	...	...	...	1	1	10	...	...	...	...	...	...	...	...	1552	17	3	...	...	...
12	...	...	...	...	...	...	...	...	...	...	277	2	11	...	4941	15	2	...	...	...
13	...	...	...	566	19	0	256	5	0	14	4	1	277	2	11	3	...	...	...	...
14	438	6	3	...	...	...	...	...	...	...	465	4	4	...	1	7	3	4941	15	2
£	596	11	0	1361	5	8	1512	14	1	987	17	2	465	4	1	7	3	4941	15	2

(Signed,) L. V. SICOTTE,
Commissioner of Crown Lands.

CROWN LANDS OFFICE,
Toronto, 30th January, 1858.

RETURN OF COMMUTATIONS OF TENURE effected within the *Censive* of QUEBEC, under the 10th and 11th Vic. cap. 111, from the 1st March, 1857, to the 28th February, 1858, and of a Commutation of Tenure effected in February, 1857, and omitted in last return.

NAME OF PARTY COMMUTING.	Property where situated.	Date of Deed, and Name of Notary passing it.		Arrears of Seigniorial Dues.		Commutation Money Paid.		Commutation Money left <i>à Constitut.</i>				
				£	s.	d.	£	s.	d.	£	s.	d.
				cts.	cts.	cts.	cts.	cts.	cts.			
Audette, G. S.	St. Vallier Street, St. Roch Suburb.	February 14, 1857	M. Tessier	59	5	0	41	17	2	27	19	4½
Quebec Building Society	St. John Street	April 27, do	Joseph Pelchat	166	5	0	55	14	1½	55	14	1½
Gourdeau, François	St. Charles Street, Lower Town	August 28, do	C. Cinq Mars	0	6	8	20	3	10	0	3	10
Chateauvert, Pierre	St. John Street	December 31, do	Joseph Petitclerc	46	7	6	0	0	0	0	0	0
Lemieux, Edouard	St. Vallier Street, Parish of St. Roch.	January 9, 1858	F. L. Gauvreau	0	55	0	0	0	0	0	0	0

L. V. SICOTTE,
Commissioner of Crown Lands.

CROWN LANDS DEPARTMENT,
Toronto, 1st March, 1858.

No COMMUTATIONS of TENURE were effected within the *Censive* of THREE RIVERS, under the 10th and 11th Vic., cap. 111, from the 1st March, 1857, to the 28th February, 1858.

L. V. SICOTTE,
Commissioner of Crown Lands.

CROWN LANDS OFFICE,
Toronto, 1st March, 1858.

RETURN of COMMUTATIONS of TENURE effected within the *Censive* of the Seigniorie of LAUZON, under the 10th and 11th Vic. cap. 111, from the 1st March, 1857, to the 28th February, 1858.

NAME of PARTY COMMUTING.	Property where situated.	Date of Deed, and Name of Notary passing it.	Arrears of Seigniorial Dues.		Commutation Money paid.		Commutation Money left <i>d Constituit.</i>	
			£	s. d.	£	s. d.	£	s. d.
Beswick, George.	Parish of Notre Dame de la Victoire.	12, 1857 .. T. P. E. L'Ecuyer, Quebec .....	.....	.....	26	6	10	.....

L. V. SICOTTE,
Commissioner of Crown Lands.

CROWN LANDS DEPARTMENT,
Toronto, 1st March, 1858.

No COMMUTATIONS of TENURE were effected within the *Censive* of the late Order of the JESUITS of the DISTRICT of QUEBEC,—of the DISTRICT of MONTREAL,—and of the DISTRICT of THREE RIVERS, under the 10th and 11th Vic., cap. 111, from the 1st March, 1857, to the 28th February, 1858.

L. V. SICOTTE,
Commissioner of Crown Lands.

CROWN LANDS OFFICE,
Toronto, 1st March, 1858.

R E T U R N

To an Address from the Legislative Assembly to His Excellency the Governor General, dated the 2nd ultimo, praying His Excellency to cause to be laid before the House "a Return of the Expenditure made under "the appropriation contained in the Estimates of 1857 towards the Work "at Chats and Chaudière Canal, Lights, Buoys, and Pier below Ottawa "at L'Original."

By Command.

T. J. J. LORANGER,
Secretary.

SECRETARY'S OFFICE,

Toronto, 3rd July, 1858.

PUBLIC WORKS,

Toronto, 2nd July, 1858.

Sir,—The Statement required for the Legislature, by your letter of the 5th ultimo, shewing the expenditure made on the work of the Chats and Chaudière Canals, is herewith enclosed. The Statement contains the expenditure made from the appropriation both in the years of 1854 as well as 1857; being for the same work, they cannot be easily divided.

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

THOMAS A. BEGLY,
Secretary.

To the Honorable
The Provincial Secretary,
&c., &c., &c.

STATEMENT of the EXPENDITURE made from the APPROPRIATIONS of 1854 and 1857, for the CHATS and CHAUDIÈRE CANALS, &c., &c., required by the letter of Secretary of the Province, 5th June last.

		£	s.	d.
December 31, 1853..	To Kingston Herald, Advertizing.....	3	12	0
	To L. & H. Morin, Plans.....	25	0	0
	To Postages.....	2	10	0
	To John Page, Engineer.....	79	10	0
	To F. P. Rubidge, Services.....	66	0	0
	To D. Graham, Paymaster, Engineer Establishment.....	476	14	7
June 30, 1854..	To E. R. Fréchette, Advertizing.....	32	8	3
	To Toronto Leader do.....	8	15	8
	To St. Catharine's Journal do.....	1	12	6
	To Commercial Advertiser do.....	4	2	4
	To Montreal Freeman do.....	2	6	9
	To D. Graham, Paymaster, Engineer Establishment.....	663	6	9
	To J. Sewell, Postages.....	5	14	0
	To J. Turnbull, Services.....	22	10	0
	To Commercial Advertiser, Advertizing.....	1	15	9
	To Canadian Colonist do.....	3	4	2
	To British Whig do.....	3	14	0
	To St. Johns News do.....	2	3	4
	To John Page, Salary.....	31	5	0
	To F. P. Rubidge, do.....	33	0	0
	To J. W. Harper, do.....	16	10	0
	To R. Sharpley, Stationery.....	6	11	0
	To Montreal Pilot, Advertizing.....	5	2	1
	To Morning Chronicle, do.....	3	5	8
December 31, do ..	To Prescott Telegraph, do.....	1	19	0
	To Minerve, do.....	5	4	6
	To D. R. Stewart, Services.....	67	10	0
	To Cobourg Sun, Advertizing.....	1	5	8
	To Postages.....	5	12	6
	To Cornwall Freeholder, Advertizing.....	1	19	9
	To Ottawa Citizen do.....	1	13	10
	To Postages.....	3	5	0
	To John Page, Salary, &c.....	55	13	4
	To A. Lafontaine, Services.....	28	10	0
	To Ruggles Wright, Purchase of Slide.....	12225	7	1
	To D. McIntosh, Contractor.....	74	16	0
	To McDonald & Schram, Contractors.....	2000	0	0
	To J. Turnbull, Services.....	22	10	0
	To Joseph Guy, Salary.....	16	13	4
	To J. W. Harper, Services.....	3	6	6
	To S. Strang, Salary.....	29	3	4
June 30, 1855..	To D. Graham, Paymaster, Engineer Establishment.....	730	16	8
	To G. Lafamme, Professional Services.....	25	0	0
	To Postages.....	2	10	0
	To Journal and Express, Advertizing.....	3	10	0
	To R. Sharpley, Stationery.....	2	5	3
	To J. Peticle, Notary.....	3	10	0
	To Honorable H. H. Killaly, Travelling.....	50	0	0
	To Donald McIntosh, Contractor.....	167	18	4
	To McDonald & Schram, do.....	5393	0	6
	To F. P. Rubidge, Plans, &c.....	69	0	0
	To D. Graham, Paymaster, Engineer Establishment.....	546	5	10
	To J. W. Harper, Salary.....	17	1	0
	To J. Page, Engineer.....	94	5	0
	To S. Strang, Salary.....	29	3	4
December 31, do ..	To John Sewell, Postages.....	4	15	0
	To McDonald & Schram, Contractors.....	7162	19	1
	<i>Carried over</i>	£	30346	18 8

STATEMENT of the EXPENDITURE made from the APPROPRIATIONS of 1854 and 1857, for the CHATS and CHAUDIÈRE CANALS, &c.—(Continued.)

		£	s.	d.
		<i>Brought over</i>		
December 31, 1855..	To D. Graham, Paymaster, Engineer Establishment	30340	18	8
	To C. D. Shanly, Salary	622	5	3
	To F. P. Rubidge, do	27	10	0
	To S. Strang, do	76	13	4
	To John Page, do	33	10	10
March 31, 1856..	To Mirror, Advertizing	46	12	0
	To W. H. Blankerne, Powder	2	4	5
	To D. Graham, Paymaster, Engineer Establishment	132	0	10
	To McDonald & Schram, Contractors	331	15	7
	To J. Turnbull, Salary	1076	15	11
	To John Page, Services	27	18	0
June 30, do ..	To D. Graham, Paymaster, Engineer Establishment	20	16	8
	To A. P. McDonald, Contractor	314	14	4
	To McDonald & Schram, do	4000	0	0
September 30, do ..	To D. Graham, Paymaster, Engineer Establishment	6672	12	3
	To McDonald & Schram, Contractors	338	14	6
December 31, do ..	To D. Graham, Paymaster, Engineer Establishment	9545	10	7
	To McDonald & Schram, Contractors	100	10	10
March 31, 1857..	To do do	3061	14	8
June 30, do ..	To D. Graham, Paymaster, Engineer Establishment	3500	0	0
September 30, do ..	To do do do	36	15	0
	To do do do	42	18	4
	To do do do	41	2	6
	To do do do	137	17	11
	To do do do	92	0	10
	To do do do	101	15	6
	To do do do	93	17	1
October 31, do ..	To do do do	92	8	4
December 31, do ..	To Ch. Johnson, Jr., Pier at L'Original	250	0	0
	To John Page, Travelling Expenses on Survey	16	3	9
Total		£	61183	17 11
			Or....	
			\$ 244735	58
January 8, 1858..	To D. Graham, Paymaster, Engineer Establishment.		412	22
February 3, do ..	To do do do		445	76
March 6, do ..	To do do do		374	96
March 11, do ..	To Ch. Johnson, Jr., Pier at L'Original		500	00
March 19, do ..	To A. P. McDonald, Contractor		16000	00
April 7, do ..	To D. Graham, Paymaster, Engineer Establishment		411	04
April 21, do ..	To Ch. Johnson, Jr., Pier at L'Original		500	00
May 5, do ..	To D. Graham, Paymaster, Engineer Establishment		342	16
June 8, do ..	To do do do		343	16
Total		\$	264064	88
December 31, 1856..	To D. Graham, Engineer Establishment	£104	18	4
	To McDonald & Schram, Contractor	6966	17	2
March 31, 1857..	To D. Graham, Engineer Establishment	189	10	9
	To do do	28	11	5
	To John Page, Travelling Expenses	29	8	9
	To D. Graham, Engineer Establishment	36	15	0
Total		£7356	1 5	
			Or....	
			\$ 29424	28
Total		\$	293489	16

PRINTED BY ROLLO CAMPBELL, CORNER OF YONGE AND WELLINGTON STREETS, TORONTO.

GENERAL REPORT

OF THE

COMMISSIONERS OF PUBLIC WORKS,

FOR THE

YEAR ENDING 31ST DECEMBER, 1857:

FURNISHED

IN COMPLIANCE WITH THE PROVISIONS OF THE ACT, 9 VICT. CAP. 7.

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

JOHN LOVELL, PRINTER, CORNER OF YONGE AND MELINDA STREETS.

1858.



GENERAL REPORT

OF THE

COMMISSIONERS OF PUBLIC WORKS,

FOR THE YEAR 1857.

To His Excellency the Right Honorable Sir Edmund Walker Head,

GOVERNOR GENERAL OF BRITISH NORTH AMERICA, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY :

The undersigned Commissioners of Public Works have the honor to submit, as required by law, a General Report upon the several Works and Buildings under their charge, to which the following statements are appended :

No. 1. A statement of the works yielding revenue, showing the cost of their construction to the 1st January, 1858, the expenditure upon them during the past year, and the outlay on their repairs, maintenance and management during that period.

No. 2. A statement of the works from which no revenues are derived, their cost up to the 1st January, 1857, and the sums subsequently laid out on them, up to the 1st January, 1858.

No. 3. Statement of the expenditure during the year 1857, on the erection, repairs and maintenance of Light Houses, Buoys, &c.

No. 4. Statement giving the amount of awards made for damages or for the acquisition of land, and the amounts paid thereon during the year 1857, showing also the sums paid to Arbitrators, &c., for services and expenses.

No. 5. A general Exhibit of the total amounts expended by the Department of Public Works, as detailed in the preceding statements.

Immediately after the close of last Session, the Executive intimated to the Commissioners that in consideration of the prospect of a temporary but serious

falling off in the Revenue of the year, it was absolutely necessary that the outlay by this Department should be restricted, as far as possible, to the mere repairs and maintenance of the works; that the expenditure under existing contracts should be kept down as much as the conditions of these contracts would admit of, and that no new work of any magnitude should be embarked in. But few, therefore, have been undertaken, and the expenditure has consequently been small, compared with that of previous years. Considerable reductions have also been effected in the establishments.

PROVINCIAL CANALS.

THE WELLAND.

During the past season steady progress has been made in the work of enlargement of the upper or Allanburg level, being that which requires widening and deepening to admit of Lake Erie being adopted as the summit level of the Canal; and it is also the portion which will be common to the present Canal and the proposed Niagara Branch.

The partial enlargement of the Harbour at Port Colborne was effected last spring, and much increased accommodation thereby afforded to the Trade.

The Canal was ready on the 15th of April; but owing to the great quantity of ice in Lake Erie, the navigation did not commence generally until the 1st of May. It closed on the 15th December.

The number of vessels passed is 3604, being 281 less than the previous year.

The interruptions to the trade of this Canal during the season, caused by damages done by vessels to Lock Gates, were more than ordinary; they amounted in the aggregate to 32 days, (being about 13 per cent. of the whole period of navigation), and rendered considerable expense unavoidable in the construction of new gates, in order to have a safe reserve on hand.

The strengthening and protecting of the embankments has also been materially forwarded, so as to maintain the water with safety to the highest level, required in consequence of the great depth to which vessels passing through this Canal are now loaded. Much of this class of work remains yet to be effected.

The repairs of the damages caused to the Piers at Ports Colborne and Maitland by the great storm in December 1856, were carried out in a substantial manner, and have satisfactorily withstood the severe gales of last autumn. An additional Breakwater is much required at Port Maitland; and the Piers at Port Dalhousie must be thoroughly repaired during the ensuing season; this expenditure will come under the head of maintenance, but the sum of £14,750 will have to be appropriated for the continuance of the deepening and enlargement, and other works of absolute necessity.

The annual rent of water-power and property leased on this Canal is £2255 5s. 4d.; the amount collected in 1857 is £1580 18s. 11d., but of rents and arrears there is due up to December last, £4896 17s. 6d.. All rents due up to December 1856, have been put into the hands of the Solicitor for collection.

Table of the Revenue of the Canal for the last three years.

	1855.			1856.			1857.		
Collected at—	£	s.	d.	£	s.	d.	£	s.	d.
Port Colborne.....	35645	17	8	43956	19	0	40329	19	7
“ Robinson.....	1386	18	2	1116	17	6	1128	10	8
“ Maitland.....	410	4	2	264	19	3	866	8	1
“ Dunnville.....	1514	3	2	1535	1	4	884	3	1
“ St. Catherines....	503	13	2	604	19	4	599	3	4
“ Dalhousie.....	14968	9	8	17913	4	3	14301	2	2
	£54429	6	0	£65392	0	8	£58109	6	11
Amount of Water Rents...	2212	2	10	2270	5	4	2255	5	4
“ Land Sales....	72	16	2	159	0	0	134	15	0
“ Fines.....	391	7	6	440	1	3	148	15	0
	£57105	12	6	£68261	7	3	£60648	2	3

The falling off in the Revenue from the amount this year is attributed to the late commercial crisis, and the difficulty of obtaining means for the purchasing and forwarding of produce to market.

With regard to the necessity for largely adding to the capabilities of this Canal, the undersigned respectfully refer to the last Annual Report of this Department, and will here merely repeat the expression of their opinion that sound policy strongly recommends the project, as certain in its effects to secure to Canadian Canals and lines of transport an amount of the trade of “the West” to be limited only by their capabilities.

THE GALOPS, IROQUOIS, RAPIDE PLAT AND FARRANS POINT CANALS

Were opened on the 1st of May, and continued in good working order throughout the season; they were closed by the severity of the weather on the 12th of December, giving seven months and twelve days of uninterrupted navigation. The works generally are in a good state, but the ordinary wear and tear of such works render annual repairs necessary, the principal of which, as stated in the last report, consists in making good and lining the face of the banks; the latter being rather expensive, the outlay thereon was confined, during the past year, to those points which most needed it.

All the new gates which had been prepared have been brought into use, and it will, therefore, be necessary to have a spare set at once built to meet accidents.

CORNWALL CANAL

Was uninterruptedly in use from the 28th of April until the 19th of December. The works, with few exceptions, are in good order, and can be maintained so, for

the present year, at a moderate outlay on ordinary small repairs. New gates have been substituted for all the old ones, except at Locks Nos. 16 and 19, at which new gates will be placed on the opening of spring; after doing so, there will still be three pairs of new gates on hand, which, with such of the old ones as can be repaired, will be sufficient to meet any emergency.

The repairs of the Guard Lock, wharves, and protecting the face of the banks, referred to in the last report, and postponed the past year on account of the state of the finances, can no longer be put off; the cost will be included in the estimates.

In consequence of the frequent applications for water power on this Canal, notwithstanding the great number already leased, the Engineer of the Department was directed to make a careful examination to ascertain whether those applications would be agreed to, with due regard to the wants of the navigation. In a very elaborate report that officer shows conclusively that in those cases where the applications were for water, not to be returned into the Canal, it would be extremely injudicious to grant them, but that at some of the locks water power might be disposed of without inconvenience. Arrangements were therefore made to dispose of part of the power at Lock 20, and head gates for its supply are now in progress of construction. His report further shows that to have a full supply at all times, an enlargement of the weir and supply race at the Guard Lock is indispensable.

THE BEAUHARFOIS CANAL

Was opened on the 2nd of May, and closed by ice on the 26th of November, but on the 30th of the same month vessels again passed through and continued to do so until the 4th of December.

The only casualty that occurred during the season was on the 15th of October, and was occasioned by a steamer coming into collision with the lower gates of Lock No. 11—it took about thirty-six hours to replace the gates. The works of the Canal generally are in good condition. New gates have been substituted for old ones where required, and the spare gates on hand, with two pairs more, which it is proposed to construct during the summer, will be sufficient to meet any accident. Much has been done during the past year in removing shoals and deposits in the Canal, and it is expected that about two months working of the dredge will complete the removal of all such obstructions, when the dredge vessel will then be available for work elsewhere.

The superstructure of the wharf or breakwater at Grosse Point, at the head of the Canal, is rather dilapidated in places, and must be renewed, as this wharf is of great convenience, in time of fog or heavy squalls, to vessels making for or leaving the Canal.

The dam at the head of the Canal will also require repair, which, together with the erection of a store house for Canal property, will constitute the chief work required this season.

THE LACHINE CANAL

Was opened to the trade on the 4th of May, and continued in good navigable order until the 27th of November, when it was closed by ice; but, as in the case of the Beauharnois Canal, it was again open on the 30th of that month, and admitted of vessels being passed until the 6th of December.

In the early part of April the Canal was emptied for the purpose of proceeding with several indispensable repairs, such as could not be made while the water was in. The chief of these works were the taking down and rebuilding the upper recess walls, and part of the piers below the upper gates of Lock No. 4, and one of the upper recesses and part of the wing on the South side of Lock No. 3.

The extreme height of the St. Lawrence during the summer prevented the completion of the work connected with the extension of the South Pier at Lachine. The cribs are sunk, but about 125 feet of the superstructure, and the ice breaker at the outer end remain unfinished.

The repairs of the inner portion of the piers were similarly retarded.

The re-building of the upper portion of the guide piers in the basin, and the construction of intermediate piers for the purpose of supporting a retaining boom, will be completed by April next, but suitable timber for the boom cannot be obtained before June or July.

Additional wharf accommodation being called for, about 350 feet in length were built on the south side of the main basin, below Wellington Street Bridge, in continuation of the portion constructed the previous year, and the timber work of about the same length of the wharf on the north side of the basin was renewed.

A sufficient stock of good upper and lower lock gates is on hand.

The principal works of repairs required this year are: the renewing the timber work of about 250 feet of the wharf on the north side of the main basin; erecting weighing scales, and the renewal of mooring rings and posts around the wharves. Repairs to Wellington Street bridge and replanking the other Bridges. Taking down, and rebuilding in Cement, the portion over water surface of the lower recess walls and part of the wing walls of Lock No. 4, and part of the South wall of Lock No. 2. To effect these, it will be necessary to empty the Canal in the early part of April next, so that the work can be completed before the usual period of opening the navigation.

Several of the works recommended in the former Reports as being desirable for the proper use of the Canal—but for which no appropriation was made—have now become indispensable of these are:—The construction of regulating Weirs at Locks Nos. 3 and 4. The old locks hitherto used as such, and on which the continuance of the navigation at present depends, are now so insecure as to make it necessary to prop up the walls with timber. No dependence can be placed on their standing for any length of time, and their failure would not only cause the suspension of the navigation, but would be followed by great damages to Mills and other property situated on the line, and in the vicinity of the Canal. The building of a house for the storing of Canal property, and of oil and various articles connected with the light house service, &c. The erection of Lock and Bridge Tender's Houses. On all the other Canals, houses are built for the men permanently employed, and they are still more necessary on this Canal, owing to the expense and difficulty of procuring houses, and to the circumstance of these men having to be in attendance night and day.

The great volume of water necessarily passing close to the head of Lock No. 4 creates a current around the head of the pier there, such as seriously to detain and obstruct the passage of vessels; to obviate this, a pier of about 160 feet in length, of detached cribs, is much required.

The wharfage accommodation in the neighborhood of Montreal, notwithstanding the additions made to it lately, continues to be quite insufficient for the wants of the Trade; this insufficiency has been repeatedly referred to in the reports from this Department for several years back, and is felt especially in relation to the articles of sawed lumber, cordwood, &c., &c.

The transhipment of heavy freight is also severely affected by it, as the for-

warders are thereby prevented from engaging in such trade as extensively as they otherwise could do; the immediate effect of which is, by so diminishing the amount of up freight, the rates of down freight are proportionally increased, and from the want of suitable accommodations, and no provision being made for its transshipment such up trade is carried over other routes.

The undersigned are glad to be enabled to state that they have reason to hope that negotiations now pending with the Montreal Gas Company will result in the laying of the pipes and other work, so that the long desired advantage to be had from the efficient lighting of the wharves and harbors of this Canal will be obtained early after the opening of the season.

THE CHAMBLY CANAL

Was opened on the 7th of May, and with a few slight repairs during the summer, was maintained until the 4th December in as good a working condition as could reasonably be expected from the dilapidated character of most of the works.

The extensive repairs stated in the last Report to be indispensable, have been very satisfactorily carried out under the efficient management of the Superintendent, Mr. Chartier, notwithstanding the very short time they had to be made in, the inclemency of the weather, and the difficulty of obtaining the requisite materials.

The principal works which must be undertaken this spring are the repairs of the wharf at St. John's and the re-building of the breast-wall, and restoring the mitre cill of Lock No. 2. In addition to these, the construction of a set of new gates and repairing the old ones will be sufficient for the present year, if no casualty occurs.

RIVER RICHELIEU.

The navigation of this River, through the St. Ours Lock, was opened on the 17th of April and closed on the 5th of December, 1857, during which period the navigation was uninterrupted.

The several repairs stated to have been necessary at the date of the last Report, have been effected, with the exception of those to the apron of the Dam, which the unusual continuance of high water has hitherto prevented; the necessary stone and other materials for those repairs are delivered on the spot. The set of new gates reported to have been required have also been provided.

- Upon examining the dam it has been discovered that the reaction of the water, after passing over it, has formed large holes in the bed of the river, especially near the abutment on the east, or island side. To protect this portion of the work, about 100 toise of stone will be required to line the bottom of the river as soon as the water subsides sufficiently next summer.

Some land slides have taken place immediately below the abutment, which will render necessary the extension of the wing wall in the course of another year.

OTTAWA WORKS.*Navigation.*

The works classed under this head since the Ordnance Canals have been transferred to the Province are—the lock and dam at St. Anne—the Carillon Grenville and Chats Canals.

The navigation through St. Anne's Lock was opened on the 25th of April, and continued so until the 4th of December, 1857, with but two short interruptions,—one of about three hours, for the purpose of repairing a gate chain, and the other of about four hours, on the 8th of October, while new gates were being substituted for the old lower ones.

The improvement of the channel, by the removal of the Rocky Shoals above the Lock, progressed steadily until the 1st of December last, when it was considered expedient to discontinue the operations; but they will be recommenced early in March next, when two months more work will, it is calculated, remove the points of the shoal, which still partially obstruct the navigation in a low stage of the water.

The upper portion of the guide piers above the lock have been renewed, raised higher, and well packed with stone.

The improvements carried out with the view of facilitating vessels entering or leaving this Lock, down stream, are found to be of considerable benefit; still, to effect the object more perfectly, it will be necessary to form a connexion from the piers to the lock, by means of open crib work, so as to afford a foot-way whereby to tow or warp vessels without interfering with the discharge of the water from the mill.

A house for the collector and lockmen is also much required.

CARILLON AND GRENVILLE CANALS.

As intimated in the last Report on the subject of these portions of the Ottawa navigation, the expenditure during the past season has been confined wholly to some ordinary works of repair, and to the removal of deposit, bars of rock, and other obstructions which impeded the passage of vessels, any serious outlay being manifestly imprudent, until a final decision can be come to, as to the scale upon which the continuous navigation of the Ottawa should be effected.

CHATS CANALS.

Upon the principle stated in the concluding part of the preceeding paragraph, and in conformity with the views submitted in the Report of the Department last year, no further progress has been since made with the works of this Canal. A final settlement has not yet been effected satisfactorily with the contractor, which indeed is by no means easy to arrive at, owing to the extraordinary difficulties attending these works.

OTTAWA WORKS,*Connected with the passing of Lumber.*

The various slides, dams, booms, &c., comprised under this head, and which have, from time to time, been constructed along the course of this river and its tributaries, to render safe, and to facilitate the passage of lumber, have undergone a general repair during the past season, and are now in a thorough state of efficiency.

Several of the new works recommenced, and for which partial appropriations were made last Session, have been put under contract, and the progress made with them is generally very satisfactory.

The works on the Petewawa proceed rapidly; those at Carillon have been somewhat retarded by the high water, and progress with those on the Little River, at the back of the island of Montreal, has been altogether stopped by the same cause.

Arrangements have been made to secure an efficient and reliable boom at the mouth of the Black River.

The line of road from the Portage du Fort at the head of the Calumet has been laid out for execution, and tenders have been received for its construction, the cost of which will agree as nearly as possible to the estimate for it submitted last Session, but for which an appropriation of only one-half was then made on account.

The several works connected with the Hydraulic power at the Chaudière have been substantially constructed, and the lessees are proceeding most spiritedly with the erection of mills of very extensive and costly description.

The works at the mouth of the Gatineau Rivér are in an effective state of repair, and the safety of the boom, for which apprehensions have been entertained at times, when the wind blew obstructive to the ponding of logs, will be placed beyond all doubt, by the completion of two isolated piers now being constructed for its additional security. See Appendix, letter E.

RIDEAU CANAL.

The expenditure upon this work has been kept within as narrow bounds as possible during the past year. The principal outlay has been upon the repairs of the extensive breach which took place in the early part of last season.

Some new lock gates have been provided, the works necessary to the maintenance of the navigation have been effected, and the buildings connected with the canal have undergone a general repair, of which they were much in need.

Applications for additional bridges over the line of canal at sundry places, including one in the City of Ottawa, have been received. They set forth that from the increasing settlement and population, erection of mills, &c., in the vicinity of the canal, additional communications across it are much required. After due examination, and being satisfied that in most of the cases the applications deserve favorable consideration, the undersigned reported accordingly to the Executive and await the necessary authority for proceeding with the work.

RIVER LIGHTS AND BEACONS.

All the river and lake light houses under the control of this Department have been maintained in an effective state during the past year, with ordinary repairs,

except at Lancaster, where it was necessary to erect a new light house and keeper's dwelling, on the pier formerly sunk for that purpose.

In consequence of the filling up of the gut or channel through the inner end of Long Point, Lake Erie, the light ship, formerly moored there, has been removed, and transferred to Lake St. Francis, to take the place of the light vessel on it, the decayed state of which rendered it no longer serviceable.

The principal matters to be attended to this year beyond the usual repairs, are building a protection wall around the light house on Cherry Island, Lake St. Francis.

The construction of a pier for the protection of the light house building at Gull Island, Lake Ontario.

Building a rough wall around the light house on Mohawk Island, Lake Erie, and rebuilding the lower part of the light house at Port Maitland.

It is necessary to erect or provide buildings for the accommodation of the keepers of the following lights, viz. :—At Grosse Point and McKies' Point, Lake St. Francis, Coles' Shoal in the river above Brockville, Jack-straw Shoal and Gananoque Narrows, below Gananoque, and Port Maitland, Lake Erie.

The light vessels on Lake St. Louis, which were stated in the last Report to be in a very decayed condition, have been patched up so as to serve for the present year, beyond which it is not possible to continue them with safety. An appropriation sufficient to cover the cost of providing new iron vessels to take their place, is therefore indispensable, so that the old ones may be removed on the close of this year's navigation, and the new ones be ready to be substituted for them in the Spring of 1859.

The erection of a light house on Snake Island, Lake Ontario, at the entrance of the Bay of Kingston, is progressing very satisfactorily, and is now so far advanced as to justify the belief, that it will be completed and ready for lighting by the first of June next.

Tenders for the construction of the several light houses of an inferior class in the Bay of Quinté, partially provided for last Session, have been received, and it is expected that these houses will be ready for lighting towards the close of this year.

As stated in the last Report, the difficulties that had necessarily to be contended against in establishing a secure foundation for the light house near the extremity of Point Pelée Reef, were many and serious, owing to the very exposed position, the nature of the bottom, and the strength and irregularity of the currents which set round it.

These difficulties have now been most satisfactorily surmounted, through the skill and energy of Mr. Scott, the Engineer entrusted with the management of the work. His detailed Report upon it is hereto appended. Appendix letter A.

Mr. Scott has prepared and submitted a plan for the superstructure of this Caisson, embracing, besides the light house tower, accommodation for the keepers and extensive storage for the light house supplies, provisions, stores, fuel, &c., which have to be laid in in quantities, safe access to this light house being not possible for many weeks together. So soon as the Caisson was fully secured in its berth, an efficient temporary light was established, and continued to be exhibited until the close of navigation.

During the course of the autumn the crew of a wrecked barge was saved by making for the lee of the Caisson; upon which they were taken by the men in charge of the light, and were conveyed to shore after some days, when the storm had ceased.

The plans submitted by Mr. Scott for the superstructure are well considered and applicable, but the undersigned do not deem it prudent to erect this permanent stone structure until after the subsidence of the foundation that may take place for a year or two more.

 RIVER THAMES.

The piers of the old bridge above Chatham, and the jams of drift wood, as well as the sunken snags, &c., near the mouth of the river which obstructed the navigation, have been removed.

 LIGHT HOUSES, &c.

Lake Huron.

The tower and dwelling houses at each of the following places are completed, viz. :—

Nottawasaga Island.	—	Light to be a revolving light.
Christian Island,	“	fixed.
Griffith's Island,	“	fixed.
Isle of Coves,	“	flashing.
Chantry Island,	“	fixed.

The lights exhibited at those stations are yet but temporary ones. The lanterns &c., not having been received in time to fix them in their berths before winter, they have been delivered at their respective places, and will be set up as soon as the season admits of it.

The tower at Point Clarke is nearly to its full height, and the walls of the dwelling house are two feet over the basement course.

The light upon Nottawasaga Island is the main light for vessels making for Collingwood Harbour, one of the Termini of the Northern Railway, as the entrance to the Harbour is very intricate, this light will be a revolving one to distinguish it from the town lights.

The light on Christian Island bears from the Nottawasaga light north by east half east; distance 20 miles. It stands on the south-east part of the Island, and on the west side of the southern entrance to the Harbour, which is one of the best on the Lakes. This Harbour is well sheltered, has an entrance from the south with not less than 16 feet of water, and one from the north with considerable depth; in the Harbour itself the water runs from 5 to 12 fathoms. This light serves also for a leading light for vessels proceeding to Penetanguishene, Sturgeon Bay, Cold Water, &c.

By means of the light on Griffith's Island, situated west of Owen Sound, the entrance thereto can be made with safety. It will also be of material assistance to vessels making for Colpoy's Bay, in which, behind "White Cloud Island," there is good shelter, and holding ground in from 2 to 10 fathoms water.

The light on the Isle of Coves is a very important one, it is situated in a dangerous strait, and points out the entrance into Georgian Bay from Lake Huron. The steamers and other vessels from Chicago and Collingwood pass quite close to it. It is to be a first class flashing light, and will thus be readily distinguished from all the other lights on its side of the Lake. To the north of this light, at a distance of about three miles, there is a sunken rock of about half an acre in area, with but four feet of water over it. Three vessels have struck on it lately, two of which went to pieces. The third was backed off and saved, there being but little wind at the time. A beacon or bell buoy on it would tend materially to the safe passing through the channel.

The light on Chantry Island, off the mouth of the Saugeen River, and opposite to the Town of Southampton, (which promises shortly to be a place of considerable trade) is of great importance, not only to the locality, but as it enables vessels in

stress of weather to run in, under the lee of the Island, which, in connection with the piers or breakwater constructed on the reef to the north-east, affords considerable shelter.

The benefit to be had from this asylum, would be furthered by the placing of a bell-buoy on the extreme end of the reef, which runs south-west 66 chains from the most southerly point of the Island. A large tow-boat was lost last fall on this reef, in day light, which would not have occurred had the end of the reef been defined. Two steamers have the past season been on the route between Detroit and this place, touching at the intermediate Canadian posts on Lake Huron.

The light on Point Clark will be of great service in warning off the vessels from a dangerous reef running westerly for a considerable distance into the Lake. This reef lies in the track of vessels coasting on the east side of Lake Huron. The light is to revolve to distinguish it from that on Chantry Island to the north and from Goderich light to the south of it.

On the opening of spring it is proposed to commence the buildings for the other lights recommended in the last Report, namely; one on the "Ducks," which lie in the direct course of vessels from Lake Michigan to Georgian Bay, one on the Missisaga Strait, between the main Lake Huron and the portion of it known as the Montreal channel, one on Isle of St. Joseph, one on Clapperton Island, and one on Badgley Island.

These main lights it is considered will be sufficient for the Canadian shores of Lake Huron for many years to come; others of an inferior class may from time to time be called for on other points of the coast as the country becomes settled.

But a third or fourth rate light at Tobermoray would be of considerable use. At this place, which is situated at the extreme north end of the Indian Peninsula, there is a small harbour frequently used as an asylum in bad weather by the steamers and other vessels on the Georgian Bay route. The entrance to it is difficult for a stranger to discover, owing to the sameness of the shore. When in, vessels lie in a basin about half a mile long by three hundred feet wide, the sides nearly perpendicular with from 20 to 25 feet of water alongside. A similar light on a small Island called "the Scotch Bonnet;" among the fishing Islands, would also be of great service; there is at this place an excellent harbour of refuge, the entrance to which is above and close to the Scotch Bonnet; steering N.E. from 2 to 4 fathoms can be carried in, until the vessel is rounded to in from 12 to 15 feet of water under an Island called "Main Station Island," perfectly land-locked and secure from every blow.

The piers constructed at Kincardine or Penetangore have well withstood the action of the Lake. Arrangements have been made for the expenditure of the small appropriation for their extension, but as they are contingent upon the Municipality, performing certain necessary inner dredging at their own expense, and for which they have not yet made any preparation, nothing is yet done upon the piers.

Of the small appropriation made last session for piers and harbour works generally in Lake Huron and Georgian Bay, £1000 was allocated as an aid towards the improving of Port Elgin; of this sum £250 is devoted to connecting the detached pier (built by local parties) with the shore, and the balance will be expended in such manner as may be ascertained to be productive of most benefit.

The contract is being concluded for the construction of a landing Pier at the mouth of the Saugeen River, the cost of which is covered by the small appropriation above referred to.

Towards the extension of the Pier at Meaford a further sum of £1,000, taken from the same appropriation, is applied. This work, the execution of which was intrusted to the Municipality, has been very satisfactorily performed.

Prior to expending that portion of the appropriation intended for the improvement of Owen Sound Harbour, a survey of the harbour was indispensable. This

was deferred until the soundings could be taken on the ice. The survey has been lately made by the officer hitherto superintending the works on the coast of Lake Huron.

The strong representations made by parties from the western end of the Province as to the necessity for the construction of Piers or landing wharves towards the west end of Lake Erie, one at Mersea, and another at Gosfield, for the accommodation of the trade of that section of the Province, induced the Government to insert the sum of £5,000 for the purpose on the Estimates laid before the Legislature last session.

So soon as the other duties upon which the Engineer of the Department was engaged admitted of it, that officer was sent to examine and report upon the capabilities or otherwise of the localities recommended as the sites for these piers. From this Report, appendix letter B, it will be seen that to construct such work at either place would be impracticable, except at a very heavy expense, and that nature presents no advantages whatever to lead to their selection; on the contrary, they are fully exposed to the prevailing winds, and the length of pier, which it would be necessary to build to reach a suitable depth of water, would be very great. Under these circumstances, no outlay on works in these localities has taken place.

THE RONDEAU.

At this place, where considerable public expenditure was incurred many years since, the works generally are now in a ruinous state. According to the policy which then prevailed, the harbour unfortunately was given over to a private Company, who undertook to maintain it, but, as usual in such cases, they did not adhere to the conditions of the contract; when sought for, in order to compel them to fulfil their engagements, it was found that the Company then consisted chiefly of parties not residing in the Province, and that no benefit could be had in pursuing them.

The Government having decided on not incurring any cost in their maintenance, the present state of ruin is the consequence.

The course of the Government with regard to this work was determined by the very small amount of revenue from the harbour; at the period spoken of there was but very little settlement in the vicinity of it, and its chief importance was as a general Asylum Harbour for vessels caught in bad weather at that part of the Lake, for which purpose it is admirably adapted.

The Engineer of the Department was instructed to make a report on the state of the harbour about two years ago; and Mr. Scott, the Engineer of the Point Pelée Light House, was called on lately to report on its present condition. His Report is hereto added—Appendix letter C. From it will be seen that the combined effects of the unceasing action of the Lake on the most exposed part of the works, and a strong under current, in addition to the decay of the timbers, age and neglect, have reduced almost the entire to utter ruin; to remedy which the outlay of a large sum would be necessary. The erection of a light house there is much urged by parties from that section of the country, but the undersigned are of opinion that in the present uncertain state of the entrance, it would not be wise to induce vessels to seek shelter there, which the exhibition of a light might have the effect of doing.

PORT STANLEY HARBOUR.

No expenditure has been incurred upon this work since the date of the last Report; and it continues in much the same condition. For the reasons therein stated, the large amount required to put it in an efficient state, and the certainty of much dredging and expenditure being annually required to maintain it so, the decision had been come to by the Government, to transfer it either to the Municipalities of the adjoining Counties, to the Corporation of London, or to the London and Port Stanley Railway Company; these bodies being chiefly interested in the upholding of it, communications have been opened with them upon the subject, but no conclusion has yet been come to.

Two wrecked vessels lie within the piers, the removal of which, and the securing the connexion of the west pier with the land, must be done immediately to guard against the effects of the freshets which come down in the opening of spring.

The work will be done so soon as the necessary authority is issued.

THE NARROWS BRIDGE, &c.

The works enumerated in the last Report have been satisfactorily completed, the new Swing Bridge with its piers have been substantially constructed, and handed over to the Municipalities of the adjoining Counties, who will hereafter maintain it. The direct channel leading to this bridge has been dredged out, and it greatly facilitates the navigation. In effecting it, there was a considerable amount of work to be done, more than had been anticipated.

Upon the channel to the Bridge being finished, parties interested in the Trade of that section of the country, expressed strong anxiety to have the Dredge vessel employed in deepening the water in front of the Towu of Orillia; but, as there was no fund available for this work, however desirable, the machinery of the Dredge has been removed to other places where it is required and provided for. The scows still remaining on Lake Simcoe, but little expense would be incurred in refitting the Machinery and having the dredging performed there, when the necessary means shall be forthcoming.

RIVER TRENT WORKS.

The works originally comprehended under this head, were immediately connected and embraced in the same acts with those of the "Inland waters of the Newcastle District:" among the latter, the works which have been carried on for some years past more properly should be classed. They consist chiefly of the improvements of the navigation of the River Scugog, the repairs of the Canal, and rebuilding the Lock at Bobcaygean, and the general repairs of the dam at that place, upon the efficiency of which the navigation from it to Lindsay depends; also the repairs of the dam and bridge at Buckhorn, this latter dam being essential to the navigation of the Lake and River from Buckhorn to Bobcaygean. These isolated works have, from time to time, been undertaken in order to create facile means of intercommunication between many inland Townships, as well as to afford them direct communication with Lake Ontario, thereby rendering assistance to the settlement and to the developing the resources of a large tract of productive country.

The other works constructed several years ago, under local Commissioners,

comprised, more properly speaking, "The River Trent Works" rather than those latterly classed under that head. They consisted of locks and dams at sundry places on the line of waters between Peterboro' and the Bay of Quinté, and they formed detached portions of the large project then embarked in, that of effecting a continuous inland communication between Lake Ontario and Lake Huron. The character of the Rivers and Lakes, through which the navigation was intended to be carried, was considered such as to limit its capacity to a depth of 3 feet 9 inches on the cills of the locks. This fact, together with the necessarily very circuitous route, the great amount of lockage, and the very large expenditure involved in the project, led to the abandonment of it.

The principal works in progress are the improvements of the Scugog River, excavating new channels to avoid the abrupt turns, obtaining greater depth in sundry places, the erection of a lock at Lindsay and at Bobcaygean, together with the necessary dams, weirs, &c., &c.

The benefits which will accrue from these works are already being felt, notwithstanding their unfinished state; Steamboats have been placed on the route, Railroads are being built in connexion with it, regular and speedy communications established, and a considerable trade opened.

The lock at Bobcaygean is ready for the spring navigation; many of the worst curves of the River Scugog have been improved and the dams and bridges have been repaired and secured. There remain a few bad curves in the River to be amended, and the shoal, rocky reach below Lindsay, continues to obstruct the navigation. Materials are being got out and other preparations made for the construction of a stone lock at Lindsay, in the place of the old decayed wooden lock at that town. The completion of this lock, and of a conveniently placed bridge, together with the removal of the obstacles to the River above mentioned, and a small expenditure upon the improvements of Pigeon Creek, will effectually, for the present, open up that important section of the Province.

The lock at Bobcaygean is completed in a most substantial and creditable manner, the gates are well framed of the best materials, and are perfectly water-tight, as are also the hollow quoins and mitre cills; the water was let into the Canal on the 18th of last month.

The timber for the remaining portion of the Bridge at Buckhorn is delivered, the framing is progressing, and the bridge will be completed in a few days.

A portion of the boom which had been constructed and placed for the guidance of lumber to the slide at this Bridge, was carried away, owing to the carelessness of the raftsmen, who sent down about 7,000 saw logs against it without having taken up the stop logs to let them pass the Slide. For the safety of the bridge this boom will have to be replaced before the square timber and saw logs are sent down in the spring, and as a further security two small cribs or piers should be sunk for the purpose of supporting the boom. These piers will not do away with the necessity of enforcing some stringent regulations to be complied with by the parties whose timber or saw logs are sent through this slide. The extension of it about 200 feet would materially assist the free passing of timber there.

A small appropriation was made, on the urgent application of parties interested, in having the navigation from Healy's Falls to Rice Lake improved, who represented that the sum of £1,000 would be ample to effect the object, but that amount having been ascertained to be utterly insufficient, no expenditure thereon has been incurred.

The Report of the Superintendent of the works is hereto attached; see appendix, letter D.

RIVER ST. MAURICE.

Communications from parties largely engaged in lumbering on this River, having raised in the minds of the undersigned strong doubts as to the necessity of certain works, especially at the Grais, recommended by the late Superintendent of the works of the St. Maurice, being dissatisfied also that so large a proportion of the outlay on the works should be by day work system, contrary to their repeatedly expressed desire, and having reason to believe that more economy could be exercised in the cost of the establishment, they directed that as soon as the services of Mr. Merrill, for many years the Superintendent of the extensive works of a similar character on the River Ottawa, could be spared from his duties on that River, he should be instructed to make a general examination and report upon the works contemplated and in progress on the River St. Maurice.

This duty has been very satisfactorily performed, and the results of Mr. Merrill's visit from the skill and experience in such works (greater probably than that of any other man in the Province) which he was enabled to bring to bear on the subject, will prove highly beneficial, whether as regards the nature of the works required, or the most advisable mode of conducting their construction. His Report is appended hereto. See appendix, letter F.

From Mr. Merrill's Report it will be seen that he concurs fully, in the opinion of the practical lumberers above referred to, that for general lumbering purposes the crib slide at "the Grais," about to be embarked in, is not required, and the sum which it would cost can, with much more benefit, be otherwise applied, and that at any time hereafter, upon the establishment of extensive saw mills at Shawenagan, a simple deal slide or "dahl" would answer every purpose, instead of the proposed expensive crib slide, piers and other works at the Grais and Gabel Rapids.

In reference to the works at the Shawenagan, Mr. Merrill considers that the new piers recommended by Mr. Dawson, the construction of which was contracted for, are not required, and further progress with them has accordingly been suspended.

Mr. Merrill gives satisfactory reasons, in which he is borne out by the opinion of practical men who have lumbered above La Tuque Falls, that the mode of facilitating the passage of lumber there, as was proposed, is not suited, and if carried out would not be operative.

He recommends the construction of a slide in lieu of it. A very expensive boom had been built about three years since in connexion with the work now objected to by Mr. Merrill, this boom was placed but once, and has not been made use of for the last two years. It can be made available in connexion with the slide recommended by Mr. Merrill.

While in that part of the country, Mr. Merrill took the opportunity of looking at the Vermillion River, a large tributary of the St. Maurice, the vicinity of which abounds in considerable tracks of white and red pine, and he finds that the comparatively small expenditure of about £1,100 on the construction of a Slide, boom and dams, together with about £600 laid out below the Falls, on three small wing dams, and the removal of some boulders would open up the lumbering of that fine River to enterprise.

From the information the undersigned had received as to the great amount of valuable Timber in the River Mattawan and its branches, another tributary of the St. Maurice, Mr. Merrill had instructions to examine and report on that river also, but he was prevented from doing so by the break up of the weather. It is intended that the examination shall be made in the course of this year.

It was considered highly desirable by the undersigned that Mr. Merrill should be accompanied in his visit to the St. Maurice by the Secretary of the Department

who, from all the reports, returns, accounts, &c., passing through his hands, was best qualified to make an examination upon the spot, into many points connected with the accounts and establishment at the River St. Maurice, so as to enable him to furnish information, which could not otherwise be so fully and reliably obtained, in order that the desire of the undersigned to put a stop to the system of day's work should be carried out, and such reduction made in the establishment as might be found practicable.

The result of his visit is highly satisfactory; the objectionable mode of day's work is put an end to, by which much saving will be effected, and a reduction of over £600 per annum made in the cost of the establishments.

By the arrangement now adopted there is no longer any necessity for the special boom keeper at the mouth of the River, the necessary duties there, together with those of the general superintendence of the works, will be efficiently performed under the direction of one person.

The establishment has been relieved of unnecessary and incapable parties, and arrangements have been made by the Secretary for the collection and disposal of a vast amount of articles of all kinds, obtained at public expense and not required.

From the Report of the Secretary, it is also found that buildings had been erected at considerable expense in several places, upon private property; some of them intended for the residence of the persons attending the slides; for the ground on which the buildings were placed, no agreement or arrangement was entered into or made. This neglect may be attended with expense that might easily have been avoided.

In other cases where the lands have not yet been conceded by the Crown Land Department, it will be necessary that suitable reservations be made. For Mr. Begly's Report, see Appendix, letter G.

SAGUENAY WORKS.

These works, for which a partial appropriation of £3,500 was made last year, consist of certain dams of considerable magnitude, at the outlet of Lake St. John, and a dam and slide some distance below it, by means of which very extensive well timbered tracts, around that Lake, and on the upper Saguenay and its many tributaries, will be opened to enterprise. The principal dams are nearly completed, and considerable progress has been made with the excavation, and preparation and delivery of the timber for the slides and remainder of the works. The several works were laid out by Mr. Merrill, who has lately returned from an inspection of them. He reports most favorably upon the satisfactory progress made by Mr. Gagnon, the contractor, and the creditable and substantial style of the work. An additional sum of £4,500 will be required to fully complete these works, which is as near the amount at which they were estimated as possible.

The construction of an extensive and powerful retaining boom at the head of navigation, for the collecting and separating the lumber belonging to the several parties who will lumber above it, is indispensable. The cost of it, with the necessary piers, will be about £2,500.

The only other work desirable or required for the running of timber from the Lake St. John to tide water is the construction of a small wing dam, and the cutting a channel across a short rocky point, by means of which the timber descending from the Lake, could be easily collected, and passed on without being subjected (as it would be without it) to much damage and detention in the Whirlpool known by the name of "*Le Grand remoux.*"

THE PIERS OF THE RICHELIEU RAPIDS.

River St. Lawrence.

The construction of some piers in the River St. Lawrence, near the head of the Richelieu Rapids, is a subject which had for years engrossed a good deal of attention. It had been frequently brought under the notice of Parliament by parties interested in that part of the country, and during the Session before last, in deference to the report of a Committee of the House, the Executive included in the estimates then proposed, a sum to cover the cost of these piers. Upon this an appropriation was made, after which, tenders for the execution of the work were received, and a contract entered into for it. In the last Report from this Department, the progress made with it up to that period, was stated to be slow and unsatisfactory; during last summer, it was resumed by the contractor, and notwithstanding all the efforts of the Department, the work was continued to be carried on in but a very dilatory manner, until the month of November, when it was finally abandoned by the contractor. The engineer of the Department was immediately sent down, in order to have the piers completed, if possible, before the break up of the River. He found so much of the work as was done to have been executed in a substantial manner, but one of the piers was injudiciously placed, by the local Superintendent, and this, in connexion with some unnecessary changes made in the plans by that officer will increase the quantities of the work. Owing to the very advanced period of the the year when the Department got the control of the work it has not been possible to complete the fourth and last pier.

The chief benefit hoped for by the parties advocating the erection of these piers is, that they will cause the ice to take across the river above, and so stop the descent of great masses of floating ice, and thereby prevent the jams or *digues* which occasionally form in the rapids below; the effects of these *digues* or solid jams of ice being to inundate large tracts of land bounding the River, inflicting much injury to the residents in the destruction of their farms, &c.

To what extent these benefits will be realised, if at all, by the erection of these piers, the undersigned will not venture to predict, the natural forces to be contended with being many and of vast magnitude.

BURLINGTON BAY CANAL.

The very unusual height at which the water of Lake Ontario has continued during the whole of the past season, interfered most seriously with the effecting of the repairs of the piers so much required.

The superstructure being generally decayed and displaced, it was necessary that the repairs should be commenced at a depth of at least 12 inches below low summer level; in consequence, it was late in the season before the repairs could be proceeded with, and about the middle of the month of November a severe snow storm suspended the operations, which, however, were afterwards resumed, so far as to secure the works against the action of the Lake. Materials are being prepared, and other arrangements made by the contractor, so that the whole of the repairs may be effected in the course of this year.

The continuance of high water interfered in a similar manner with the getting in the foundation for the permanent stone light house, but the necessary preparations are being made for its erection when practicable.

A brick dwelling for the light house keeper has been built, in lieu of the wooden house destroyed by the same fire which burnt the light house there.

The two ferry scows have also been provided and brought into use.

PRESQU' ILE

The general character of this important harbour, and the nature and extent of the works required to make it easy of access, and available to the trade of the adjoining country, as well as to render it an asylum, generally, for vessels seeking shelter in bad weather, were referred to in the last annual report of this Department. By the Report of the engineer on this subject, the advantages which the harbour could be made to afford are many and great; his estimate of the cost of the works required is £6,000, but as this estimate was based only on a hasty survey the undersigned did not deem it expedient to recommend the embarking in any expenditure until a more thorough and close survey, with soundings, &c. (which had been recommended by the engineer) shall be made. In the meantime, steps have been taken for buoying out the present channel on the opening of navigation.

PICTON HARBOR.

Upon the application from parties concerned in the trade and navigation of this town, representing the necessity of some expenditure upon the dredging of the Channel from the lake to the wharves, to enable steamers and other craft to enter and leave the port, a small sum was authorized to be inserted in the estimates for that purpose, which was subsequently provided for by Legislative appropriation. The necessary preparatory examination has been made, the soundings taken, and the dredging machinery and attendant vessels are ready to commence the work on the opening of the season.

WELLER'S BAY.

In April last a memorial was presented, signed by several ship owners, forwarders and others, setting forth, "that an opening of 100 rods wide, with a channel 150 feet wide and 14 feet deep, has, within two or three years, been opened through the breach from Lake Ontario into Weller's Bay, &c., &c.," and praying that it might be so improved as to form an asylum harbor for vessels in case of need.

In consequence of instructions received to that effect, the Engineer of the Department examined the locality, and reports that the greater part of the beach, which originally faced the south side of the bay consisting of sand, and separating the bay from the open lake, has been swept away, during the past year, so that the opening is now from three-fourths to one mile in width; consequently, it can afford little or no shelter, in any wind with which a vessel could make the bay, and that during any blow from south to west, no vessel, once in, could come out of it. He states further the impracticability, at any moderate expense, of securing permanently the immediate entrance to the bay, and the existence of two formidable rocky shoals lying in the direct line by which it could be approached, presents, in his judgment, great objection to any expenditure on its improvement. He reports, finally, that one-fifth of the expense that would effect anything of service towards making a harbor at this place (if it could be made at all) would effect the necessary improvement of the entrance to the fine harbour of Presqu' Ile, which is well sheltered and land-locked.

Any outlay upon Weller's Bay, under these circumstances, would appear to the undersigned to be most unadvisable.

PETITE NATION RIVER.

An application was made by several residents in the Counties of Stormont and Dundas, praying that some means might be adopted for increasing the natural volume of water of the Petite Nation River; and suggesting that this could be

effected by leading water into it from the Saint Lawrence, in a channel to be excavated from that River, above the Galops Rapids, through the Townships of Edwardsburg and Matilda, to the south branch of the Petite Nation River—the distance being between 7 and 8 miles.

The Engineer of the Department was accordingly instructed to examine and report upon the expediency and practicability of this project, which he did, so soon as several important matters to which his attention had been previously directed permitted him to do so.

He states that when he reached the locality, the weather was unfavorable for the making of a satisfactory examination; but he collected all the information he could on the subject.

He found that the applicants had had the line levelled, and an estimate formed of the cost of excavating the channel, which amounts, according to that authority, to £27,375; but from the low rates upon which this estimate was based, as well as from the several omissions in it, and from the rocky character of the country through which the work would be carried, he is of opinion that the cost involved in the undertaking would be double the amount of that estimate; and as the benefits to be had from it would be of purely a local character, he considers the expense should not be borne by the public.

In this view the undersigned fully concur.

RIVER RIGAUD.

The main branch of this river has its head in the Caledonia Swamp, but a small branch of it is said to rise near the Nation River above spoken of.

Application was also made to have this river examined, with the object of ascertaining whether it would be practicable at moderate expense, to increase the volume of water in it.

The Engineer of the Department was therefore sent to it, and he reports that although he had not been able to collect data sufficiently correct on the subject to form an estimate; yet, from the information he obtained, he is of opinion that the cost of diverting water into this river would not be much less than that of carrying the water into the Petite Nation River above stated.

RIVER AUX RAISINS.

Of this river, also, the Engineer of the Department was instructed to make an examination, for the like object, and on a similar application, as the preceding.

He states that an attempt to increase the capacity of this river "*would, if possible, be more Quixotic*" than of those above mentioned.

This river, immediately North of the Town of Cornwall, is from 15 to 20 feet higher than the St. Lawrence at the head of the Cornwall Canal, from which the applicants supposed the supply might be taken.

TUG SERVICE ABOVE MONTREAL.

No complaints have been received as to the manner in which the Towing service has been performed by the contractors between Montreal and Kingston during the past season of navigation. The contract having expired, tenders have been called for by advertisement, under the authority of the Executive, for the performance of this service for the next three years.

PIERS BELOW QUEBEC.

The several piers built below Quebec are in a good state of repair and efficiency. No expenditure has been incurred upon any of them during the past year, except on that at Point aux Orignaux, to which some additional protection against the ice was necessary. No appropriation having been made for the establishment of a small light at the extremity of each pier, (as had been previously recommended by the Report of this Department,) as well as for the erection of a house near each, for the accommodation of a person to be placed in charge of it, whose duty should be to prevent injury being done to the works by fire, &c., and to collect a small duty from parties making use of them, they continue therefore without a light, nor is any toll collected.

LIGHT-HOUSES BELOW QUEBEC.

All the necessary buildings and principal works connected with the four light-houses constructed under this Department, are completed; the supplies of every description delivered, and all the necessary arrangements for exhibiting these lights on the opening of the navigation, were made last autumn, but the lighting was deferred in order to afford time to give the necessary notice to the Admiralty, Lloyds, the several Boards of Trade, &c., of those places from which trade is kept up with the St. Lawrence route. A copy of this note is hereto appended. (See Appendix letter H.)

The engineer of the Department, who finally examined these works in September last, after enumerating the unprecedented difficulties that had to be encountered, and the great expense inseparably connected with the erection of most of these houses, (being on positions wholly uninhabited, and extremely difficult of access), states that the entire of the materials are of the best and most durable class, and the workmanship throughout substantial and creditable; in reference to which he uses the following language:—"Indeed greater attention and care have been bestowed on the respective structures to render their stability certain than I ever expected, when there were so many difficulties to contend against; and in my opinion, the contractor is not only entitled to credit for the manner in which the work has been performed, but should be allowed a fair and reasonable profit on the expenditure, as the prosecution of the work has been far more onerous and perplexing than any human foresight could possibly have anticipated."

The lanterns and lighting apparatus, all of the most approved modern principles, and procured from the Patentees in Paris, have been procured and fitted under the direction of mechanics brought out from the manufactory for that purpose. Intelligent mechanics of this country were associated with them in the performance of this duty, who are now so perfectly acquainted with all the details, as to be enabled to take charge of the fixing the remaining similar apparatus when called on, and the others have been forwarded to their homes in France.

The lamps and sundry articles at each house of which there is any danger of their getting out of order, are distributed in triplicate. A chest containing all the tools necessary for effecting repairs, or the renewal of any part of the machinery, is left at each station, and the keepers of the lights have been trained to their use, by the mechanics who had been brought from France. Besides these important necessaries, supplies of all kinds for the maintenance of the lights are delivered at each, together with a good stock of provisions to meet any emergency that may arise from ship-wreck in their respective vicinities. The expense has necessarily been considerable in the first instance, but will be amply compensated for by the confidence that may be safely entertained as to the efficiency and well-working of these lights, which will not be excelled by those of any country. A nine pounder

gun with the necessary ammunition, &c., has also been placed at each light-house, in addition to which the engineer has been directed to make arrangements for having an air or fog whistle at each place by September next.

Among the several light-houses of a superior class, enumerated in the last Report as required for the efficient lighting of the Gulf and River St. Lawrence, in addition to those already built, one either on Cape Ray, or Point Enragée, and one at Cape Whittle, are strongly recommended by shipowners and others most deeply interested, as the first that should be undertaken.

Preparatory to their erection, Mr. Page, the engineer of the Department, was sent down towards the close of last year, in order to examine the localities carefully, with the view of determining on the most favorable site for each, whether as regards the greatest advantage to be derived from these lights respectively, as well as the facilities to be had in respect to good foundations, suitable materials, and the after convenience of the parties to be placed in charge.

Prior to determining on the site for the light-house in the vicinity of Cape Ray, on the south-west point of Newfoundland, he carefully examined the line of coast from Cap Auguille, forming the south-west part of St. George's Bay, about eighteen miles to the north of Cape Ray, and also as far as Port aux Basques, about nine miles to the eastward of Cape Ray.

In this extent of the coast, three several points attracted Mr. Page's attention, namely, Cap Auguille, Cape Ray, and Point Enragée, and after closely examining the relative merits of each he recommended that the light should be erected on Cape Ray. The extreme point of this Cape is about two-thirds of a mile wide, from east to west; it is flat and bare, with the exception of the south-west side, and part of the middle, which are covered with dwarf spruce. Seen from any point of view, this Cape, in connexion with the land lying at the back of it, is very remarkable; near the shore it is comparatively low, but about two miles inland there is a conical hill called "The Sugar Loaf," of about 600 feet high; a little further back is a mountain, which rises still higher, and on the north-east side appears to be almost perpendicular; between this mountain and the Sugar Loaf, are two other detached conical hills. All of them in clear weather can be seen for a great distance.

The undersigned, being anxious that in deciding on the site of this very important light they should have the advantage of the highest authority, addressed a communication to Captain Orlebar, Commander of the Royal Navy, now engaged on the surveys at present in progress in the Gulf St. Lawrence. That gentleman most promptly replied: "Having the hydrographers command to furnish your Government with any information I may possess on subjects connected with the improvement of the navigation of the St. Lawrence, I am happy to be able to speak from personal observation with regard to Cape Ray. For the site of a light I confess that Point Enragée is even preferable to Cape Ray, as it is the most salient point of the coast, and the neighbouring anchorage in Grand Bay affords superior facilities for landing materials and supplies than could be found at Cape Ray." It is intended, therefore, that the house shall be built on Point Enragée. The formation is granitic, and suitable stone and sand for the construction of the buildings are to be found in the vicinity; good fresh water is to be had also, and coal for fuel can be laid down at a reasonable cost.

The other light-house of a superior class proposed to be built this year, will be in the vicinity of Cape Whittle, which forms the western part of Lake Island, off the Labrador coast, about 134½ miles in a south-westerly direction from Greenly Island, the latter being immediately at the western entrance to the Strait of Belleisle, on the Labrador side.

A good deal of careful examination was required to form a correct opinion as to the proper position for this light, and the object in having one placed on Cape

Whittle is principally from the great and numerous dangers with which this part of the coast is beset. In Captain (now Admiral) Bayfield's sailing directions for the River and Gulf of the St. Lawrence, this place is referred to as follows: "The south-west point of Lake Island has many dangers off it, to the southward and westward, the two outermost of which, named the Whittle rocks, are half-tide rocks, distant $2\frac{3}{4}$ miles from the Cape. All these rocks are steep, with from twenty to forty fathoms of water between them."

To the S. E. quarter E., distant about six and a half miles from Cape Whittle, is another very dangerous reef, known as the South-makers' Ledge, between which and Cape Whittle lie the Cormorant Rocks. All of these rocks, which are not covered at high water, are so low as not to be seen until close alongside of them. Mr. Page examined each of them, their position, &c., namely, Cape Whittle, the South-makers' Ledge, and the Cormorant Rocks, with a view of determining which would be the most desirable to place the light on, in order to guard vessels off the dangers there to be encountered, and being of opinion that the nearer the light could be placed to the shoals the better, he considered Cape Whittle as too remote to place the light on. The very small extent and the great exposure of the South-makers' Ledge, and its distance from the Whittle Rocks, renders that ledge unsuitable for the site of the light-house, in his judgment, especially as the building there would be attended with vast expense. He ultimately fixed on the Cormorant Rocks, which lie about midway (a mile to the northward) between the South-makers' Ledge and the Whittle Rocks, as the eligible position. The building will be much less exposed than it would be on the Southmakers' Ledge, and being between the two dangerous reefs, it will point out the dangers better than if placed on either, and the buildings for the extra keepers can be on an island about one and a half miles from the light house, between which there would be no difficulty of communication, and of procuring fresh water, &c.

The selection made by Mr. Page for the site for this light is quite in accordance with Admiral Bayfield's opinion, as will be seen from another extract from Captain Orlebar's letter: "With respect to Cape Whittle, having no personal acquaintance with the Labrador coast, I have respectfully referred the consideration of it to my late commander, Admiral Bayfield, and he directs me to say that he thinks the most favorable site for a light-house would be the Cormorant Rocks, lying nearly three miles south-east from Cape Whittle."

The cost of erecting a light-house here, although much less than it would be on South-makers' Ledge, would yet be very considerable.

A communication has been addressed to Captain Orlebar, R. N., submitting the above views as to the positions for these two lights, and requesting him to favor the Department with his opinion, as he is peculiarly capable of forming a correct judgment, from his being engaged in the Hydrographical survey of the coasts in that quarter.

The other light-houses proposed to be erected this year are of the inferior class, one on the south-east point of the "Brandy Pots," the other on the eastern end of the "Long Pilgrim."

It is intended that the small light-house building on the "Brandy Pots" shall be of fire-brick; the light will stand about sixty feet over high water. That on the "Pilgrims" to be also a small, inexpensive building; the light on it, from the height of the island, will be about 150 feet over water.

A careful examination has also been made by Mr. Page, for the purpose of fixing on the sites for the several other light-houses, stated in the last report of this Department as contemplated to be undertaken in the years 1859 and 1860, his general report on all of which will be appended to the next annual one from this office.

TUG SERVICE BELOW QUEBEC.

This duty has been creditably performed during the past year, and, as the establishment of such an efficient towing service becomes better known, the demand for its aid increases, but, unfortunately, not sufficiently so as yet, even with the addition of the bonus granted by the Province, to make a return to the contractor, at all commensurate with his outlay on the vessels and cost of working them.

Besides performing such towing as was called for, important assistance has been afforded towards the relief of vessels wrecked or in distress.

OCEAN STEAMERS.

The manner in which the service has been carried out during the past year, is most satisfactory and in every way creditable to the contractors. The following extract, taken from a late paper, gives, in a condensed form, correct statistics of the line during that period. "The number of passengers carried by this line, homeward and outward, in 1856, was 4,321; in 1857 they had increased to 6,685. The average outward passage in 1856 was twelve days and three hours; in 1857, only eleven days and one hour. The length of passage homeward in 1856 was eleven days and six hours, but in 1857 the average length of the voyage had decreased to ten days and fifteen hours. The Indian performed five complete voyages from April till November, which was never done by any other vessel. The Anglo-Saxon and the North American made each four voyages. The Canadian was lost on her first voyage. The quickest passage westward was made by the Anglo-Saxon, sailed 1st July, in 9 days 13 hours. The quickest eastward was made by the Indian, sailed 4th July, 9 days 11 hours; this was the quickest of the season. It is reported that the weekly service of this Company, both from Liverpool and Quebec, will commence during the approaching summer; but, at all events, it must begin, under contract with the Canadian Government, not later than the Spring of 1859."

The following table furnishes the date of departure and arrival, the length of voyage, and number of passengers, on each trip of the Canadian Mail Steamers, together with the average of their passages to and from the St. Lawrence for the last year, compared with the average of the passages of the other principal lines of Atlantic steamers. It will be observed that, taking the passages out and home, the Canadian steamers have beaten every line with the exception of the New York section of the Cunard Line, and compared with it (even including the very rapid passages of the Persia,) the Canadian Steamers are only beaten by eleven hours per trip.

STEAMSHIP.	Departure from Liverpool.	Date of Arrival.	Passage.		Number of Passengers.	Departure from Quebec.	Date of Arrival.	Passage.		Number of Passengers.
			Days.	Ho'rs.				Days.	Ho'rs.	
North American (1)	April 23.....	May 7.....	14	1	155	May 25.....	June 5.....	11	7	126
Canadian (2)	May 7.....	May 21.....	13	10	189	June 7.....	June 19.....	11	3	131
Indian (3)	May 21.....	June 3.....	12	11	152	June 21.....	July 2.....	10	10	139
Anglo-Saxon	June 4 & 13	June 25.....	12	2	108	July 5.....	July 16.....	10	2	118
North American	June 18.....	June 30.....	11	20	187	July 19.....	July 30.....	11	1	104
Canadian (4)	July 2.....	July 15.....	12	10	173	Aug. 2.....	Aug. 14.....	11	19	115
Indian	July 16.....	July 27.....	10	19	182	Aug. 16.....	Aug. 27.....	20	20	134
Anglo-Saxon	July 30.....	Aug. 9.....	10	5	174	Aug. 30.....	Sept. 9.....	9	23	117
North American	Aug. 13.....	Aug. 24.....	10	12	253	Sept. 13.....	Sept. 24.....	11	5	106
Canadian	Aug. 27.....	Sept. 9.....	12	23	212	Sept. 28.....	Oct. 9.....	10	19	113
Indian (5)	Sept. 10.....	Sept. 22.....	12	9	205	Oct. 11.....	Oct. 22.....	10	7	132
Anglo-Saxon	Sept. 24.....	Oct. 6.....	11	13	252	Oct. 25.....	Nov. 5.....	10	16	123
North American	Oct. 8.....	Oct. 23.....	13	9	305	Nov. 8.....	Nov. 21.....	12	22	102
Canadian	Oct. 22.....	Nov. 4.....	10	12	103	Nov. 22.....	Dec. 7.....	12	22	108

(1) 33 hours in the ice.—(2) 15 hours in the ice.—(3) 10 hours in the ice.—(4) 11 hours in fog.—(5) 10 hours in fog.

Average passage Canadian Steamships.....WESTWARD, 12.20½—EASTWARD, 11.02—23.22½

The average passage of the Cunard Steamers for the year were :

Boston Branch	WESTWARD,	18.07	—EASTWARD,	11.12½—24.19½
New York Branch	“	11.22	“	11.18 —23.11
Collins' Steamers	“	12.16½	“	12.08 —25.00½
Bremen Steamers (Southampton)	“	15.00	“	14.12 —29.12

The undersigned feel it is unnecessary for them to dilate upon the importance of this line to Canadian interests, that being now fully understood and admitted ; but they take the opportunity of renewing their strong recommendation for the establishment of a line to run in connexion with it, between Quebec and the lower Provinces.

TEMISCOUATA ROAD.

This important line of Road forms the principal land communication between Canada and New Brunswick: over it the Mails between the two Provinces are conveyed, as also a large proportion of the provisions and supplies for the men and cattle engaged in the lumber trade on the upper St. Johns, the Madawaska, &c.

The length of the Road from the Town of Rivière du Loup on the St. Lawrence to the Provincial line, is 63 miles ; the principal part of which is through a very hilly and rocky tract, that presents very serious obstacles to the formation of a good road, and where it passes through more level country, from the nature of the soil and the great length of the water courses, to be excavated, to fall into the natural drains, the effective drainage of the line is very difficult and costly.

A great number of bridges, many of them of considerable size, are necessary, and the number of culverts required is more than ordinary.

Of the total length (63 miles), thirty-six miles have been finished, so far as the specification provides ; five are half made, and the clearing and grubbing of about three miles more is done.

The line of road, as now being constructed, follows the old track for about half the distance ; the remainder it was necessary to depart from, in order to avoid hills that were impassable for vehicles, to obtain better drainage, and to take advantage of safer sites for the bridges over the several Rivers and streams.

The principle upon which the contract for the Road was entered into, was, that the works were to be confined to the worst parts of the line, being those that from their heavy ascents and descents, their surface being covered with rocks, or their passing through low undrained moors and swamps, were for a large portion of the year impassable for horses. The amount of the appropriation was governed by this principle, the intention being first to have the line (especially that section of it where the old course had to be departed from) opened throughout, so far as chopping and clearing and removing rocks, excavating and embanking to obtain reasonable grades, good drainage and bridging all the rivers and streams. After this had been effected, the improvement of the general formation from end to end, and the stoning or gravelling of such portions as should be found to require it, was proposed to be undertaken, upon the necessary funds being provided.

As stated in the last Annual Report, however, this principle has not been strictly adhered to, the Superintendent having directed a considerable amount of work to be performed at the northern end and elsewhere, which, from their comparatively passable state, were not embraced in the contract, and, although ultimately required for the proper completion of the communication, should have been allowed to remain over until the portion which really presented insuperable obstacles to the traffic of the road were first perfected. Sundry changes in the new parts of the line were also directed by that officer, from time to time, during the

progress of the works, which, although obviously much for the benefit of the road, ultimately were productive of considerable increase of labour and cost. The position of several of the bridges and embankments were also changed, and expensive wing walls ordered by him to be built to many of the bridges that had not been previously specified to have such, but were no doubt found to be essential to the safety of the bridges and to the after maintenance of the road; besides these additional works, constant repairs of from 25 to 30 miles of the Road were performed after the work required by the contract had been executed, upon the repeated and urgent representations of the mail contractor, supported by the Postmaster General. These repairs were rendered necessary by the passing of the numerous heavy laden vehicles on the road, going to the lumbering district. Upon these accounts the Contractor has a considerable, and as the undersigned believe, a well founded claim for compensation, the most reasonable mode of settling which would seem to be by arbitration.

The material of which a large portion of the surface of this road was formed, is unavoidably of a very *sleechy* nature, retaining moisture, &c., for a long time, and washing away easily from friction, so that after a section of it may have been perfectly finished, the passing of a few laden vehicles over it, in rainy weather, completely breaks it up, and leaves it as impassable as ever. It is evident, therefore, that such portions of it must receive a proper coat of metal, either of stone or gravel, as can most easily be had, and it is very desirable that provision be made for so covering the worst parts during the approaching dry season; otherwise the heavy traffic over it in the fall will be ruinous to the Road.

This communication is becoming every day more important the traffic on it is vastly increased since its improvement has been commenced, and, when completed throughout, a very considerable trade will be carried over it.

THE METAPEDIA ROAD.

By this is understood that portion of the communication between the River St. Lawrence and the Bay of Gaspé, from the St. Lawrence to the head of Lake Metapedia, a distance of about 33 miles. The exploration and survey of the route is being made by Mr. G. F. Baillargé, a gentleman who has for many years been engaged on several important works under this Department, and has acquired very considerable practical experience in the laying out and construction of them.

On the conclusion of the works of the Junction Canal, of which he was local Engineer, he was selected for this survey, in which he has made satisfactory progress, notwithstanding the unfavourable weather he has had to encounter.

By his report hereunto appended, (see Appendix I,) it will be seen that he has had to examine three distinct routes before he was able to select a favorable one.

Mr. Baillargé describes the section of the country traversed by the route to be favorable for settlement throughout, the soil being of a very good quality, free almost every where from rocks and boulders, and there are large tracts of good level ground, requiring, however, general drainage.

The southern portion of this (late Metapedia) road continues from South Metapedia to Gaspé Bay. Towards the improvement of it a small appropriation was made last session.

It follows generally in the line of the Kempt road, from a large proportion of which, however, it was necessary to adopt deviations, in order to render the communication of a more practicable character.

This southern division has been laid out by Mr. Lefebvre, who has also had the management of the works, whether of improvement of parts of the old line, or

the construction of the new portions. The works are conducted judiciously and with economy. They are principally let in small lots to residents of the adjoining country.

The Metapedia road will be of considerable importance in opening up that section of the Province, hitherto but little attended to; it will give access from the old settlements to the large tracts of land described by Mr. Baillargé as so favorable for cultivation, and of course promote their settlement; and it will thereby beneficially affect the interests in the very valuable fisheries off that coast.

THE MATANE AND CAPE CHATS ROAD.

A small appropriation was made last session for the improvement and extension of the coast road on the south shore of the St. Lawrence from Matane to Cap Chats.

The management of the works was entrusted to Mr. Fraser, who laid out the line. The work is performed on the same system as that adopted on the South Metapedia road. As much progress has been made as could be expected, from the necessarily late period at which the road was commenced.

THE MALBAIE AND GRANDE BAIE ROAD.

This is the only line of communication from Murray or Mal'Baie on the north shore of the St. Lawrence to Grande Baie, the principal settlement on the Saguenay, a distance of 62 miles.

Mr. Paschal Bouchard has had the management of the works, and the undersigned have every reason to be fully satisfied with his exertions, and the extent and class of the work which he has effected at so little cost.

It is not intended to complete the road of the narrow width latterly adopted, as the sun and air would thereby be shut out, and it is found that roads, under such circumstances and through such material as this line is, rapidly break, and their maintenance is much heavier than when the breadth is sufficient to leave their surface exposed to the action of the sun and wind.

The object Mr. Baillargé had in view in instructing Mr. Bouchard to limit himself to 12 feet width, was to extend the opening and clearing as far and as quickly as possible, so as to afford facilities for the transport of the mail into the settlement.

The road may be looked upon as about half made, so far as it is capable of passing horses and wheeled vehicles on it.

The entire can be brought to a similar state of completion during the present year for the sum of £1000, but from £500 to £600 in addition to that sum would be required to open the side drains perfectly, and excavate sundry off-take drains, and to clear away trees in places to let the road have the full benefit of sun and wind.

Mr. Bouchard's Report is added hereto. See Appendix K.

THE NORTH SHORE ROAD.

By this is to be understood the extension of the road on the North shore of the St. Lawrence from the County of Charlevoix by Tadousac, to the River Escoumains, a distance of about 30 miles.

The line was explored and laid out with the view to colonization and ordinary traffic by Mr. Boutilier, under the directions of the Commissioner of Crown Lands.

The sum of £500 was appropriated towards its construction about two years since; this sum is expended, and one-third of the work may be considered done. Over nine miles of road have been made in good substantial manner.

The sum of £500 can be well expended this present year, and a like sum in 1859 would finish the road to the Escoumain River.

This road will be of important benefit in cases of shipwreck which frequently occur on that coast. Hitherto many unfortunate seamen, after escaping a watery grave, have perished on shore from their being no road by which they could reach the settlement.

GROSSE ISLE.

The temporary manner in which the buildings connected with the Quarantine Station at Grosse Isle was constructed is much to be regretted, as, notwithstanding the heavy expenditure that almost every year has to be incurred in consequence, the premises can scarcely be said to be in an efficient state of repair.

The outlay on them during the past year was much less than ordinary, amounting to but £228 12s. 1d.

By a Report and estimate furnished by the Superintendent of the works in the Quebec District, the sum of £1053 11s. 8d. is represented as now required to be laid out on sundry works of repair, but by a modification of the specification of those works, the undersigned will be enabled to reduce that amount by about £250. Authority having been received for the work, tenders will speedily be called for and the work commenced so soon as the season will admit of it.

PUBLIC BUILDINGS.

COURT HOUSES AND JAILS.

MONTREAL COURT HOUSE.

The improvements in the arrangements for heating this extensive building have been carried out successfully, under the careful management of an experienced person in charge of the furnaces and registers; the heat is more equally diffused, and by his economical system of using the fuel, a great saving in its cost compared with the preceding year will be effected.

The building continues in good preservation, and little or no expenditure has been incurred for the past year. An outside wood-shed is still much required; also the removal of that portion of the old building occupying the projected approach from Jacques Cartier Place to the Champs de Mars. The enclosing wall and iron railing in the rear of the building remain to be completed. It is a question whether, in the proposed widening of Notre-Dame Street, the wall and railing immediately in front of the Court House may not be dispensed with, as an open terrace at the level of the street may be considered preferable to fencing off the space in front. If this course be adopted some expenditure will be avoided.

MONTREAL JAIL.

No authority has been received since the last Report for the expediting the improvements of or additions to this building: the insufficiency of which in almost every essential requirement of a proper prison, has been stated in the several annual Reports of this Department. It has also been strongly represented from time to time by the grand jurors and several of the Judges. Dr. Nelson, the Inspector of Prisons, has submitted his views as to the alteration and additions that were necessary; on receiving which the undersigned had an estimate made of the cost of them, which, it appears, would amount to the sum of \$17,736.

The total amount remaining available towards any work on the jail being only \$5,458.

AYLMER COURT HOUSE AND JAIL.

Representations from the presiding Judge, and a copy of the presentment of the grand jury of the District of Ottawa have been received, setting forth the defective state of the Jail of that District, and requiring "many alterations" to be made, amongst others: "Rooms to be used as hospitals for males and females; a proper room for debtors; a separate apartment for juvenile offenders; a dark room for unruly prisoners, and a convenient space for the performance of hard labour, by those condemned to that punishment. The present stone flooring to be planked over, additional water-closets on the upper stories, raising the gaol wall, &c." For these improvements the Sheriff submitted plans, estimates and specifications to the Provincial Secretary, who transferred the same to the Commissioners of Public Works, by whom they were transmitted to Dr. Nelson, the Inspector of Prisons, with a request that he would favor the Commissioners with his opinion on the proposed alterations.

That officer has raised strong objections to the interior arrangements so contemplated, and they appear to the undersigned to be well grounded. Plans of the alterations will in due time be prepared in this office more suited to attain the object in view, so as to be ready on the opening of the building season.

THREE RIVERS JAIL.

Towards the close of the past year a communication was received from the Prothonotaries of the District representing that certain repairs to the roof were required, and that the two Municipalities had called for the construction of a planked foot-way on the jail-side of the streets around it. Authority was received for the repairs to the roof, but the expenditure upon the foot-way was not sanctioned. Tenders were then called for, for the execution of the work of repairs, and the lowest tender was accepted; after some time, however, it was found that the person so tendering was incapable of proceeding with them unless an advance of money was made to him: this not being considered prudent, the party giving the next lowest tender has been called upon.

Double iron doors have been furnished for the Vault in which "the Notarial minutes" are deposited.

ST. HYACINTHE COURT HOUSE AND JAIL

It was stated in the last Report that the Grand Jury of the District had presented this Jail as being too small, insecure, dilapidated, and utterly unfit for the

purpose of a Jail. The Officer of the Department was in consequence directed to examine and report upon it. By his estimate the sum of about £160 was necessary on exterior reparation, and he stated "that a considerable outlay on the interior is required, but the building being so old and damaged, he has only recommended the above outlay."

No expenditure has been since incurred, as it was considered desirable, upon the passing of the new Judicature Act, that besides the building of a suitable Jail and Court House in each of the new districts from the funds available for that purpose, the rebuilding or general repairs of the Court Houses or Jails should be authorized in such of the old districts as the unfitness of the present buildings pointed out to be necessary, such as St. Hyacinthe, Sherbrooke, Kamouraska, &c.

Uniform plans for Jail Buildings on two scales, so as to suit the wants of each of the new Districts respectively, are now being made; these plans will be prepared with due regard to the health and security of the prisoners, as well as to the other indispensable requisites of a Public Jail, such as ventilating, classification, employment of the prisoners, &c., so far as the maximum sum authorized by the Act to be expended will admit of.

SHERBROOKE COURT HOUSE AND JAIL.

The state of these buildings has been the subject of repeated condemnatory presentments by several successive Grand Juries. Many of the preceding observations, under the head of St. Hyacinthe Jail and Court House, apply more strongly even to this case. Late in the fall authority was received to expend a small sum of money (£181) upon such repairs of the Jail as were most pressingly called for, and directions to proceed with them were given to the Superintendent of Works, who represented that from the then advanced period of the year, they must be postponed until spring. The Court House also is sadly in want of improvement, but as the stanching of the roof must necessarily precede the repairs of the ceiling and other necessary interior works, and as it cannot be undertaken at this season, the whole are unavoidably put off until spring. The undersigned are of opinion that the Court House is capable of being rendered suitable for the transaction of the Judicial business of the District, but at considerable expense, as, from the nature of the foundation of the site upon which it was built, the building has been very injuriously affected by the action of the frost, to remedy which much outlay must be incurred.

The Jail building, from its original bad plan, and mode of construction, and its present dilapidated state, the undersigned are of opinion should be condemned in toto, and the erection of a suitable one provided for. In the mean time the small sum authorized to be expended will be applied in the spring to the best advantage. When a new Jail shall be decided upon, it would be necessary that a suitable and sufficient site should be procured for it, as the ground on which the present Jail stands, besides the disadvantage of being surrounded on two sides by public streets, is so limited in area (being only 128 feet by 97 feet) as to present no opportunity whatever for having proper and classified airing grounds, &c.

QUEBEC COURT HOUSE.

An expenditure of \$300 has been made by the Commissioners in restoring the Hall and apartments, recently occupied by the Seignorial Tenure Commission, to their original state of accommodation for the Courts of Law, with additional seats for the Judges, &c.

QUEBEC JAIL.

Little has been done on these premises beyond planking the Court yard, laying down box drains, fencing, and side walks around the exterior.

The Superintendent recommends taking down and rebuilding the prisoners' water closets in the coming spring, as he reports the walls past repair.

Plans for the proposed new Jail remain in the hands of the Commissioners, awaiting the decision of the question now pending with the military authority, for the exchange of ground for a site that will not be considered by them as injurious to the defence of the fortress.

KAMOURASKA JAIL AND COURT HOUSE.

Upon this insecure and imperfect edifice, unfit in every respect for the purpose to which it is applied, an expenditure of \$400 has taken place, in removing and rebuilding in a more secure manner an interior wall to separate the cells from the Prothonotary's Office, and to prevent intercourse between the males and females. The present building was originally a private house of but moderate dimensions, and can never be converted into a Court House and Jail worthy of the name.

SITES FOR JAILS AND COURT HOUSES IN THE NEW DISTRICTS.

Sites are being selected and obtained for the several Jails and Court Houses to be erected in the new Districts under the late Act. As already stated, plans are also being prepared which will be of two classes, to meet the present wants, and so designed as to be capable of being hereafter enlarged when the increase of population may require it.

CUSTOM HOUSES.

QUEBEC CUSTOM HOUSE.

The whole of the works of this building, so far as they have preceded, have been executed in a most substantial and creditable manner, and the materials which have been laid down towards its completion, are of the best description of their respective kinds.

Instead of the foundation being laid upon rock at a few feet below water level, as had been represented to be practicable, it was found necessary to excavate to a considerable depth, and to form an artificial foundation; to effect which, as well as to add to the dimensions of the walls, and lay the masonry in cement, which was unavoidable, a large extra cost had necessarily to be incurred. These extras, together with the additional sum which had to be paid for the change of the site, so encroached on the appropriation made for the erection of the building as to leave the available balance quite insufficient for its completion. Under these circumstances an order in Council was made on the 21st of January, 1857, directing the suspension of the works, which accordingly have not been proceeded with since that time. Several suggestions have been offered and considered for the lessening the costs of finishing the building among which was a proposition to omit the whole of the architectural ornaments of the *façades*, but this saving could be carried out only to a very limited extent in the then state of the works, as the

greater portion of the ornamental stone was delivered or prepared. Another suggestion was to substitute timber work instead of masonry in the wharf walls and landing steps on the water front of the building, and to very much limit the extent of the area around it which it had been intended to fill in. These latter ideas can be carried out, but at some sacrifice as regards appearance and convenience.

Another suggestion was to apportion a part of the building to the purposes of a Post Office, so that an appropriation that had been made for the erection of a new Post Office might be made available towards the completion of the building, and in obedience to an order in Council to that effect, the plans of it were submitted to the Postmaster-General, in order that he might decide upon an arrangement of the apartments that would best suit for the transaction of the business of the Post Office. This decision has not yet been communicated to the undersigned, and the works remain in *statu quo*, except that the brick walls of the basement are suffering from moisture and exposure to the frost.

The ultimate cost of the building, so far as can now be ascertained, would be about £57,144 19s. 1½d., viz:

Purchase of site.....	8000	0	0
Amount of building contract.....	39975	0	0
Amount of extras, to 5th October, 1857 ...	9160	19	1½
	<hr/>		
	£57144	19	1½
Amount of appropriation and order in Council	36099	0	0
	<hr/>		
	£21045	19	1½
Deficit.....			
If part of the building is devoted to a Post Office, and the appropriation for it made applicable to the building.....	15000	0	0
	<hr/>		
	£6045	19	1½

The sum required to be further appropriated therefore would be £6045 19s. 1½d.

In the foregoing statement the whole amount of the building contract is set down, as the deduction from it for some saving to be made by the omission of the cupola, &c., would probably not more than compensate for what the contractor may prove himself entitled to, on account of the delay of the work and injury to his materials, &c.

The undersigned, however, feel bound to express their apprehensions that the site of the Custom House will be considered very inconvenient by the citizens for the transaction of the business of the Post Office.

MONTREAL AND TORONTO CUSTOM HOUSES.

These buildings respectively remain in the same state as at the period of the last report, and the undersigned have nothing to add to the observations respecting them therein made.

KINGSTON CUSTOM HOUSE.

The works of the buildings are progressing rapidly toward completion, and in a highly satisfactory manner. It was roofed and the sashes set in before winter, and it is now prepared for the plastering.

The change of the site made subsequent to the contract will render a dwarf stone wall and iron railing necessary.

HAMILTON CUSTOM HOUSE.

Plans and estimates had been prepared under the direction of this Department, in obedience to an order in Council, for this building. After some time, an objection was raised to them that they were upon a scale larger and more costly than was required.

An appropriation was made to cover the cost of the erection of a lesser building, for which plans were made, so that the cost of their execution should fall within the amount of the appropriation so made, and the necessary timber was furnished for the building to ensure its being seasoned. Objections having been subsequently raised and remonstrances made against the carrying out of the reduced plans, further action has been deferred until this question should be disposed of.

POST OFFICES.

QUEBEC POST OFFICE.

This work has been referred to under the head of Quebec Custom House.

MONTREAL POST OFFICE.

No expenditure under this Department has been incurred on the building the past year.

KINGSTON POST OFFICE.

The works are progressing in a rapid and very satisfactory manner, and it is expected they will be completed within the period stated in the contract. It is believed that an additional furnace will be required to heat the building sufficiently. A fuel shed must be erected, which had not been provided for; the cost will be but small.

TORONTO POST OFFICE.

But little outlay has taken place on this building during the last year. It has been confined to some alterations of the delivery wicket, and other small interior fittings, &c.

HAMILTON POST OFFICE.

Expenditure to the amount of about £75 has been incurred since the date of the last report, upon increasing the means of heating, and other small interior repairs and alterations.

LONDON POST OFFICE.

The circumstances connected with this proposed building are very similar to those in which the Custom House at Hamilton is represented in the report upon it to stand. Plans were prepared for it of much the same style and extent as those in course of erection at Kingston. On being submitted for approval, they were considered unnecessarily expensive, and an appropriation of a limited extent asked for, and was obtained, when another set of plans were prepared, the cost of which should fall within the amount of this appropriation.

Finally, however, it was considered that the style and character of the buildings erected in the immediate vicinity of the Post Office site, and the convenient transacting of the Post Office business of the city, called for an edifice of a more respectable description than that contemplated. The matter so rests.

GOVERNMENT HOUSE AND PUBLIC OFFICES,
TORONTO.

GOVERNMENT HOUSE.

The expenditure for the last year comprises repairs of the brick culvert and improvement in drainage, new flag staff, alterations in the conservatory, and interior repairs of various kinds.

PUBLIC OFFICES.

In the Executive Council Office, Provincial Secretary's, and Registry Offices New window sashes, repairing roofs, new partitions, panelled doors, roof ladders, paper cases and pigeon holes, new flooring, ventilators, new porches, walnut book case and press for Crown Law Department, and sundry repairs, constitute the items on which expenditure has been incurred.

In the Inspector General's Department: Erecting new sheds for fuel, 75 feet long; new door and partitions, pigeon holes and cases, hat rails, sundry repairs to blinds, fences, &c., have been made.

In the Receiver General's Department: New glazed and panelled doors, wood boxes, steps, water pipes, sink, new shelving and pigeon holes, including coal and wood sheds and flooring ditto, and sundry other works, were required.

In the Crown Lands Department: There have been provided new circular-headed double windows, new ventilators on roof, new doors, glazed sashes, new partitions, cases, pigeon holes, &c., green baize doors, alterations and repairs of sundry kinds.

In the General Post Office: New shelving for papers, new window shutters, and book cases with pigeon holes, &c.

In the Bureau of Agriculture and Adjutant General's Department: New shelving and repairs, repairing the roof, shoring up the end walls, new door and outside porch, paper presses, &c.

In the Department of Public Works: Repairing the roof, stairs, water pipes, new closets, mantelpiece, and outside porch were necessary, and some fencing in front and rear.

NORMAL AND MODEL SCHOOLS.

QUEBEC AND MONTREAL.

These buildings are now under the control and management of the Superintendent of Education for Lower Canada. Some small expenditure, only on the requisition of that officer, has been incurred during the past year, chiefly upon Plumber's work.

MARINE HOSPITAL, QUEBEC.

The patients who occupied the wards in the old portion of the building having been removed some time since into the new wing, an opportunity has been had for the general painting, repairing and cleansing of the former.

In the annual Report of 1855 certain repairs, additions and improvements were represented to be necessary and estimated to cost about \$12,096. In the Report of the subsequent year, the progress made with these works in the interior was detailed, and a few additional amendments were stated to be indispensable, and they were necessarily carried out in the progress with those previously recommended and provided for. They comprise chiefly the reconstruction of the wharves for the protection of the property against the action of the tides with a floating landing recommended by the Medical Officer, for the easy landing of the sick and maimed; the erection of a new fever hospital and the removal of the old fever shed; the exhuming of the corpses from the old burial ground, enclosing the ground with a suitable fence, wall, wickets, &c. The cost of these will exceed the sum appropriated by about £350.

GUN SHEDS.

The buildings for the reception and safe keeping of the volunteers' field artillery, harness, small arms, &c., detailed in the last report as being in progress, in Quebec and Toronto, have been completed, and but a trifling expenditure has been from that period incurred thereon. In the City of Hamilton a lot has been since purchased for a site of a Gun Shed, and a substantial brick building erected on it, the cost of which, including the sum paid for the lot, is \$5,012.

LEGISLATIVE BUILDINGS.

TORONTO.

The expenditure, during the past year, upon these premises has been chiefly called for by the imperfect state of the roof, which leaked badly in every direction, to remedy which, as well as in some measure to lessen the risk of fire from sparks falling on such a large shingle surface, authority was received to cover the building with McIntosh's patent galvanic cement.

Doubts had been entertained for some time as to the sufficiency of the framing of the roof, and its connexion with the ceilings, &c., which have been fully confirmed during the progress of the recovering of it, for which a contract had been made with

the patentee. By the conditions of the contract, the old shingles were to be stripped off, the roof boards rejointed and covered with the patent galvanic preparation. The contractor being bound, under a penalty, to take all the necessary precautions, by means of having suitable tarpaulin in readiness, &c., to guard against any damage being done to the building by rain or damp during the process of the work, and should any such occur he was bound to make it good at his own cost. Notwithstanding the repeated remonstrances and notices from this office from time to time, complaining of the dilatory and unsatisfactory progress of the works, their advance was not improved. In the mean while the contractor died and, as time was pressing, the roof still far from being staunched, another coat of the covering material to be laid on, and urgent enquiries daily being made by the Executive, as to when the building could be calculated on to be ready for the meeting of the Legislature, it was found necessary to put the completion of the work in other hands, by whom it was effected in as short a time as possible.

Through the remissness of the original contractor and his inattention to his engagement, a considerable amount of damage was caused by rain to portions of the ceilings of the two chambers, so that their removal became necessary. In doing this, the ceilings generally, but especially the cornices, appeared to be so unsafe that an eminent architect of this city was requested, in conjunction with an officer of this department, to examine the roof and ceilings particularly. From their report it appeared that, owing to their original malconstruction, the ceiling and cornices were in a dangerous state, from not being sufficiently supported, that some of the principal timbers of the roof itself were split, sunk and giving way, that the suspension of the cornices, (each foot of which weighed not much under 100lbs.,) depended solely on the cohesion of the plaster, having been put up without the usual precaution of bracketing, &c., and from the continual sinking of the timbers, the adhesion of the plaster was daily less to be trusted. These heavy cornices had therefore at once to be removed, and light mouldings substituted, and the framing of the roof had to be screwed up and strengthened by iron plate straps, tension rods, &c.

Advantage was taken of the necessity of removing the ceilings to add materially to the means of ventilation, the want of which had been so much complained of. Under the circumstances above detailed, the damage caused by the contractor having allowed the rain to penetrate to the ceilings must be looked upon rather as providential: had it not occurred, the unsafe state of that part of the roof would not have been ascertained, and, in all probability, some serious accident would have taken place.

The cost of altering some of the furnaces and hot-air pipes, to meet the regulations of the fire insurance companies; improving the sewerage and drainage generally; adding to the means of better ventilating the Library wings; and of sundry repairs, constitute the remainder of the outlay on these buildings. It would be highly desirable that authority should be given to secure better means for the supply of water to the premises. Large cisterns are established in convenient positions throughout the building, but the pipe conveying the water from the exterior is of very small dimensions, and would be found to be very insufficient in case of fire.

LUNATIC ASYLUM.

The roof of the temporary Branch Lunatic Asylum, in the University grounds, has been thoroughly staunched, and some small expenditure incurred in fencing about the building.

A good site has been obtained for the Criminal Lunatic Asylum, near Kingston, in connexion with the Provincial Penitentiary, and plans are being prepared, upon a moderate scale, for premises suited to the object.

SURVEYS.

Under this head, the undersigned had been led to expect that they would have been enabled to submit a full statement, up to the present time, of the result of the survey, under the direction of Mr. Shanly, instituted for the double purpose of determining the practicability and probable cost of effecting a continuous water communication from Montreal to Lake Huron, by the line of the Ottawa, Lake Nipissing, and French River; the scale as to depth of water, &c., upon which it would be determined by the country and character of the chain of waters through which it would pass; as well as to ascertain the most feasible route for a railway, from some point on the Chats Lake, or above it, to Georgian Bay, either following in the valleys, or in the vicinity of the waters above mentioned, or by a more direct line: such reconnoissance to embrace a general exploration of the nature of the country through which the line would traverse, its fitness for settlement, &c.

The documents and details necessary for this statement not having yet been furnished, the undersigned are necessarily obliged to postpone it to a future period.

A detailed and valuable survey has been made by Mr. Norman, acting under this Department, of the portion of the Ottawa comprising the Chats Falls. It was directed, in the first instance, with a view of ascertaining the extent of water power that could be had there, and the best mode of obtaining it; but in the course of the operations, various lines of levels have been taken, and the object of the survey has been extended to embrace the reach of the river between the Chaudière and Chats Lakes, so as to render it of importance for navigation and other general purposes.

Mr. Norman deserves much credit for the amount and accuracy of the work he has effected in so short a time, with but a very limited establishment. His report is hereunto appended. See Appendix, letter L.

A survey of the river generally, and an examination of the shoals, and best positions whereon to place lights and beacons, for the facilitating the present navigation between Ottawa and Lachine, is now being prosecuted by Mr. Slater, under directions from this office.

The results of the surveys by these two gentlemen, which can be had within a short time and at comparatively small expense, together with those of the surveys from Ottawa to the Chaudière Lakes, made by Mr. Gallwey, under the direction of the Engineer of this Department, will enable the undersigned to submit a general report and estimate of the best mode and cost of improving the navigation of the River Ottawa, from Lachine to the Portage du Fort, and they trust that the extent and nature of the information which they calculate in having from the several parties engaged, since August, 1856, on the Upper Ottawa, &c., when furnished, will, in connexion with the valuable maps, sections, and other details, obtained under the direction of Sir William Logan, be sufficient to form a basis for a reliable report on the practicability and best manner of opening a navigation throughout to Lake Huron, with an approximating estimate of the cost thereof.

The undersigned are aware that some dissatisfaction has been expressed at the suspension of the survey of the portion of the route above Portage du Fort, but they consider they are fully justified in having recommended such suspension in consequence of the whole of the funds (£15,000) appropriated for the survey

having been expended, of the large amount at which the completion of the survey was estimated (£40,000,) the unnecessary detail (attended with great cost) of the survey as latterly conducted, and the expectation they entertain that they will be enabled, by the documents above mentioned, to lay the matter before Your Excellency in a way sufficiently clear and explicit both as to the practicability and the cost, as to admit of a safe decision being come to, with respect to the policy of proceeding with the work. Should such be decided on, the stoppage at present of the heavy costs of the survey, as being carried on, will in no way retard the operations, or extend the period within which they might be completed.

All which is respectfully submitted.

CHARLES ALLEYN,
Chief Commissioner of Public Works.

HAMILTON H. KILLALY,
Assistant Commissioner of Public Works.

Department of Public Works,
Toronto, 8th March, 1858.

No. 1.

STATEMENT of the Works of Canada, under charge of the Department of Public Works, which yield Revenue, shewing the cost of construction thereof, under that Department, to 1st January, 1858; Expenditure of the year 1857; also the cost incurred for Repairs and Management.

Works.	Cost of construction to 1st January, 1858.			Expenditure in 1857 included in foregoing column.			Cost of Repairs and Management in 1857.		
	£	s.	d.	£	s.	d.	£	s.	d.
<i>Canals.</i>									
Welland	1094	099	17 1	16988	14	3	27157	6	2
<i>St. Lawrence Canals.</i>									
Lachine	498626	16	10	4351	4	9	8415	1	4
Beaubarnois	384375	7	8	3442	3	2	5403	9	8
Cornwall	113115	2	7	2535	11	4	4173	0	5
Williamsburg	272418	7	2	1195	13	5	} 2041	17	1
Junction	52807	16	8	5982	5	4			
General Expenditure	18403	12	4	484	17	8	.....	
<i>Ordnance Canals</i>									
Chats	60278	18	8	3500	0	0	8118	4	3
Chats and Chaudière	618	4	3	618	4	3	.....	
Chambly	16863	6	3	.....			4078	9	6
St. Ours	38256	18	3	37	10	0	2335	7	11
St. Anne's	26939	2	11	1372	0	3	244	12	3
Burlington Bay	60302	0	7	931	10	0	.....	
Scugog Inland Navigation	19825	19	1	10339	6	11	30	0	0
<i>Slides, Dams, &c.</i>									
Ottawa	125621	19	9	5891	13	8	3413	11	8
St. Maurice	57951	2	2	5835	5	7	2363	5	6
Trent	88025	19	0	.....			229	13	11
Saguenay	2040	18	2	2040	18	2	.....	
<i>Harbours.</i>									
Port Stanley	54132	3	6	6582	1	8	.....	
Port Bruce	537	9	0	537	0	0	.....	
Lake Huron	14720	6	6	4790	11	4	.....	
	£2994	960	19 5	£77456	11 9		£67998	19 8	

No. 2.

STATEMENT of Works of Canada, under charge of the Department of Public Works, from which no Revenue is derived, shewing the amount expended thereon, up to the 1st January, 1857, and the expenditure from that date to the 1st January, 1858.

Works.	Expenditure to 1st January, 1857.			Expenditure to 1st January, 1858.		
	£	s.	d.	£	s.	d.
Public Buildings; Rents, Repairs	48797	14	11	7199	19	9
Parliament Buildings, Toronto	68531	13	11	1339	14	0
Government House, do				1373	3	1
Custom House, do	1139	9	11	60	0	0
Post Office, do	6532	14	1	463	16	3
Court House, Montreal	69112	16	3	3734	18	8
Custom House, do				226	18	2
Jail, do				315	18	0
Marine Hospital, Quebec	13923	3	5	3107	19	2
Custom House, do	20976	5	7	15002	4	6
Gaol and Court House, do	3331	0	11	308	3	8
<i>River St. Lawrence.</i>						
Tug Boats, Upper St. Lawrence	27162	14	11	6272	11	2
Tug Boats, Lower St. Lawrence	61873	15	7	13396	2	7
Landing Piers	185905	13	11	6337	1	2
Emigration	3125	5	0	1429	2	1
<i>Light Houses.</i>						
Light Houses below Quebec	69915	13	11	16324	2	10
Light House Apparatus, below Quebec	10840	0	0	2810	10	10
Light Houses (new) below Quebec				3553	10	0
Point Pelée Light House	3213	12	9	3733	15	0
Snake Island Light House				663	5	7
Bay of Quinté Light House				19	4	6
Light Houses, Lake Huron	19302	4	7	9191	8	11
Light House Apparatus, Lake Huron	3036	9	8	8251	5	2
<i>Hamilton.</i>						
Post Office	12197	17	6	715	15	7
Custom House	2215	2	9	267	0	0
<i>Kingston.</i>						
Custom House	2269	14	4	3391	5	8
Post Office	2512	0	10	4632	0	10
Lunatic Asylum	653	3	4	14	1	3
<i>Roads.</i>						
Canada and New Brunswick	11517	12	0	14179	14	2
Metapedia				1500	0	0
Mal Baie and Grande Baie				500	0	0
Longueuil and Chambly				200	0	0
St. Denis and Cap Chats				2000	0	0
Marmora				400	0	0
Hamilton and Brantford				17	18	1
Ocean Steamers	50787	19	11	10120	5	7
Removal to Toronto	43223	6	1	1024	11	0
Administrator's Removal to Toronto and back to Montreal				889	3	0

No. 2.—(Continued.)

Works.	Expenditure to 1st January, 1857.	Expenditure to 1st January, 1858.
<i>Miscellaneous.</i>		
Arbitrations	£ 70181 10 4	£ 4329 19 11
Surveys, generally	5406 8 9	1810 9 6
Parliament House, Quebec (in consequence of fire)	207 7 9	16 18 4
Boundary Survey, Canada and New Brunswick	8280 12 8	32 12 8
Chambly Canal Claims	285 14 5	31 16 10
Observatory, Quebec	1 7 0	55 18 6
Observatory, Toronto	3462 18 7	8 4 8
Female Lunatic Asylum, Toronto	2314 14 6	176 19 8
Dredging Vessels, Steam Pumps, &c.	3019 10 8	220 19 8
Dredging Narrows, and New Bridge, Lake Simcoe .....	.....	2084 11 6
Dredging at Picton and Presqu' Isle .....	.....	68 17 6
Montreal Armoury .....	.....	35 7 6
Gun Sheds, Hamilton .....	.....	1002 15 11
Gun Sheds, Quebec	396 9 1	705 1 6
Gun Sheds, Toronto	869 0 4	29 0 10
Improvements, Ottawa Navigation	933 17 11	284 5 11
Improvements, River Thames Navigation .....	.....	306 3 0
Trinity House, Quebec	2000 0 0	2000 0 0
Richelieu Rapids Improvement	26 10 0	1719 8 1
Ottawa Survey	5007 8 7	9598 2 1
College Avenue Grounds	624 18 0	258 9 6
Normal School, Montreal	121 14 11	1282 9 2
Normal School, Quebec .....	.....	1741 4 1
Communication with Red River .....	.....	1151 2 9
Governor General's Visit to the Ottawa .....	.....	371 14 4
London Post Office .....	.....	2163 0 0
North River and Petite Nation Bridge Improvements .....	.....	257 0 0
Boarding Canadian Steamers .....	.....	50 0 0
Protection of Fisheries in the Gulf .....	.....	584 0 0
Plans for Public Buildings .....	.....	1260 1 0
Post Office Department .....	.....	32 10 0
Pier at L'Original .....	.....	250 0 0
Aylmer Court House .....	.....	1 5 0
Ordnance Property .....	.....	29 3 4
Bureau of Agriculture .....	.....	266 7 6
Adjutant General's Office .....	.....	238 2 6
		184570 3 0
LESS		
Included under head of Arbitrations, also in Construction Account No. 1		2624 1 4
		£181946 1 8

No. 3.

A detailed Statement of Expenditure, since date of last report, on the erection, repairs and maintenance of Provincial Light Houses, connected with the Inland Navigation and below Quebec, for the year 1857.

No.	Name of Light.	Name of Keeper.	Amount of Salary paid.			Supplies and Repairs.			Total.		
			£	s.	d.	£	s.	d.	£	s.	d.
1	Lachine Pier	John Norton	96	5	0	179	19	0	276	4	0
2	Light Ship										
3	Chateauguay No. 2	Pierre Landre	62	10	0	402	5	8	464	15	8
4	Chateauguay No. 3	Benjamin Picard	62	10	0	488	15	8	551	5	8
5	Beaubarnois	Joseph Meloche	56	5	0	130	10	10	186	15	10
6	Grosse Point	Peter Shannon	108	15	0	146	2	9	254	17	9
7	Mackie's Point	Alexander McDonald	43	15	0	37	13	3	81	8	3
8	Cherry Island	E. S. Johnson	108	15	0	198	7	6	307	2	6
9	Lancaster Pier	Thomas Hill	83	15	0	458	4	3	541	19	3
10	Cole's Shoal	Richard Elliott	18	15	0	41	11	2	60	6	2
11	Grenadier's Island	Joseph Austen	17	10	0	44	11	0	62	1	0
12	Fiddler's Elbow Island	John Landon	35	0	0	23	18	8	58	18	8
13	Lindoe Island	William Landon	12	10	0	41	17	10	54	7	10
14	Gananoque Narrows	Cornelius Cook									
15	Jack Straw Shoal	James McDonald	37	7	0	46	0	10	83	7	10
16	Spectacle Shoal	Hiram Cook									
17	Red Horse Rock	Daniel Bryant	33	13	4	67	17	2	101	10	6
18	Burnt Island	Joseph Mervin	17	10	0	19	11	11	37	1	11
19	Nine Mile Point	John Dunlop	108	15	0	121	12	10	230	7	10
20	False Ducks	Joseph Swetman	127	10	0	184	17	10	312	7	10
21	Point Peter, Long Point	W. A. Palin	108	15	0	133	6	4	242	1	4
21½	Scotch Bonnet	John Giroux	90	18	6	199	13	6	290	12	0
22	Presqu' Isle	Wm. Swetman, Senr.	81	5	0						
22½	Presqu' 2 Range Light	Wm. Swetman, Jr.	62	10	0	329	10	6	478	5	6
23	Gull Island	George Roddick	81	11	3	273	10	0	355	2	0
24	Gibraltar Point	George Durnan	108	15	0	240	0	8	348	15	8
25	Burlington Bay	John Davidson	100	0	0	83	8	9	183	8	9
26	Port Dalhousie	Jonathan Woodall	81	5	0	140	10	6	221	15	6
27	Port Colborne	James Fortier	81	5	0	196	13	0	277	18	0
28	Mohawk Island	John Burgess	108	15	0	92	13	10	201	8	10
29	Port Maitland	Chas. D. Farnell	117	10	0	130	12	5	248	2	5
30	Port Dover	Wm. Fifield				25	1	6	25	1	6
31	Long Point	Henry Clarke	135	18	9	225	1	6	361	0	3
32	Long Point Light Ship	Peter Baikie	127	2	6	111	18	5	239	0	11
33	Port Burwell	Alex. Sutherland	80	0	0	70	0	3	150	0	3
34	Port Stanley	Matthew Child	34	5	5	25	2	6	59	7	11
35	Pelée Island	Jas. Cummins	132	13	6	816	9	0	949	2	6
36	Pois Blanc	Jas. Hackett	135	17	10	173	11	5	309	9	3
37	River Thames	Thomas Cartier	111	0	0	103	3	0	214	3	0
38	Goderich	Humphrey Fidler	108	8	9	122	5	8	230	14	5
39	Chantrey Island	Robert Mills	127	19	11	99	10	8	227	9	11
40	Isle of Coves	John Alanson									
41	Nottawasaga Island	Archd. McDougall	148	11	10				148	11	10
41½	Christian Island	Wm. Hoare	49	16	10	97	6	2	147	8	0

No. 3—(Continued.)

No.	Name of Light.	Name of Keeper.	Amount of Salary paid.			Supplies and Repairs.			Total.			
			£	s.	d.	£	s.	d.	£	s.	d.	
<i>Below Quebec.</i>												
42	Belle Isle.....	D. Vaughan.....	169	17	6	}	358	10	4	575	14	1
		J. Bt. Baron, Assistant..	47	6	3							
43	Anticosti	D. Ballantyne	118	1	8	}	266	13	1	433	18	1
		John Harvey, Assistant..	54	3	4							
44	Forteau Bay.....	John Blancpied.....	83	6	8	}	304	11	10	466	16	11
		A. Dussault, Assistant...	78	18	5							
45	Cap Rosier.....	Eugene Trudeau.....	113	1	8	}	263	11	1	468	4	0
		L. Lemieux, Assisstant..	91	11	3							
	Piers below Quebec						350	11	0	350	11	0
			3996	12	2		7867	5	2	11863	17	4
	Management, travelling expenses and freight of supplies, &c..						2424	5	10	2424	5	10
			3996	12	2		10291	11	0	14288	8	2
	Less—this amount, supplies taken from store.....						279	13	11	279	13	11
			3906	12	2		10011	17	1	14008	9	3
	<i>Expenditure on Erection.</i>											
	Light Houses below Quebec									16324	2	10
	Light House Apparatus below Quebec.....									2810	10	10
	Light Houses (new) below Quebec.....									3858	10	0
	Point Pelée Light House									8733	15	0
	Snake Island Light House									663	5	7
	Bay of Quinté Light House									19	4	6
	Light Houses, Lake Huron.....									9191	8	11
	Light House Apparatus, Lake Huron.....									8251	5	2
			£ 3996	12	2		10011	17	1	63860	12	1

No. 4.

STATEMENT of Amounts paid on awards for damages on each work since date of last Report,—also, amounts paid to Arbitrators or Commissioners, for services and expenses, up to 1st January, 1858.

	£	s.	d.	£	s.	d.
Lachine Canal.....	160	0	0			
Beauharnois Canal	787	17	7			
Cornwall Canal.....	1000	0	0			
St. Ours Canal.....	87	10	0			
Welland Canal.....	648	18	9	2624	1	4
<i>Arbitrators for Upper Canada.</i>						
John Rose.....	45	0	0			
A. B. Sirois.....	10	0	0			
C. J. Dunlop.....	54	2	0			
L. W. Marchand.....	50	0	0			
Other expenses.....	81	6	7	190	8	7
<i>Arbitrators for Lower Canada.</i>						
A. N. Striker.....	12	0	0			
Joseph Bates.....	12	0	0	24	0	0
<i>Arbitrators for Lower Canada.</i>						
James Sommerville.....	428	0	0			
P. T. Masson.....	442	0	0			
Edward Quinn.....	446	10	0			
T. C. De Lorimier, Clerk.....	175	0	0	1491	10	0
	£			4829	19	11

N. B.—The above amounts paid on Canals are included in Statement No. 1,—and the total amount in Statement No. 2, under arbitrations.

No. 5.

STATEMENT shewing the total amount expended by the Department of Public Works during the year 1857, as detailed in the foregoing statements, numbered 1, 2 and 3.

	Repairs and Maintenance.			Construction.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.
Statement No. 1.....	67998	19	8	77456	11	9	145455	11	5
Do No. 2.....	78525	0	11	108421	0	9	181946	1	8
Do No. 3.....	14008	9	8				14008	9	8
	155,532	9	10	185,877	12	6	341,410	2	4

A P P E N D I X

TO THE

REPORT OF THE COMMISSIONERS OF PUBLIC WORKS.

- A. Report of Wm. Scott, C. E., on the works of the new Light House, Point au Pellée.
- B. Report of John Page, Chief Engineer Public Works, on the examination for sites for piers west end of Lake Erie.
- C. Report of Wm. Scott, on the present state, &c., of the Rondeau Harbour.
- D. Report of Edward Browne, C. E., on the works of the back waters of the Newcastle District.
- E. Report of H. Merrill, on the works of the River Ottawa.
- F. Report of H. Merrill, on the works of the River St. Maurice and the Vermilion River.
- G. Report of T. A. Begly, Secretary Public Works, on the Establishments on the River St. Maurice, &c.
- H. Statement relative to the Light Houses, &c., lately constructed on Belle-Isle and the Gulf of St. Lawrence.
- I. Report of G. F. Baillargé, C. E., on the Matapedia Road.
- K. Report of P. Bouchard, on the Mal Baie and Grand Baie Road.
- L. Report of T. E. Norman, C. E., on the Survey of the Islands and Water Power of the Chats Rapids, River Ottawa.

APPENDIX.

A.

REPORT ON THE FOUNDATION WORKS OF POINT PELÉE LIGHT HOUSE.

On the 28th of January, 1856, the Assistant Commissioner of Public Works, the Hon. H. H. Killaly, fully explained to me the efforts that had been made for the last four years to establish a Light House on Point Pelée, at the south end of the shoal, about four miles from land, and at the same time engaged me to undertake that work; by the 7th of August I had examined the remains of the old work, made my surveys, plans and report, and received instructions to proceed with the work.

My plan, which I believe to be original, both in form and in the mode of construction, consisted of building a large octagonal caisson, 65 feet wide across the base, 30 feet high, and 50 feet across the top, consisting of whole timbers of the best white oak, strongly framed together and bolted with the best wrought Lake Superior iron, having the whole of the bracing timbers and fastenings inside, so as to present an even or fair surface to the roll of the waves, instead of placing the outside timbers horizontal as in all other structures of this kind, I had them placed vertically, so that the lower ends would rest on the ground in deep quiescent water, while the upper end received the shock of the waves, thus opposing the full section of the timber instead of an artificial joining, which would have been the case had the caisson been framed with horizontal layers. The slope of those timbers inward is $7\frac{1}{2}$ feet in the height of 30 feet, or battering 1 foot in 4 feet. The whole weighed before launching over 380 tons. The octagonal form was used as being well adapted for strong framing, while at the same time it presented an equal line of resistance nearly in every direction. The batter or slope given to the upright timbers was for the considerations, viz :

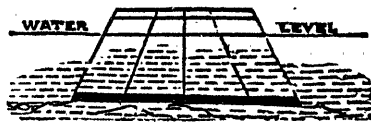
1st. It allowed a larger base with less material, giving greater stability to the whole structure, having both area and weight at bottom in the proportion of five to three.

2nd. In opposing a regular sloping front on all sides to the action of the waves, so that the higher they rolled, the smaller the surface became for them to act on, consequently the back water at a certain height would operate against their rising to a great height on the structure.

3rd. To prevent the ice from piling on the structure at the time of its breaking up, which is always occasioned by high winds acting on the water, and forcing the ice up by hydraulic pressure. On this structure the higher the ice is raised, the more easily it detaches itself from the structure, as every foot of rise will enlarge the opening three inches all round.

The providing of timber, bolts, and building the office and the shanties for the workmen occupied the time from the 7th of August until the end of September, 1856. So that the foundation to build the caisson on was not begun until the 25th day of September, 1856, and the whole including the ways 600 feet into the lake was completed and ready for launching by the 4th day of July, 1857.

It was finally launched on Friday evening, 24th of July, and towed to Amhersburgh, where 600 tons of masonry comprised of building stone and hydraulic lime mortar, was laid in the bottom, and on Saturday, the 8th of August, exactly one year from the approval of plans, &c., it was towed to its position about four miles south of Point Pelée, and sunk into its place, being in 19 feet of water. This was done by admitting the water at the top of the masonry from a valve contrived in the bottom, and which was again closed when it was perfectly settled on the ground, as soon as sufficient stone was received on board to keep it in position, the whole of the water was pumped clean out, and the masonry recommenced from that already laid and carried up in regular courses to 8 feet above the water or within 3 feet of the top of the caisson. Every course was regularly grouted with hydraulic mortar, made thin enough to be raked and floated into every joint, so that the interior of the caisson is one solid pier of masonry containing 2,025 cubic yards forming the frustrum of a pyramid of eight regular sides, 63 feet across the base, 27 feet high, and 50 feet across the top, and weighing over 4,600 tons, which, with the caisson will make the whole foundation about 5,000 tons weight while it only displaces water to the amount of 1,443 tons. In addition to its own weight, the ground on the outside, all round and up the sides to the height of nine or ten feet, is loaded with stones, as shewn in the sketch in the margin, to the amount of some 3,000 tons or more. This was deemed necessary from the strong current which sets here at times (nearly five miles per hour), and which might, without such preventative, act on the bottom, but will now form a nucleus for the collection of sand from the neighbouring reef.



The masonry is not carried up the full height of the caisson, three feet being left until the kind of structure to be erected for the light has been fully determined on, as it will then have to be levelled in accordance therewith. The works were closed for the season on the 31st of October, 1857, but the temporary light which was begun on the 12th of August was kept up until the 28th day of November, 1857, when the navigation closed. The erection of this light, which could be seen eight or ten miles, gave universal satisfaction to those navigating this lake, and I have received many communications, both verbally and by letter, from the captains of steamers and propellers, expressing their thanks for the security it already afforded, and the distance they saved by it, as they nearly all pass within fifty yards to the south of the light.

One of those incidents, which sometimes are brought about by the hand of God, to illustrate His overruling providence, happened the night before the light keepers closed up for the season. Captain Wye, of Mersea, with a crew of five persons in his scow, had left some of the ports on the American side of the lake, and was overtaken by that terrible storm of snow and cold weather, which took place in the latter part of November. They were caught in the ice, which nearly cut their scow in pieces, and for two or three days were drifted about at the mercy of the winds, without power to help themselves. On the evening of the 27th of November, they drifted near the caisson, when they patched up an old skiff with some boards, and made their way to the foundation, where they passed the night in comfort, and next day returned with the Light-keepers to shore; but for this being in their path they would in all probability have perished on the lake.

I am happy to say that this foundation fully answers the end designed. It appears to be as stable as the rock itself, and in the most severe storms the waters divide and pass round it, so that the highest waves do not break over it, although the height is only 11 feet above the water, and it stands on the broad waste a mere speck.

The many difficulties which had to be encountered in the prosecution and erection of this work, has already been fully laid before you in my letters of the 10th and 18th September, 1857.

I have appended an abstract of the different heads of expenditure up to the 31st Dec., 1857, and I believe in comparison you will find that for the magnitude and solidity of this work, executed in an isolated and most dangerous position, it will compare favorably in cost with any thing ever erected on this continent.

The foundation, unless faced with large stone from the water's edge, may therefore be said to be complete, and there will only remain the Tower and Keeper's house to proceed with in the Spring, for these I will in a few days present a plan and estimate.

It is admitted by all who navigate the western waters that this is the most important light on the whole chain of lakes. I should therefore recommend that the light be 60 feet at least above the water, and not less than a second class revolving light placed therein, if it could be distinguished as a bright red light similar to "Tuscar" in the old country, so much the better.

I have the honor to be,

Sir,

Your most obedient Servant,

WILLIAM SCOTT,

Engineer.

THOMAS A. BEGLY, Esq.,

Secretary,

Dept. Public Works.

12th Jan., 1858.

(See Plan of Light House annexed.)

POINT PELÉE LIGHT-HOUSE FOUNDATION.

ABSTRACT of the different heads of expenditure, building, material, launching and filing.

Head of Expenditure.	Quantity.	Description of Articles and Expenditure.	Average price currency.	Amount.	Total
			£ s. d.	£ s. d.	£ s. d.
Timber	21,500 cubic feet.	Squared white oak timber, best quality, delivered per ft.	0 0 9½	860 0 0	1289 4 0
	80,000 feet.	Board measure, best white oak plank and other scantling per 1000.	3 15 0	320 0 0	
	312 piles.	Average 26 ft. long 15 in. diameter each.	0 7 0	109 4 0	
Iron Works.	32,044 lbs.	Wrought iron in bolts, nuts, spikes, screws, clamps, &c., per lb.	0 0 6½	841 8 1	1061 4 11
	9,528 lbs.	Cast iron rollers turned, winches, &c., all fitted, per lb.	0 0 5½	220 1 10	
Wages		Labour building caisson, pile driving and ways		2289 3 8	3400 15 11
Wages and material		Labour and material, caulking caisson		240 0 0	
Wages		Labour launching caisson		483 19 8	
Material.		Ropes, chains, blocks, and various tacking.		165 13 9	
Material		Contingencies, including tools, cartage, pumps, horse hire, boats, lamps, oil, and various matters.		271 18 10	
		Building stone for filling caisson and round outside, including loading.	1 15 0	912 2 3	
Building Materials.	840 barrels.	Building lime and handling.	0 3 9	161 17 0	1219 17 8
	5,550 barrels.	Building sand and handling.		145 18 0	
Wages.	2,268 cubic yards.	in masonry.		1258 19 11	3767 5 11
	260 tonse dry stone	round outside, } Labour, mixing mortar, laying, &c.		248 1 6	
Carrying and Towing.	Do	Provisions for men on caisson, 8 months.		2270 4 6	£10788 8 0
		Steamboat and scow hire carrying material and towing.			
		Total expenditure.			

WILLIAM SCOTT,
Engineer P. P. L. House.

B.

TORONTO, 26th Oct., 1857.

SIR,—On receiving your letter of the 8th instant, inclosing for my guidance a letter of instructions formerly given to the late Mr. J. F. McDonald, relating to certain piers or wharves proposed to be built towards the western end of Lake Erie, together with other documents connected therewith, I immediately made the necessary arrangements for proceeding to the places referred to, and, on arriving there, made such an examination of the coast as enables me to submit the following report.

By reference to the accompanying map, it will be seen that the shore of the lake, from a point in the township of Colchester to about the 6th range of lots in the township of Mersea, trends north-easterly, thence suddenly takes a south-easterly direction along the shore of Point Pelée, forming between it and Cedar Creek, in the township of Gosfield, what is termed Pigeon Bay. This bay, although large, is comparatively shoal and exposed to all winds from the West round to South (between these points the wind is said to prevail, on an average, seven months in the year), which greatly endangers vessels approaching or lying near the shore; but, as the bottom consists of clay, the anchorage is good, so that those provided with good ground tackling, when in the bay, can generally ride safely through a moderate gale, if at proper distance from the beach.

Still the bay affords no sort of shelter whatever; neither, in my opinion, is there any place on this part of the coast where it is possible to form a harbor at any thing like a moderate expense, if at all, that could in even the most remote degree be considered "available as" an "asylum harbor for the trade generally."

The examination further shows, that strictly there is no place on the coast possesses or can claim, other than for local purposes, any special advantage over another for the construction of a landing pier; all appears to be nearly if not alike exposed to the action of the sea and wind, with shoal water extending outwards a considerable distance from shore, while at all or any place that could be selected, any structure formed must be carried out to nearly an equal extent, to obtain a like depth of water; and must be equally substantially built to withstand the pressure and action of the ice, when it breaks up in spring, and its influence in winter, resulting from the rise and fall of the lake during high winds.

My attention was, however, directed particularly to three different places by certain prominent persons residing in the respective neighborhood of each.

First adjoining the village of Kingsville, about the centre of the southern part of the township of Gosfield, one of the places surveyed by the late M. McDonald, a plan of which accompanied my letter of instructions. The plan conveys a tolerably fair idea of the locality; but the place marked on it as Kingsville Harbor is nothing more than the beach of the lake, on which the water is generally shoaler than on the bar outside, and, on checking the measurements and soundings, it was found that the latter shows a depth of 8 inches more water than is at present over the same places. This is, however, doubtless, due to the fall of the lake since the soundings were taken.

Still I must dissent from a note on the plan having reference to a channel stated to have been formed by Cedar Creek. The so-called channel being common to nearly all parts of the coast, at a distance of between 2 and 300 feet out from the shore, which, if I mistake not, is only a lower part of the bar that runs parallel with the shore, on which, at the distance above stated, the reaction of the sea, or what is termed the 'under tow,' prevents the sand and shingle from accumulating:

to a like height as it does further out in the lake. At all events there is no reason to suppose that Cedar Creek has the slightest influence in either forming or maintaining it, the creek being a dull sluggish stream unequal to keeping its own shoal outlet open in summer, beyond a width of from 7 to 8 feet, through which the water of the lake, in a moderate gale, passes inland; while occasionally the mouth of the creek, I was informed, is so completely blocked up that teams, without inconvenience, pass along the beach, and directly opposite it the bar is fully three-fourths of a mile wide, on which there is only from 2 to 5½ feet water; in fact the bar is wider and the water shoaler at and for a considerable distance below Cedar Creek than elsewhere.

Towards Kingsville the bar diminishes in width, and about one-fifth of a mile below the main part of the village it in a great measure disappears for a short distance; still, even at that place, the water deepens outwards so slowly that at a distance of 800 feet from the shore there is barely 12 feet water.

It is, however, said by the inhabitants, "that some years ago several vessels wintered safely under the bar, and that vessels in calm weather occasionally land and receive cargo there."

They further urge, as a claim for consideration in the location of a pier there, that Kingsville is a port of entry, while at present goods are landed indiscriminately on the coast, which increases the labors of the Collector of Customs, and, as they allege, admits of great facilities for smuggling. That, for want of a landing pier, goods intended for the port and country adjoining are frequently landed at Amherstburg or Windsor, a distance of 25 and 35 miles respectively, which entails upon importers, and of course ultimately consumers, a heavy expense for land carriage. These and other matters of a local nature are set forth as reasons why Kingsville should be selected as a place where a landing pier should be built; while some strive to make themselves and others believe that a harbour of refuge could easily be made there, stating that the bar has already all but formed one side of it, and dredging would form the basin to any extent, forgetting, however, that the same cause would still be at work fitting it up, and, from the exposed nature of the coast, the means of access or egress to sailing vessels could be but little if any improved.

But, apart from other considerations than those of a strictly local nature, which are all that can with the slightest show of reason be brought forward, it is believed that a pier if built there would be of advantage to the village and neighborhood, although none whatever to the trade generally.

The position and place represented on the plan is, I believe, the best that can be selected in the vicinity; but when built as it will be what may be termed a "calm water" landing pier, only there appears to be no necessity of carrying it out to a greater depth than to admit of vessels of moderate draught lying on either side towards its outer end; it is therefore assumed that a pier 750 feet in length would fully answer all purposes likely to be required, and allowing the lake to fall 18 inches below its present height, the outer 130 feet would still be in from 9½ to 10 feet water.

The first 200 feet next the shore might be made 18 feet wide, the next 200 feet, 22 feet wide, the third 200 feet, 27 feet wide, and the remainder 30 feet wide; the increase of width in each case to be made gradually, that is to say in 25 or 30 feet length of pier.

This would cost about £6,500. The pier could be extended out from the shore a distance of 230 lineal feet for the sum of £1,500. The extreme end in that case would be in about 7 feet 3 inches water at the present height of the Lake.

The next place examined is immediately west of Pointe Pelée, near the inner angle of the bay, and for some distance on both sides of the line between lots 6 and 7 in the township of Mersea, (opposite what is known as "Risk's Farm.")

The accompanying sketch, although giving only an imperfect idea of the place, still shews, as previously stated, that it is entirely open to such winds and storms as are of most frequent occurrence and greatest violence on this part of the coast, a difficulty equally impossible to overcome, as to construct a harbour there that would be accessible for one day out of ten, taking the whole year round.

The soundings show that, at a distance of 250 feet out from the shore, there is from a foot to 18 inches more water than on the bar outside, and at a distance of from 500 to 550 feet out, the water is, on an average, 10 feet deep, and from 750 to 800 feet out, the mean depth is 12 feet. At about one eighth of a mile to the westward of the line above referred to, the bar is about 50 feet narrower than at other places.

The inhabitants use the following arguments in favour of a landing pier at this place, viz.:

It is the only water frontage in the township where they consider it possible to build a pier, and its construction would accommodate the whole inhabitants of the township, as well as those in the eastern part of Gosfield, both of which places export large quantities of timber, staves, potash, tobacco, &c., and import groceries and other necessary articles to a considerable extent.

That the ice is not so liable to jam in that part of the bay as at other places, as it generally breaks off from Bell's Point (about a mile to the westward) at some distance out from shore, and beyond the place where the pier would be. That vessels frequenting the place can anchor outside safely, &c.

All of which are, doubtless, more or less correct, still the operations and effects of the ice are much more likely to result from the direction and power of the wind at the time it breaks up, than to be influenced by Bell's Point, and although vessels in a moderate gale may anchor outside safely, the question naturally arises, how is a sailing vessel to get out from the wharf during a blow from west in any course bound to south, it being an admitted, or at all events a well known fact, she cannot, in that case, lie alongside of it.

In reference to the particular site for a wharf in this neighbourhood, it may fairly be said there is no choice, except, that about 750 feet west of the road alluded to, the water is slightly deeper, this place has therefore been marked on the sketch as the proposed site; where a wharf if carried a like distance from shore as proposed in the case of Kingsville, about the same depth of water would be reached at nearly the same expense, with this exception, that after an expenditure of £1,500 here, the end of the pier would still be within the inner side of the bar.

The third and last place to which my attention was requested and given, was at the village of Union, which is, I believe, on lot number 9, in Gosfield Township, and about midway between the two places first examined. The description already given of the unsheltered nature of the coast is equally applicable to this place, and the depth of water bar, &c., at the respective distances out from shore correspond, as nearly as may be, with those stated to be opposite Risk's farm in Mersea.

The bank of the lake is, however, 40 feet high. The arguments used by those in favour of a landing wharf here are as follows, viz:

It is about the centre of Pigeon Bay, and near the line between the townships of Mersea and Gosfield. That it is situated at the head of Sandwich street, and the principal roads of the township lead to the village. That a wharf there could be built cheaper (stone being convenient) than at any of the other places, and that it would also accommodate the inhabitants of both townships better. That this part of Gosfield is settled back to the 7th concession, and raises more wheat than any other part of the township; while in the rear of Kingsville there is an extensive swamp of course unsettled, &c.

That the ice never jams opposite the village, and vessels on leaving the wharf would have a better offing than they could have from a pier opposite Risk's farm, &c.

Taking these reasons for the location of a pier at this place, in connection with those advanced in favour of the other places it will be seen that all are of a strictly local nature. And it may again be said there is scarcely any choice as to position, and little or no difference as to the expense of construction, and certainly no reason whatever to suppose that either would, or by any possibility could, be of any service to the navigation generally.

Having thus endeavoured to place the matter fairly before the Commissioners, I have only further to add, that if those works are to be undertaken, in whole or in part, it might be well that an early decision was arrived at, and the particular place or places fixed on, winter being the best time for preparing materials for such a class of works.

I have the honor to be,

Sir,

Your obedient servant,

JOHN PAGE,

Engineer of Public Works.

Thomas A. Begly, Esq.,
Secretary of Public Works.

C.

WINDSOR, C. W., 30th December, 1857.

SIR,—In accordance with your letter of the 10th instant, (22879) enclosing the Report of the Chief Engineer on the Rondeau Harbour, I lost no time in proceeding to its inspection. I found that the dilapidations of those works and the landing pier were now much more extensive than the description given two years ago, and that the whole were fast going to ruin from the combined effects of the undermining current, age, and neglect, hastened by the never ceasing action of the waves on its more exposed parts, which, from the decay in some of the timbers of the cribs, is likely to make short work.

As it would be impossible to give a clear idea of the settlement of the piers inwards, and the many causes of dilapidation by a mere written description, I have made a plan and cross sections to accompany this report, as well as to shew a new feature in the element of destruction, which arises from the shifting of the western opening.

The entrance piers have settled inwards towards the channel, which is now scoured out to the uniform depth of twenty-one feet in the centre, and from fifteen to eighteen feet immediately close to the cribs. This, without doubt, has been the primary cause of the dilapidation, as I understand the original depth of the channel and works were about ten feet under the the water.

The state of the western pier, which is decidedly the most advanced in decay, is as follows, viz: About fifty feet of the northern end is entirely gone, and the next fifty feet is so turned over, that it forms a curve inward and has the whole front under water three or four feet, (see plan A.) The next eighty or ninety feet being the part that abuts on the breakwater is scarcely moved out of

its place, for the next 450 feet the angle of inclination inward varies from sixteen to thirty-six degrees, having the greater part of the front under water, some to the depth of six feet, as represented by the cross sections on plan marked B. The south of this pier had a return of more than double width, which kept this end from canting inward, but the southern end has been undermined and broken up by the waves, and has lost about thirty feet from its length, the greater part of the top planking of this pier is either gone altogether or very much rotted, and the whole presents a most distorted and ruined appearance, and is not, in my opinion, capable of being repaired in such a manner as to be of any permanence.

The western breakwater has been broken up on top, and washed level with the sand, probably eighteen inches above the water level. About 725 feet of it still remains entire, but the western end is gradually breaking up, and has already lost 100 feet of its length, (see plan marked C).

The eastern pier has apparently lost several feet from its northern end, which is gradually sinking and breaking up, and the whole length, with the exception of about 100 feet abutting on the break water, is inclined inwards from 10 to 32 degrees, and about 100 feet near the southern end has the front entirely under water, the plank off and fast breaking up (see portion on plan, marked D). As far as I could ascertain, 100 feet of the south end of this pier is entirely swept away. This includes the pier on which the light house stood, and the result of my sounding over the spot gave a depth of from six to ten feet of water.

The light house pier did not move until relieved of the superincumbent weight of the tower, and now there is not a vestige of it to be seen.

The eastern breakwater is entire and nearly as good as the day it was put down, and seems to have completely answered the purposes for which it was intended.

The light house was burned down last spring, I believe, accidentally. The facts, as near as I could learn, were, that two men out fishing had gone into the tower for shelter from the weather; they made a fire on the floor and fell asleep, and were awakened up to find the tower on fire, from which they made their escape as quickly as possible. With the exception of a few large timbers, it was burned to the water's edge. There had not been any light in it for a period of six years, and it was in a very dilapidated state, without doors or windows, and the whole of the glass of the lantern broken.

I will now draw attention to a matter that must form an important consideration in any future repairs or works to improve the entrance piers of this harbour, that is the shifting of the western opening to the eastward, during the last ten years, for upwards of half a mile, (see the enlarged map attached to plan), and has only been stayed in its present position by the obstruction offered to its further progress by the western breakwater. As this obstruction will be gradually overcome, (it is only a question of time) it will make its way to the west pier, and it becomes a question of very grave moment whether the spit of sand and shoal formed on its eastern side may not overlap and stop up the approach to the artificial entrance on the north side. There is, however, at present a constant current either flowing into or from the Rondeau.

From this cause, before any permanent improvement could be made, I consider that the west pier should be altogether renewed and placed more to the westward so as to leave the opening between the piers about 400 feet wide, or as much width as would leave the united sections of the waters of the artificial cut, and the western opening an exit, having 15 feet as its maximum depth; the western opening could then be closed by a double row of piles, and the sand would soon form round them and effectually close it for ever.

The east pier and breakwater, in my judgment, could not be better placed, and this pier could be repaired by facing inside and out by piles well tied together and capped six or seven feet above the water, the whole to be filled up with beaten or water concrete to that level, or planked over on the top. The foundation of the light house should be piled, the piles to be sawn off one foot below the level of the water and built upon by heavy blocks of stone from the Islands or Amherstburgh quarries, until raised seven feet above the water. The tower and other buildings could then be erected with the ordinary building stone from Amherstburgh or Kingston.

The west pier could be formed of double rows of piles well tied together and filled in with the stone in the present pier to the level of the water, and planked at the height of seven feet above the water.

I fully agree with Mr. Page that both from nature and former improvements the Rondeau harbor has advantages unequalled by any place on either shore of Lake Erie, for affording shelter to vessels in distress and doing a large trade, if the entrance was only permanently improved and a good light-house erected to point out the entrance. It should also be borne in mind that the County of Kent is increasing vastly in population and wealth from her agricultural products alone, and that the whole of this produce (nearly) has now to be shipped from Chatham, entailing on the settlers of the southern Townships a long land journey, and a smaller price for their produce, as it has to be carried 150 miles further by water from Chatham than if shipped from the Rondeau.

The wharf at Shrewsbury on the northern side of the Eau is in such bad condition that it cannot be used for teams, and as there has been 600 feet or so carried off from the outer end, vessels cannot approach it drawing more than seven feet of water, some 1,100 feet or more towards the shore is only a very temporary affair and level with the water, the ice having broken through and carried most of it away, and repaired by the people for their own convenience. Should the remnants survive the ice of next spring, it cannot be used, as the whole is so rickety and out of the perpendicular that very little weight overturns the piles and breaks through. A new wharf seven feet above the water and well tied together would require to be built before trade to any extent could be carried on there.

Should this be done, a large grain store-house should be built, and it would pay a large interest on the money expended.

Below I have appended an estimate of about the probable cost of making the whole in an efficient and permanent state, but a Light-house and a wharf are the most required, as with these the trade of the port could be resumed, while the other matters are being carried through.

I have the honor to be,
Sir,

Your most obedient Servant,

WILLIAM SCOTT, C. E.

To Thomas A. Begly, Esq.,
Secretary Public Works.

RONDEAU HARBOR.

ESTIMATE of the probable cost to place the entrance in a proper state; build light-house, and make a new landing wharf, and close up the western opening :

Removing west pier and part of breakwater.....	£700	0	0
Building 700 feet of west pier, piled and filled with stones (from present pier) to the water level	1800	0	0

Repairing and making permanent the east pier to the length of 700 feet, filled with concrete or beaten to 7 feet above water	£2300	0	0
Light-house pier, dwellings, and tower	2200	0	0
Extension of west breakwater by piles across western opening	1500	0	0
New wharf	4500	0	0
Store house	500	0	0
	<hr/>		
Total.....	£13,500	0	0

WILLIAM SCOTT, C. E.

31st December, 1857.

D.

PORT HOPE,

February 18th, 1858.

SIR,—I have the honour to submit the following report for the information of the Commissioners, on the state of the works now in progress of construction at Bobcaygean and Buckhorn rapids, and the improvements made in the navigation of the River Scugog, below Lindsay, by the deepening and straightening of the Channel, and other matters connected with the navigation of those waters.

All the works are in a very satisfactory state, and I shall enumerate in as concise a manner as possible the different new improvements which have been made in the navigation, and the vast advantages which the back country must derive from them.

BOBCAYGEAN WORKS.

The masonry both of the lock and the grist and saw mill flumes is completed, and owing to the high state of the water a good deal of difficulty had to be contended with. The masons being obliged to suspend operations on the 25th November, 1856, and could not resume work again until the 10th of September, 1857. The lock gates are in their places and are perfectly water-tight, both at the hollow quoins and at the point of mitre. The conduit of canal is also finished, a portion of which, about 500 feet long, is timbered and planked on both sides, and the bottom in many places being full of fissures has been filled in with concrete and afterwards double planked and well spiked down, which makes it perfectly staunch. The remaining portion, about 400 feet in length, is formed of natural banks, the bottom and sides of which are well puddled, which makes it perfectly secure. The dams have undergone thorough repairs, having been all planked with 3 in. plank, well spiked down and backed up with puddle and afterwards loaded down with gravel, which makes them perfectly staunch. They were commenced on the 24th of August, 1857, and in doing so much additional expense has been unavoidably incurred, as before the work could be commenced, coffer dams had to be built at much expense and inconvenience to the contractor, owing to the high state of the water and not wishing to lower it too suddenly during the summer months, as a good deal of uneasiness seemed to prevail amongst the inhabitants in the vicinity of those waters.

when they heard the waters were to be lowered, much sickness being apprehended to arise from the decayed vegetable matter that would be exposed to the sun. Another objection raised to lowering the water too early in the season was on account of its affecting the navigation. The consequence was, that this portion of the work was put off to the last moment in expectation of the water falling, but as it continued high all the season, coffer damming had to be resorted to as a last resource, and without doing so they could not be repaired this season. Timbers for new piers at the slide are delivered. The old stone pier being almost useless owing to the water finding its way under it through fissures in the rock some distance above the dam. To meet this difficulty it will be necessary to construct a short dam 120 feet in length (below the old pier) to connect with the new wooden one, and the main land. The rock here being much more solid than it is above, the slide can be made quite staunch. This dam will throw back the water, and will not be attended with much additional expense to what was already contemplated.

The new swing bridge built the year before last has been painted this last season, and all obstructions in the navigation of the river below the lock have been removed, and a few days work in the spring, trimming up the tow path and building the new piers at the slide of the dam will complete the navigation at Bobcaygean.

BUCKHORN RAPIDS.

The repairs of the dam were fully completed the year before last, and part of the bridge built anew. The remaining portion of the old bridge, about 500 feet long, has been removed this winter, and the materials for the new one are nearly all delivered, and carpenters are busily engaged framing. I expect to see the whole finished by the 1st of March. The length of the bridge when completed will be 642 feet.

SCUGOG RIVER.

A good deal of dredging has been effected last summer in the Scugog river below Lindoe, in addition to that done last year, which has improved the navigation of that river very materially, having done away with a great many crooked bends, which were very awkward for vessels passing up and down. There remains but one point of land to be taken off, about 100 feet in length, to complete the water communication between Sturgeon Lake and Lindsay, and this will be dredged next season.

To complete the navigation I should suggest the removal of some boulders which impede the navigation at Bobcaygean, about half a mile above the dam, and at Buckhorn in the narrows about three miles above the bridge. Besides the removal of boulders at the latter place, I should recommend the buoying of the channel at two points where large and dangerous rocks obstruct the passage of steamers, (and I might add of small boats) as during the summer season they are almost exposed to view. The cost of which, and the removal of boulders in both places, I estimate at \$950.

The booms at Buckhorn which were built where the dam was repaired the year before last, have been carried away and broken up, owing, I understand, to the negligence of raftsmen allowing seven thousand saw logs to run against them, without taking the necessary precaution of first removing the stop logs in the slide. The current here being very rapid, and to guard against a similar accident occurring again, I should recommend the building of two small wooden piers triangular

shaped and filled in with stone, to which I propose to fasten the booms by iron bolts. Those piers being placed equi-distant between the slide and shore, would tend towards strengthening the booms very materially. The former booms were 740 feet in length, of which only 140 feet can be made available, as it would cost more to collect them than would build a new one. I estimate the cost of repairing boom and building new piers at \$1425.75.

The new lock at Lindsay is loudly called for, especially since the completion of the Port Hope, Lindsay and Beaverton Railway as far as that town, and the old wooden lock being quite impassable since last spring, owing to which and the shoal of rock extending from the lock some two thirds of a mile down the river, steamers from Fenelon Falls to Port Perry could not pass Lindsay and were obliged to transfer both their lumber and freight from one vessel to another, which was a great source of annoyance and inconvenience to the public, as well as being attended with much expense. Men are busily engaged getting out timber both for the foundation and gates of the new locks, and stonecutters are also employed in the quarry at Bobcaygean getting out and preparing the stone.

I would respectfully call the attention of the Commissioners to the necessity of building a few landing piers for the accommodatinn of vessels navigating those back lakes, they are very much wanting, and now more particularly since the new improvements in the Scugog river have been made and the new lock at Bobcaygean completed.

The privilege which proprietors of saw mills seem to have of throwing slabs and other rubbish into rivers and streams is a very great source of annoyance and very much complained of, (and I think very justly,) as in many instances those slabs have been known to scatter over a very large surface before sinking, and in many places they form snags, and in others they accumulate so fast in a short time as to cause very serious impediments in the navigation. I mention this with the hope that some measures may be adopted towards remedying this evil.

It is really surprising to see with what rapidity the country north of Bobcaygean is being settled since the commencement of the new lock at that place and the other improvements in connection with it, and although for some distance into the interior the land is not of the best description, yet almost all the lots in the new surveyed townships of Galway and Seymour are taken up, and new settlers are arriving every day. The land continues to improve the further back you go, and after getting back ten or twelve miles it will compare favourably with any land in the Province. The Government are now constructing a new line of road immediately north of Bobcaygean which is to extend about forty miles into the interior; fifteen miles are already completed, along which the country on each side begins to assume quite a settled appearance. Log houses are put up and clearings made here and there, where a short time since nothing was to be seen but a dense forest of trees.

I understand that the lumbermen complain of the slide at Buckhorn Rapids being too short, and are about petitioning the Commissioners to have it lengthened between two and three hundred feet so as to bring it into slack water.

In alluding to the proposed improvements in the navigation at Heeley's Falls and Crook's Rapids, on the River Trent, I have only to add that, in accordance with instructions received from the Honorable the Commissioners (last summer) to examine and report on the proposed works, and having done so, found that the appropriation of £1,000 was by no means adequate to meet those improvements, as besides the removal of boulders and other obstructions in the river, and staunching the dams at both those places, a new swing bridge is required. I should

recommend the postponement of operations until more money is granted sufficient to meet those improvements.

The whole being respectfully submitted.

I have the honor to be,

Sir,

Your obedient servant,

EDWARD BROWNE, C. E.

Thos. A. Begly, Esq.,
Secretary, Public Works,
Toronto.

E.

OTTAWA, 31st December, 1857.

SIR,—In the month of August last I had the honour to submit to the Department a report on the state of the different works under my charge. This report stated the amount required for maintenance at each station.

The Commissioners having authorized the expenditure of the following sums at

Joachim Slide	£150	0	0
Calumet do	422	12	0
Mountain do	150	0	0
High Falls do	401	10	0
Chats do	233	15	0
Booms at mouth of Madawaska.....	300	0	0
Hull Slide.....	128	0	0
Bytown Slide.....	75	0	0
Gatineau Boom.....	25	0	0

£1885 17 0

I have to report, for their information, that the necessary repairs are being proceeded with, so that the slides booms, &c., will be ready for the coming spring business.

The Suspension Bridge at the Chaudière Falls is in good order, and will only require a coat of paint next spring; this the Commissioners have authorized. The other bridges at Ottawa are nearly new. Some of the road-way planking will have to be renewed.

New Works in course of Construction and Completed.

The hydraulic dams at the Chaudière Falls are finished, the Mill-owners and others interested are satisfied.

The slide and long pier dam at the Little Chaudière are now completed. These improvements are of much importance to lumbermen, as the distance over which single cribs run will be shortened, the running made safer, the expense lessened, and the timber passed with greater despatch.

The dams and slides, &c., on the Petewawa river are in a forward state. The contractors are carrying on the works with great energy; the whole will be ready for the coming season.

The Carillon works are progressing satisfactorily. The water has been very high this fall and winter, which has made it a matter of considerable difficulty to proceed with such works; however, the contractor has succeeded in laying 1,200 feet of the pier dam, in a very strong current. He has a strong force at work, with the requisite materials on the spot, so that I think he will be enabled to fulfil his contract.

The works in the little discharge from Lake St. John on the Saguenay River are also in a favorable state, the dams at the outlet of the lake being completed. The contractor has excavated the rock at the head of the long slide, and is now constructing the head gates and bulkhead for the same. He has procured nearly all the materials for the large dam at the head of Gagnon's rapids. The building of the dam will be commenced about the 25th of January. I shall leave Ottawa so as to be at the Saguenay at that date, with a view of assisting to lay the foundation, and giving the grade of the slide.

The Remous, booms and piers are progressing somewhat slowly, but the contractor is procuring material. Two of the piers are completed, and another in course of construction.

This is rather an important work, and I will endeavour to have it finished and ready for the spring lumber operations.

In submitting the above,

I have the honor to be,

Sir,

Your most obedient servant,

HORACE MERRILL,

Supt. of Ottawa Works.

T. A. Begly, Esq.,
Secretary of Public Works,
Toronto.

F.

OTTAWA, 31st December, 1857.

SIR,—As requested by the Honorable the Commissioners of Public Works, I proceeded to the River St. Maurice, and have the honor to submit the following report on its improvements.

I left this city on the 12th day of October last, for Montreal, where I met Thomas A. Begly, Esq., Secretary of the Department, who had procured the necessary outfit of canoes, provisions, &c. That gentleman accompanied me to the St. Maurice, and made an inventory of plant and tools at each station, and also took memoranda to enable him to report on the staff employed at the various works on the river.

We started from the City of Three Rivers at 2 o'clock, p.m., the 14th, (Oct.) and remained at Shawenegan for the night, having travelled about 21 miles. Arrived at the Piles, a distance of about 18 miles, on the 15th, after passing over the new road made by government, the land on each side of which is very fine. At this station we found the men and canoes in waiting. 16th. A gale blowing down the river, found it impossible to proceed that day. The fall of water at the Piles is about 10 feet, but no improvements are required for the running of saw logs or square timber. 17th. Wind still high. Left the Piles at 2 o'clock, p.m.; paddled

about 6 miles, and pitched our tents. Snow fell during the night. 18th. Sunday, paddled to the mouth of the Mattawan. The St. Maurice from this station to the Piles runs swiftly—fine banks, no eddies, nor obstructions to the descent of timber. On the 19th, rain fell in the morning. Started at 11 o'clock, a.m., and paddled 12 miles against a strong current. The river presented the same appearance as before described, with no obstructions. 21st. Arrived at La Tuque. A steamer sails between the station and the Piles, a reach of about 75 miles, which shews that timber may be easily floated down. I examined La Tuque rapids, and found them about half a mile long, very rough and narrow, with jagged shores and violent eddies; the action of the water is such, that lumber drawn into the rapids is soon destroyed. At the foot of these rapids there are two eddies, out of one of which it is almost impossible to take timber. Near the lower end, on one side, a wing dam has been built, but the whole rapid is so rough, that I consider it would be a very difficult matter to make improvements in it. I am therefore of opinion, that the most effectual method of passing timber by La Tuque rapids, would be through a single stuck slide extending from the upper end to a point below the eddies; the length of such a slide would be about three-quarters of a mile, and its cost about £6,000 cy., if built by contract. Immediately above the falls the river is broad, and presents no obstacle to the placing of booms for guiding the timber into the head of the slide. Above La Tuque rapids, and in the mouth of the Bostonais river, there is a large boom (made about three years ago) now lying, about 3,000 feet of it is 3 feet 9 in. in breadth, of treble timber, sound, and in good condition, while the remaining portion, about 500 feet in length, is of single timber. This boom was stretched above La Tuque, but for the last two years has not been used, nor do I see of what service it could be, unless the slide just suggested be constructed, as from the nature of the banks of the river, timber must necessarily of itself, pass into the rapid without the aid of any boom, and as the slide now suggested had not before been contemplated, I cannot see what the boom was made for.

Having been instructed by the Department to measure and ascertain the quantity of materials in the works at this station to guide me in forming an opinion as to what their original cost should have been, I now submit the following estimate, viz.:

White pine timber in dam and support, say, 23,974 cubic feet at 9d	£899	0	6
Planking 69,125 feet, B. M., at 70s.....	242	7	6
Stone filling, 3,659 cubic yards, at 4s.	731	16	0
Timber in treble boom, 14,062½ cubic feet, at 9d.....	527	6	10½
Value of single boom, say	50	0	0
Value of iron spikes and chains.....	560	0	0
Total.	£3010	10	10½

This amount is amply sufficient to pay for the construction of such work.

On the 23rd, at 2 o'clock, p.m., we left the head of La Tuque Rapids, paddled 5 miles, saw no obstructions, and camped for the night. 24th. Arrived at the mouth of the Vermillion River. The last 12 miles formed a continuous rapid, running in some places very swiftly, between high shores, and having no eddies. I never saw greater facilities for driving timber, and am certain that lumber could be driven from the mouth of the Vermillion to the Piles in one week.

On the 24th we left for the Iroquois Falls on the Vermillion River, about 4 miles from its mouth. This is a stream about the size of the Bonnehère, one of the tributaries of the Ottawa, and it is reported that it drains a country abounding in valuable white and red pine timber. The only formidable barrier to the safe de-

scent of timber is the want of a slide at these falls ; none has been manufactured above this place as yet. I carefully examined the ground in the immediate neighborhood, and found a natural channel admirably adapted for the site of a slide ; its whole length is about 200 feet, depth 12 feet, and width 8 feet ; one side is formed by perpendicular rock, and the other by rock nearly so. I observed a small quantity of water passing through this channel. The dams for raising the river will be about 240 feet in length, with an average height of about ten feet. Superior foundations can be laid as the bottom is of solid rock and the shores are bold. The required boom will be about 350 feet long, and will be easily located, as the inlet to the canal is 200 feet further up the river than the proposed dam. The height from which the water falls at this station is about 50 feet. The accompanying sketch shews the falls, and the relative positions of the dam and slide. I have annexed an approximate estimate of the cost of these improvements, and should the Commissioners decide on carrying them out, I would strongly recommend the contract system as being the most economical.

There are some boulders between the Iroquois falls and the mouth of the Vermillion river, the blasting out of which and the construction of three small wing dams will cost about £600 cy.

Sunday, 25th October. Left Vermillion at 10 o'clock and reached La Tuque the same afternoon. Remained there over night.

26th. Left La Tuque this morning and arrived at Mattawan river the same day. 27th. Arrived at the Piles, where I remained over night.

As I had passed over land on my upward journey, I had not an opportunity of seeing that portion of the river between the Piles and the Grande Mère falls, and therefore, on the 28th, resolved on proceeding to the mouth of the St. Maurice in a canoe. Having reached the Grande Mère, I found the river all that could be desired for lumbering operations and that the slide and booms were in good order. Proceeded to the Hêtre rapids, a distance of about five miles, and found that although there was a rock near the head which caught some of the timber passing in high water, yet little or no damage was ever done, timber being easily removed in low water.

Paddled to Shawenegan, about 4 miles down the river, and saw no obstructions to the descent of lumber. At this station the slide and guide booms are in good working order.

There is a large boom supported by six piers in the eddy below the slide, and some new piers are being built, but it is my opinion that they are not required.

I next visited the Grais Falls, where there is a crib slide in course of construction. I do not see that the crib slide can be of much service to lumbermen when it is taken into consideration that at Shawenegan, where the fall is about 135 feet and about five miles up, timber must pass in single sticks and the same can be taken from the Grais to the retaining boom at the mouth of the St. Maurice in a few hours.

That the proposed crib slide at the Grais is unnecessary is further evident from the fact that the foot of the Shawenegan falls (where the making of cribs would take place) is very badly adapted for that purpose and the cost of making and running a crib to the mouth, a distance of only 24 miles, would be as follows, exclusive of tolls :

For crib frame, say.....	£0 2 6
“ expense of rafting.....	0 7 6
“ 4 men’s wages running 24 miles one trip per day.....	1 0 0
“ 4 oars a 1s. 6d.....	0 6 0
“ Slidage	0 5 0
“ expense of taking men back with team, say not less than 5s. each	1 0 0
	£3 1 0
Being a cost upon a single crib	£3 1 0

No practical lumbermen would be willing to incur such an expense when his timber could be driven in a shorter time and for a quarter of the money. Moreover, a crib slide at the piers would not enable lumbermen to send a crib down unless considerable outlay is made at the Gabel rapids, a short distance below the Grais, where the construction of a crib slide, a number of piers and guide booms, &c., would be necessary before timber could be passed in safety.

Supposing it were practicable to make cribs and take them from Shawenegan to the mouth of the river profitably (which I very much doubt, owing to the difficulties of rafting caused by the eddies and the swiftness of the water) the retaining booms there, which are now in good repair and were built at great expense, would be rendered useless.

In short, I am of opinion that logs and square timber can be profitably and quickly driven down from Shawenegan to the retaining booms at the mouth of the river, and that at some future time should saw mills be established at Shawenegan instead of the proposed expensive crib slides, piers and other works at the Grais and Gabel, a simple deal slide would answer every purpose.

It would be a very difficult matter for me to put a correct value on all the St. Maurice improvements, but, taking it for granted that copies of measurement of timbers and stone filling with the weights of iron, &c., used in the works, have been forwarded to the Department, I would state, for the information of the Commissioners, that from my experience from having work done by contract, I find the prices of materials, even at back settlements and at places such as Lake St. John on the Saguenay, to be covered by the following rates, viz.: White pine in cub. ft. in work, nine pence; Plank per thousand feet, B. M., 70s.; Stone filling, per cubic yd., 4s.; Rock excavation, per cub. yd., 7s. 6d.; and iron, per lb., 6d. These prices I would apply to the St. Maurice Works.

In submitting the above,

I have the honor to be,

Sir,

Your most obedient Servant,

HORACE MERRILL,

Supt. of Ottawa Works.

(See Plan of Improvements, Vermillion River, annexed.)

ESTIMATE of *Expense of proposed Improvements at Iroquois Falls, on the Ver-*
million River :

I. Dams.

White pine timber, cubic feet in work, 3380, @ 9d.....	£125	15	0
Plank, B. M., 17,250 @ 70s. per M.....	60	7	6
Iron Bolts and Spikes, 1000 @ 6d.	25	0	0
	<hr/>		
	£212	2	6

II. Boom.

350 lin'l ft. complete, @ 5s.....	87	10	0
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III. Slide.

440 ft. long, 6 ft. wide, and 3 ft. high, set on bent works; White pine timber, 12,093 cub. ft. @ 9d.....	453	9	9
Plank, 49,000 ft. B. M. @ 70s. P. M.	171	10	0
Iron Bolts, Spikes, &c., 1900 lb. @ 6d.....	47	10	0
	<hr/>		
	672	9	9

	£972	2	3
Add for superintendence	75	0	0
	<hr/>		

Total cost.....	£1047	2	3
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G.

DEPARTMENT OF PUBLIC WORKS,
Toronto, 19th Nov., 1857.

GENTLEMEN,—In accordance with your instructions to visit the respective works of the River St. Maurice, in company with Mr. Merrill, and to report on their management, economy, &c., I have the honor to state, that having been joined by Mr. Merrill, at Montreal, on 13th October, we started without delay for Three Rivers, from whence we proceeded by land to Les Piles, a distance of about forty-five miles.

The road from Three Rivers to Les Piles, runs nearly parallel with the river St. Maurice, and over it all the provisions and other supplies for the lumbering establishments of the District have to be passed. The numerous falls, consisting of La Gabelle, Les Grais, Shawenegan, Les Hetres, La Grande Mère and Lespiès, rendering up-transport by the river not only tedious but expensive. This road, although of so much importance, has been but partially improved, and being of such consequence to the lumber trade, which yields so large a revenue to the country, is entitled, in my opinion, to consideration with regard to further improvement. The portion between Three Rivers and the Forges is, with the exception of the hill leading down to the latter place, in a state of nature; there does not seem to have been any outlay whatever made upon it; from thence, so far as the Forges lands extend, the road is not in much better condition; from there to within about six miles of Les Piles it has been improved by the Crown Lands Department, under the direction of Messrs Wells and Dawson. This portion of the road has been well made, and the Bridges, some of which are heavy structures, seem to have been well and substantially framed and put together, several miles of this part of the road being through very rich and deep loam, is easily cut up in bad weather.

The six miles near to Les Piles has only been cleared, it is neither formed nor graded, and could scarcely be in a worse state than it now is. With regard to the portion of the road made by the Crown Lands Department, a small sum of money annually could be very beneficially expended in freeing the water-tables from stones and branches of trees, filling the ruts and keeping the road properly rounded. It is true that on the completion of the St. Maurice Railway this road will not be required for lumbering operations, but, in the mean time, it is absolutely necessary that some improvement should be made.

On arriving at Les Piles we found our canoes, men, tents, provisions, &c., all ready. Here there is a considerable fall in the river, but it does not in any manner impede the safe running of either square timber or saw-logs.

Having blown a perfect gale for some days and the wind still continuing very strong, we were unable to start from Les Piles until the afternoon of the 17th, and arrived at La Tuque on the afternoon of the 21st.

The only public expenditure on this river, between La Grande Mère and La Tuque, has been at the Managance Rapids, where £160 have been laid out in blasting the points off some rocks in order to facilitate the passing of the steamboat. This work will require about £100 more to be expended in order to complete it.

Between Les Piles and La Tuque, a distance of seventy miles, a steamer has plied for some years past, and has given great facility for the transport of oxen, provisions, &c., required for the lumbering establishments; she is owned by Messrs. Phillipps & Norcross, who have large saw mills at the mouth of the river, and has

rendered most important service to them as well as to the other large lumbering establishments of the St. Maurice.

The only work at La Tuque is a glance-dam in the rapid, constructed for the purpose of guiding the timber into the proper channel. There is also a log-house used as a residence, a storehouse and smith's shop. There is a large quantity of tools, blankets and other stores which should be disposed of, as stated in my letter of 9th September, addressed to the Commissioners. An inventory of them is attached hereto. I found all those articles in good order and well cared for.

The establishment here consists of two men who have nothing to do. I therefore gave them notice that so soon as I could arrange for the safe keeping of the stores, until the articles could be sold or removed, their services would not be longer required. They are paid £96 per annum, and found in board, lodging, fuel, &c. They have also an ox for hauling their firewood, &c. The ox I at once disposed of.

In the River Bostonais, a tributary of the St. Maurice, and immediately above La Tuque fall, there is a large quantity of booms. I am not aware for what purpose they were constructed; they have been lying in their present useless position for the last two years.

It seems the general opinion of practical lumbermen, that a timber slide should have been constructed at this station. In the present state of the works timber receives considerable damage in going over the fall, and from a very bad eddy below, a quantity of it is drawn in, which it is not only very difficult but expensive to remove. All this would be avoided by the construction of a slide. Mr. Merrill will, however, report on all this fully.

The expenditure by the Government at this station, as shewn by the books in the office at Three Rivers, amounts to something over eleven thousand pounds.

Having completed the necessary examination at La Tuque, we started for the River Vermillion, where we arrived about two hours after sunset on the evening of the 23rd.

The Iroquois fall, which is about five miles up the Vermillion, is said to be the only impediment to lumbering operations on this fine river, as it is impossible to pass timber over the fall without very great damage. Lumbermen, who have explored the locality, report most favorably, both as to the quantity and quality of the red and white pine, and in anticipation of the improvement of the Iroquois fall, timber limits up the river to a considerable extent, have been secured. Mr. Merrill, on a thorough examination of the fall, is of opinion that a slide could be constructed here at comparatively small expense, which would probably open up the river for lumbering operations to Red Pine Lake, a distance of over seventy miles.

We started from the Vermillion on the 25th October, and arrived at La Grande Mère on the morning of the 28th.

The works at the latter place consist of a single stick slide and a large range of guide booms above, a slide-master's house and a few out buildings. The slide-master's residence is an expensive wooden building, having cost over £500, but having no chimney it is in constant danger of taking fire.

It has never been clapboarded, and having been badly constructed, has given way considerably in the dove-tails of the logs at the corners. When here in September, I had instructed the general Superintendent to have the portion of the building which was giving way properly secured, a chimney built and the house clapboarded, and being much too large for a slide-master's residence, 50 by 36 feet, and two stories high, I had further instructed him to run a partition through the house, one half to serve for the slide-master's residence and the other for the accommodation of the men who might be employed at the station. None of these instructions had, however, been carried out.

There is a large amount of tools and other stores at this station. See inventory annexed. They have been taken very bad care of and scattered over the premises. A stove and other articles have been lent by the slide-master without authority, and he has also used such articles as he requires on his own farm.

The land on which the building above referred to stands, has never been invested in the Department, and the present slide-master, after his appointment, having taken possession of the lot as a squatter, now demands the sum of two hundred pounds for his good will and for the improvements which he alleges that he has made to the property. On the representation of the Superintendent, see his letter of the 9th October, recommending the dismissal of this man, it was concurred in by the Commissioners, but their order has not yet been carried out.

Relative to the construction of three small piers and a boom below the slide ordered long since, I did not find that anything had been done.

Mr. Rousseau, the slide-master from the next station below, (Shawenegan), I found here overseeing the taking in of the booms.

The cost of the works at this station amounts to about £6,500.

Leaving La Grande Mère, we arrived at Shawenegan early in the evening. The works here consists of a single stick slide over a fall 138 feet in height, with extensive guide-booms both above and below. A blacksmith's shop (a good frame building), a log house, occupied by the slide-master as a dwelling, and a few out-buildings. All the houses have been constructed on the property of private individuals. It is absolutely necessary that land to some extent should be acquired at this post. The right of road from the foot to the head of the fall is indispensable, the portion of the beach where the booms are hauled out, a site for a garden, pasturage for a cow and wood land for fuel.

Every thing at this station seems to be in excellent order, same as when I visited it in September last. The establishment consists of a slide-master and an assistant. The latter, in my opinion, not being required in winter his services have been dispensed with until spring. Should any opening offer for permanent employment, I would strongly recommend Mr. Alfred Rousseau, the person now spoken of, as a faithful and efficient man.

The cost of the works at this station has been something over £14,000.

As at La Tuque and La Grande Mère, I found here a large amount of tools and other stores, all in exceedingly good order, but not required for any practical purpose. They are included in the annexed inventory.

Leaving Shawenegan we arrived at Three Rivers early in the day, passing Les Grais Fall, where some works were at present being proceeded with, on which Mr. Merrill will report. There not being any establishment at this place I did not make any stop.

The works at Three Rivers consist of numerous piers and extensive booms used for rafting, &c., a large storehouse built at the Government expense on ground, the property of the Messrs. Gilmour. There are here, as at the other stations, a large amount of stores. All matters seem in good order and to have been properly attended to.

The establishment at Three Rivers I found to consist of a deputy boom-keeper at the mouth of the river, and at the office the Superintendent, a clerk and paymaster, and another clerk who is returned on the pay lists for Les Grais; also an office man.

No deputy boom-keeper being required permanently, I have dispensed with his services for the winter. The booms being all hauled out above water mark, there is not any person required to look after them. Not considering the second clerk necessary in the office, he has been discontinued.

With regard to the works generally, I would say, that the respective permanent establishments have heretofore been, in my opinion, much too expensive, and a number of men constantly kept on without any regard to their usefulness. I have therefore assumed the responsibility of making such reductions as I considered necessary, by which an annual saving of nearly £700, will be effected. See statement annexed.

The carrying on of the works by day labour, with lumbering establishments, stores, oxen, &c., and finding the men in provisions, is highly objectionable, and will at all times entail an expense upon the Government of at least one-third more than the work can be done for by contract.

The large quantity of tools, blankets, canoes, stoves, cooking utensils, &c., at each of the stations, which had been provided when the works were all carried on by day labour, should be disposed of so soon as it can be done to advantage. I had taken measures to this effect (see my letter of 9th September last), but the panic coming on in the money market, limiting the lumbering operations for the season, at once put a stop to the course recommended.

With the exception of a beach lot lately purchased near Three Rivers, from Mr. McCabe, it does not appear that a single acre of land on which the buildings erected at the Government expense at the respective stations, the beach lots required for hauling out the booms, or the right of way round the falls of the river, has yet been acquired, or in any manner secured. The lands so required are as follows: At Three Rivers, the site on which the large store house now stands, with the right of way to the main road and to the river, or if the house could be removed to the Government property known as the "Wood-yard" it would be preferable; a portion of it could then be converted into an office. The beach lots required for hauling out the booms on in the winter.

At Shawenegan—The island at the head of the fall, between it and the slide, said to be the property of the Government; and if this cannot be obtained, the land would be required on which Slide Master's house now stands, the blacksmith's shop, and other buildings, with such beach lots as may be necessary, and the portage road leading from the foot to the head of the fall; land sufficient for a garden, pasturage for a cow, and ten acres or so of wood land for fuel.

At La Grande Mére—The site on which the Lock Master's house now stands with the land around it, on which is situated the store and other outbuildings, with garden, &c., same as at Shawenegan.

At La Tuque and Iroquois Fall, Vermillion River, reservations should be made similar in extent as mentioned for Shawenegan and La Grande Mere.

In a previous report to the Department, I stated that on the 1st October I had instructed the Superintendent to measure and stake out the quantity of land required at Shawenegan and La Grande Mére, and to send to the office a plan thereof. Whether it is that the Superintendent, not being competent to perform the duty, has neglected it, I cannot say, as he has given no reason for the delay.

While on this subject, I consider it my duty to state, that the Superintendent, from his utter inability to take levels, measurements, make the necessary calculations for estimates, examine accounts, &c., has placed himself in a wrong position. The correctness of the documents he certifies to cannot be depended upon, and he must constantly subject himself to be dictated to and controlled by his subordinates and the contractors whose work he is to oversee. At the same I must in justice to the gentleman state, that on all occasions I have found him most civil and obliging, and willing to afford every information within the compass of his capacity, but it is

utterly impossible that the works can be continued in a satisfactory manner under his management.

I have the honor to be,
Gentlemen,

Your obedient servant,
THOMAS A. BEGLY,
Secretary.

The Hon. the Commissioners of Public Works.

INVENTORY of Tools, Canoes, Blankets, and other stores, the property of the Government, in store at Three Rivers, Shawenegan, Grand Mère, and La Tuque, on the River St. Maurice.

151 Augers.	44 Chisels.
10 Cross-cut Saws.	1 Stamp, "G. M."
7 Pit Saws.	8 Marking Irons.
12 Handsaws.	4 Nail Stamps.
2 Whip Saws.	4 Mallets.
5 Saw Setters.	13 Links.
189 Axes.	4 Vices.
39 Adzes.	1 pair Dog Irons.
106 Files.	1 Carpenters' Small Hatchet.
9 Rasps.	1 Scraper, 2 Iron Pins.
5 Bellows.	3 Screw Plates.
55 Hammers.	1 Trowel.
23 Crow-bars, 5 Winches.	7 Old Bolts.
19 Iron Squares.	11 Screw Nuts.
15 Canthooks.	3 Anvils.
27 Handspikes.	11 Steel Punches.
20 Wrenches.	4 Canoes.
66 Iron Dogs.	4 Large Scows.
43 Shovels.	2 Small ditto.
2 Mining Needles.	2 Barges.
32 Mining Bars.	5 Boats.
2 Wire Drawers, complete.	2 Skiffs.
5 Draw Knives.	28 Paddles.
5 pairs Steelyards.	7 Anchors.
6 Gimlets.	4 Grapplings.
1 Spoke Shave.	2 Grappling Irons.
3 Smoothing Planes.	4 Rings for Scows.
1 Tongueing do	27 Boat Hooks.
1 Moulding do	2 Gaffs, without handles.
4 Jack do	7 ditto, handled.
31 Kettles.	7 Bake Pans.
2 do Iron.	1 Logging Chain.
5 Camp Ovens.	1 $\frac{3}{4}$ in. ditto.
9 Table Knives.	2 Snubbing Chains.
2 Large Knives.	26 pieces ditto.
29 Forks.	1 lot Boom Chain.
2 Flesh Forks.	1 lot Broken Chain.
115 Spoons.	72 large Shackles.

- 16 Large Dishes.
 204 Tea and Soup Dishes.
 2 Wash-hand do
 10 Candlesticks.
 1 pair Snuffers.
 24 Tin Plates.
 3 Tea Pots.
 1 Coffee Pot.
 5 Iron Pots.
 2 Large Tin Cups.
 5 Small do
 3 Gallon Measures.
 1 Half-bushel Measure.
 8 Frying-pans.
 4 Large Dippers.
 3 Small do
 11 Oil Cans.
 8 Large Coupling Chains, $1\frac{1}{2}$ inch,
 and Shackles.
 15 Small ditto, from $\frac{1}{2}$ to $\frac{3}{4}$ in., and
 Shackles.
 22 ditto ditto
 1 Chain (old) $4\frac{3}{4}$ fathoms, $\frac{7}{8}$ in.
 1 ditto (good) 10 fathoms, $\frac{5}{8}$ in.
 1 ditto 4 fathoms, $\frac{3}{4}$ in.
 2 ditto (new) 30 fathoms, $\frac{3}{4}$ in.
 1 Large Chain.
 3 Trains, 2 pairs Shafts.
 4 Double Bob-sleighs.
 1 Single ditto
 1 Clivis.
 5 Bob Sleighs.
 1 pair Cart Wheels.
 1 Stable Bucket.
 4 Ring Bolts.
 1 Cow Bell.
 8 Scythe Handles, 11 Scythes.
 12 Hoes.
 2 Wheelbarrows.
 11 Stoves.
 72 lengths Stove Pipes.
 3 pairs Pincers.
 25 Tongs.
 7 Pokers.
 1 pair Smiths' Tongs.
 6 Stove Stands.
 2 Tin Guards for Stoves.
 2 Stove Pans.
 2 Wood Boxes.
 9 $\frac{1}{2}$ pairs Snow Shoes.
 2 Horse Blankets.
 60 pairs ditto.
 2 bags and 28 lbs. of Oakum.
- 21 small ditto.
 2 Chain Hooks.
 1 Chain Stopper.
 4 $\frac{1}{2}$ Coils 3 ps., and 291 lbs. Manilla
 Rope.
 3 Coils and 7 ps. Tarred Rope.
 1 2-in. Rope, 30 feet.
 1 lot broken Rope.
 14 Pieces old ditto.
 60 $\frac{1}{2}$ Bars and 8 pcs. Iron.
 8 cwt. Scrap Iron.
 1 lot of ditto.
 179 Rag Bolts.
 60 lbs. Shingle Nails.
 2 Double Yokes.
 8 Single ditto.
 5 Ox Yoke Rings.
 6 pairs Rope Traces.
 1 Trace Chain.
 19 Horse and Ox Draught Chains.
 3 Rope-fastenings for Trains.
 5 Harnesses.
 2 Collars.
 4 Bridles.
 1 pair Reins.
 5 Whipple Trees.
 25 Horse-shoes.
 1 Small Bag of Ox-shoes.
 67 Pike Poles.
 19 Pikes.
 4 Paint Brushes.
 1 Sieve.
 6 lbs. Blasting Powder.
 40 Large Split Keys.
 1 Spirit Level.
 4 Levels.
 1 Small Key, 1 10-gal. Keg.
 5 Thump Lines.
 3 Oil-cloth Spreads.
 1 Bag.
 10 Lanterns.
 4 Lamps,
 1 Tent.
 1 Large Office Desk, Black Walnut
 Table, Drawers and Fittings.
 4 Office Tables, pine.
 1 Office Press, Black Walnut.
 1 ditto large.
 2 Small Office Desks.
 6 Chairs.
 2 Stools.
 8 Benches.
 1 Green Baize Screen.

- 40 lbs. Chalk.
- 40 Bushels Charcoal.
- 6 barrels Lime.
- 2 Padlocks.
- 25 Keys.
- 5 Ladles.
- 7 Water Pails.
- 2 Bucket Yokes.
- 2 feet Zinc.
- 2 Leather Aprons.
- 1 Farriers' Buttress.
- 1 pair Compasses.
- 1 Compass.
- 2 Foot Rules.
- 13 Grindstones.

- 1 Map.
- 1 Office Calendar.
- 4 Frames; Rules and Regulations
- 2 Bedsteads.
- 1 Beaudet.
- 1 Settle Bed.
- 1 Boom Staple.
- 5 Large ditto.
- 15 Small ditto.
- 43 Boom-bolt Washers.
- 4 Double Blocks.
- 3 Single ditto.
- 4 Snatch ditto.
- 1 Block Tackling.
- 1 Iron Block Sheave.

MEMORANDUM of the annual saving made on the River St. Maurice Works, by the reductions mentioned in the foregoing report, made in the permanent establishments.

	£	s.	d.	£	s.	d.
Office at Three Rivers, viz:						
Office rent, heretofore.....	30	0	0			
Office rent, at present.....	15	0	0			
			15 0 0			
Fuel saved	12	10	0			
Second Clerk.....	156	10	0			
Horse and waggon.....	132	0	0			
			316 0 0			
Booms at mouth of river, one man, 313 days at 6s. 3d.....				97	16	0
Shawenegan :						
Deputy Slide Master, 12 months at £7 10s.				90	0	0
La Tuque :						
Two men, 12 months, at £8.....	96	0	0			
Provisions, &c.....	70	0	0			
Feed for Ox.....	15	0	0			
			181 0 0			
			£684 16 0			

H.—Recent improvements effected under the Honorable Commissioners of Public Works of Canada, in the River and Gulf of St. Lawrence and Strait of Belle-Isle.
LIGHT HOUSES.

Name of Light.	Position.	Latitude North.	Longitude West.	Nature of Lights.	Miles seen in fair weather.		Colour or any peculiarity of Light House.	Height of centre of light above high water.	Height in feet of buildings from base to vane.	Year erected.	Remarks.
					Stat.	Naut.					
BELLE-ISLE.—An Island at the Eastern entrance of the Strait of Bell-Isle, separating Labrador from Newfoundland. For further description, see Capt. Bayfield's sailing directions.	South-west Point of Island.	51° 53' 00"	55° 25' 00"	A single six'dwight Light.	32½	26¾	A Circular Stone Tower faced externally with Fire Brick of a Light Colour.	470	62	Completed 1857.	First Order Dioptric Light, whole horizon lighted. The Light will be exhibited for the first time, 15th March, 1858, and the lighting will be continued from sunset to sunrise from that date to the last day of each year.
POINTE AMOUR.—Labrador Coast, Strait of Belle-Isle.	South-east Point of Forteau Bay.	51° 27' 30"	56° 53' 40"	Do	21½	16¾	Do	155	100½	Do	Second Order Catadioptric Light, 2-3 of the horizon illuminated. The Light will be exhibited for the first time on the 1st of April, 1858, and the lighting will be continued from sunset to sunrise from the 15th of April to the last day of each succeeding year.
WEST POINT OF ISLAND OF ANTICOSTIL.	Extreme Point West end of Island.	49° 52' 30"	64° 35' 00"	Do	18	15	Do	112	100½	Do	Second Order Catadioptric Light, 2-3 of the horizon illuminated. The Light will be exhibited for the first time on the 15th of March, 1858, and the lighting will be continued from sunset to sunrise from the 20th of Mar. to the last day of each succeeding year.
CAPE ROZIER.—East Coast of Gaspé.	Extreme Point of the Cape.	48° 51' 00"	64° 15' 00"	Do	19½	16¾	Do	136	112	Do	First Order Catadioptric Light, 2-3 of the horizon illuminated. The Light will be exhibited for the first time on the 15th of March, 1858, and the lighting will be continued from sunset to sunrise from the 20th of March to the last of each succeeding year.

NOTE.—On and after the 1st day of September next, Signals will be given at or near each of the above Light Houses by means of an Air or Fog Whistle, sounded at short intervals during foggy weather and snow storms, or by a nine-pounder gun, fired every hour, in case of the whistle being out of order. The Latitudes and Longitudes determined from Bayfield's Hydrographic Charts as published by the Admiralty.

LANDING PIERS, RIVER ST. LAWRENCE—BELOW QUÉBÉC.

Name of Pier.	Locality.	Extreme Length in feet.	Depth of Water at end of Pier at Lowest Tide, in feet.	
			5 fathoms	10 fathoms
Berthier	South Shore of St. Lawrence	587	15	8½
L'Islet	do	1200	15	8½
Pointe aux Originaux	do	1200	16	16
Rivière du Loup	do	1667	16	8½
Rimouski	do	2150	18	9½
Éboulements	North Shore of St. Lawrence	920	18	9½
Malbata	do	475	18	16
Grosse-Isle Pier	Quarantine Island, off the Parish of St. Thomas	350	16	16

Office of Public Works, Toronto, January, 1858.

I.

TOWNSHIP CABOT, CAMP No. 4.
St. Octave de Métis, 22nd February, 1858.

SIR,—This is to inform the Commissioners that, since the commencement of the survey and exploration of the proposed new road from the St. Lawrence to the head of Lake Matapedia, a distance of about thirty-three miles, I have been under the necessity of exploring three lines of nearly twenty one miles in length each, or sixty-three miles in all, before it was possible for me to find a line suitable for the construction of the road contemplated.

This will explain at once the reason why the exploration has lasted longer than was anticipated in my instructions of last November, (No. 22682.)

The lines represented on the plan furnished me by the Department, viz: Major Robinson's line, and the other to the south of it, have been explored throughout; the former I considered impracticable owing to the very narrow gorge of the River Tartigoux, running between steep and lofty hills which vary from fifty to nearly 200 feet in height, their bases approaching the river so close on either side, that it would be necessary, in order to obtain a passage, to cross the river more than thirteen times in about one and half miles, from one flat to the other, or to bridge the river one mile in length or more; the latter, or the line to the south of the railway line, I considered objectionable, owing to a range of lofty hills which it was necessary to traverse from Paquet's Brook to the present Kempt road at fourteen and half miles from Pointe aux Snelles, and thence to the fifteenth mile post.

The line chosen after a most careful examination, and which, in my opinion, offers the greatest advantages for the construction of a road, follows the present route from Ste. Flavie to Neigette, with such deviations as were necessary to avoid hills, and to obtain a proper bridge site across the main trunk of the River Métis, whence it reaches, and afterwards follows Paquet's Brook; thence, at fourteen miles from the St. Lawrence it reaches the Kempt Road near the sixteenth mile post, after traversing a series of côteaux of gentle acclivity, excepting that nearest to Paquet's Brook, which is objectionable on account of its steepness, but could not be avoided; from the sixteenth mile post, the line has been located generally in the position indicated upon the plan at about half a mile north of and along the present road for the remainder of the distance, with slight deviations, to the head of Lake Matapedia.

The line as located traverses a series of plateaux, interrupted at long intervals by ridges of rising ground ascending from one plateau to the other, with grades of 3 feet per 100 generally, and in a few instances of 6 feet per 100, or more. The plateaux are generally wooded with cedar, and required to be well mucked and drained; the côteaux or rising ground are generally wooded with white and black birch, spruce, &c., the land being dry and easy to drain. The section of country traversed by the line is favorable for settlement throughout, the soil being of good quality, free almost everywhere from rock and boulders, with large tracts of level ground requiring drainage in many cases.

This line has been blazed throughout, and opened for a distance of twenty-one miles, nineteen and half of which have been chained and levelled.

Thirteen miles yet remain to be opened for the chaining, which I expect will be fully completed by the 9th of next March, the weather proving favorable.

Two months have now elapsed since the work was first begun, viz: from the 20th of last December to the 20th instant, fully one month of which has been occu-

pied in exploring, and the remainder in camping, portageing and measuring; the weather generally has been very unfavourable for the work, it having snowed fourteen days, and rained four during the time of our operations.

In conclusion, I have reason to believe that the advantages of the line selected over the other lines proposed, and the present Kempt Road, are such as to fully justify the time spent, and the expenditure incurred for the exploration.

The plan and estimate of the proposed road will be prepared and forwarded as soon as possible after the field work is terminated.

I have the honor to be,

Sir,

Your most obedient servant,

G. F. BAILLARGÉ.

Thos. A. Begly, Esq.,
Secretary, Department of Public Works,
Toronto.

K.

REPORT ON THE CONSTRUCTION OF THE GRAND BAIE AND MALBAIE ROAD.

To the Honorable the Commissioners of Public Works, Canada.

GENTLEMEN,—In conformity to the letter of instructions of the 21st ultimo, received from Thomas Begly, Esq., Secretary, I beg leave to submit to you my report on the work under my charge, on the Grand Baie and Malbaie road.

With regard to the work done during the fall of 1856, I refer you to my report of last year, on which I will merely touch, viz. that I opened out $7\frac{1}{2}$ miles of road, 15 to 20 feet wide, stumped, grubbed and hoed the same, built two bridges of 30 feet span, one of 80 feet span, and one of 100 feet span, and a camp of 18 feet square, which, in all, with the explorations, &c., made by me before a start, cost £207 10s. 1d., (leaving a balance, unexpended, of the grant of £500) of £292 9s. 11d. currency.

On the 22nd June last, I again began my work on the road, not being able to obtain hands before, all being busy in putting in their seed.

I commenced at once by building the bridges, as the people ran much risk in passing the rivers, some of which were very dangerous, six of them are of good size, and of the following dimensions, one of 20 feet span by 15 feet wide, one of 30 feet span by 15 feet wide, one of 60 feet span by 12 feet wide, one of 70 feet span by 12 feet wide, and one of 100 feet span by 12 feet wide. The bridges of long span I made narrow, and well supported so as not to load heavy with snow in winter; those short, I made 15 feet wide. These bridges are made of the best wood I could find at hand, but three are made entirely of grey and black spruce, there being no means of obtaining other wood; there are other small bridges crossing small brooks, hardly worth mentioning. The cost of the six bridges before mentioned is in all £60, also repairs to the bridge over the Malbaie River, which would have gone next spring had the work not been done, and as it is a good solid bridge, I repaired it at the cost of £20 9s.

After the bridges were made I commenced where I left off last fall, and opened out about six miles, 15 to 18 feet wide, stumped, grubbed, and levelled off with hoe,

not rounded off, or drained; owing to the intense heat and the distance of carrying the provisions, I had difficulty in procuring hands; so, to encourage them, I came down and commenced at Caillouton, about two miles from this village, and made two miles and seven arpents of road 18 feet wide, complete, drained and rounded off with cross drains, in which I met many large boulders that had to be blasted; this piece, which includes a bridge of 30 by 15 feet wide, cost about £100 per mile. When this portion of the road was finished, M. Baillargé arrived and gave me instructions to continue on, only 12 to 14 feet wide, to stump, grub and hoe the road level, but not to round off, or drain without further orders; so I continued and made one mile, when I received further instructions from your Department, which were no doubt given by Mr. Baillargé, and on which I acted at once by opening out at the end where I left off in the summer to come below, and making five and half miles of 12 by 15 feet wide, removing stumps and roots and levelling off with hoes, without rounding off or draining, as Mr. Baillargé instructed me, and seeing that the cold was setting in, I cleared merely a winter road of two and half miles of 8 feet wide, removing stumps and other obstacles to reach the Camp de Millieu, thirty-three miles distant from here, which I was prevented from doing more to, owing to the frost being in the ground.

The work and expenditure stands thus for this season :

Cost of six large bridges	£60	0	0
Repairs to Malbaie Bridge.	20	9	0
My expenses and time accompanying Mr. Baillargé.....	10	5	0
My time and men exploring the continuation of the road last spring	14	12	6
Paid for clearing the road through to Malbaie of wind falls, &c.	6	0	0
			<u>£111 6 6</u>
Cost of two miles and seven arpents of road completed	200	0	0
Cost of two and half miles opened for winter, at £10.....	25	0	0
Paid for fourteen barrels of biscuit, which I had carted up to the camp at Petit Lac St. Jean in spring, on purpose to sell to men in hopes of saving them the time of going below for it, and which was spoilt from humidity.....		17	4 6
Paid for tools, &c., required for road.....		6	5 3
Paid for Postages, Stationery, &c.....		3	4 11
Cost of twelve and half miles, that are made as per instructions from Mr. Baillargé, being about £29 8s. per mile.....		367	4 2
Balance cash on hand to go on with next spring.....		62	4 10
			<u>£792 10 2</u>

Total received by me this year.....£792 10 2

My calculation is about £50 per mile, including the bridges, to make a good cart road of fifteen feet wide, rounded off and drained, and two and half feet cleared of trees on both sides.

To continue on as Mr. Baillargé would wish, it will cost about £35 per mile, including bridges; but as the District Town and Court is to be at Malbaie, and many people require to cross in summer in carts, I hope your Honorable Board will consent to open the communication through at once so that a passage may be given, and after that recommence so as to drain and round off the road a little, as without draining or clearance on either side, it will become almost impassable for carts, owing to the shade of the trees, or want of drain.

I believe it is the intention of the Government to survey a Township along the road next year, when many settlers will go in.

Referring you to my account current, and trusting all may be found satisfactory and correct.

I remain, sir,

Your humble and obedient servant,

PASCHAL BOUCHARD.

Grand Baie, 12th January, 1858.

L.

OTTAWA HYDRAULIC SURVEY,
Ottawa, 1st March, 1858.

SIR,—Having completed the survey of the Chats Islands, it becomes my duty to submit, for the information of the Hon. the Commissioners of Public Works, the following report on the manner in which they can be improved for hydraulic purposes.

I forward you with this a plan of the Islands (numbering 157), showing the head and fall of water by contour lines instead of by sectional drawings.

To make them available for mill sites, I have chosen the Horse Shoe Falls and the others east of Great Chats Island as the main channel of the river, as at present the greatest body of water passes over them.

Between Indian Portage and Great Chats Island, by constructing dams in direction of the contour line, shaded Gambooge would give 19 feet head of water, and further, by daming in the direction of the line, colored burnt sienna eighteen feet head can be obtained—thus making half the western side of Great Chats Island, the eastern of Indian Portage and all the islands between them available for mill purposes. On the Island north of the last named, the frame of a mill was built by Josephus Mohr. The work was stopped by R. Conroy, he claiming the lease of the water privilege as his. The island on which the frame is built has not been leased to either.

The Islands north-east of the two last mentioned I would recommend being divided into wharfing lots, on which lumber could be piled preparatory to shipping or rafting.

The next Great Chats Island, I would suggest being divided into building, wharfing, and water lots. The lower portion being low land and flooded at high water, could be laid out in wharfing lots. The shores on either side of the upper portion in mill or water lots, and the middle portion in building lots.

The next Islands, those west of the Horse Shoe Falls, can be made available for Mill sites, but with the disadvantage of bringing the timber to be sawn through the Government slide, and booming it below the Island.

The Islands between the last mentioned and Victoria Island can be improved in two ways, either by running a dam from the pier at the head of the latter, in a westerly direction for six hundred feet, then down stream to the island east of the Horse Shoe Falls; and by throwing a pier, say two hundred feet long, up stream from the island west of Victoria Island, logs would be prevented from being drawn into the Rapids by the draught of the water. By constructing the above, the islands between Victoria Island and the Horse Shoe Falls would be rendered available for mill purposes along the contour line, shaded Carmine with thirty feet head of water, and, by using the small islands between the Carmine and Gambooge

lines, Reservoirs or Mill ponds can be laid off for the different proprietors. On the other hand, dams can be built along the Carmine contour line, and the logs being run through the Government slide and boomed below the islands, would thus form a source of revenue.

Upon a portion of what is called McDonald Island, one of the above, but which in reality consists of three islands, there is a mill working one saw, owned by John McDonald of Fitzroy Harbor. This island or islands might be made of great value for milling purposes, but at present it does not repay the proprietor to purchase timber for sawing; he merely gathers drift logs, &c., wrecked in the Rapids, which he saws up, or disposes of.

Victoria Island west of the slide I would suggest being laid out in building and water lots, the portion between the slide and the Portage road kept as a Government Reserve.

The islands known as Grierson's and McGillivray's could also be made entrêpôts for sawn lumber, previous to being rafted or shipped.

Regarding the disposal of property at the Chats, the Islands should be divided into building, water and wharfing lots, to suit purchasers, to be disposed of at public auction and on conditions of improvements being made within a specified time.

Good stone for either buildings or for filling cribs is to be found on many of the islands, or on the main shore in the vicinity.

Mr. Merrill and I, who were conjointly to have laid out the islands in the Chats Rapids into hydraulic and other lots, owing to the season being so far advanced when the survey was completed, deemed it more advisable to postpone doing so until the snow had left the ground in the Spring.

Since the 28th August, 1857, the small party under my charge have completed the survey and levels of the Chats Islands, with two plans, one of 400 feet to the inch, and another of 200 feet to the inch. The survey of about $3\frac{1}{2}$ miles of the River Madawaska above Arnprior and that portion of the River Ottawa from the Rimoux Rapids to the foot of the Chaudière slide—plans of the last will be ready in about two weeks. In addition to the foregoing, a survey was made and levels taken of the slide at Gagnon's Rapids, River Saguenay.

In conclusion I would state that the proposed improvements at the Chats would create mill power to an almost unlimited extent, and that no damages would arise from the flooding of land, &c. The hydraulic lots being disposed of at the Chaudière, and the facilities with which the Chats can be reached, with the Ottawa valley rapidly becoming an agricultural and settled country, the slides and improvements of the Ottawa River, and its tributaries for the lumber trade in an efficient state. The Islands at the Chats cannot but be of the greatest value for hydraulic purposes.

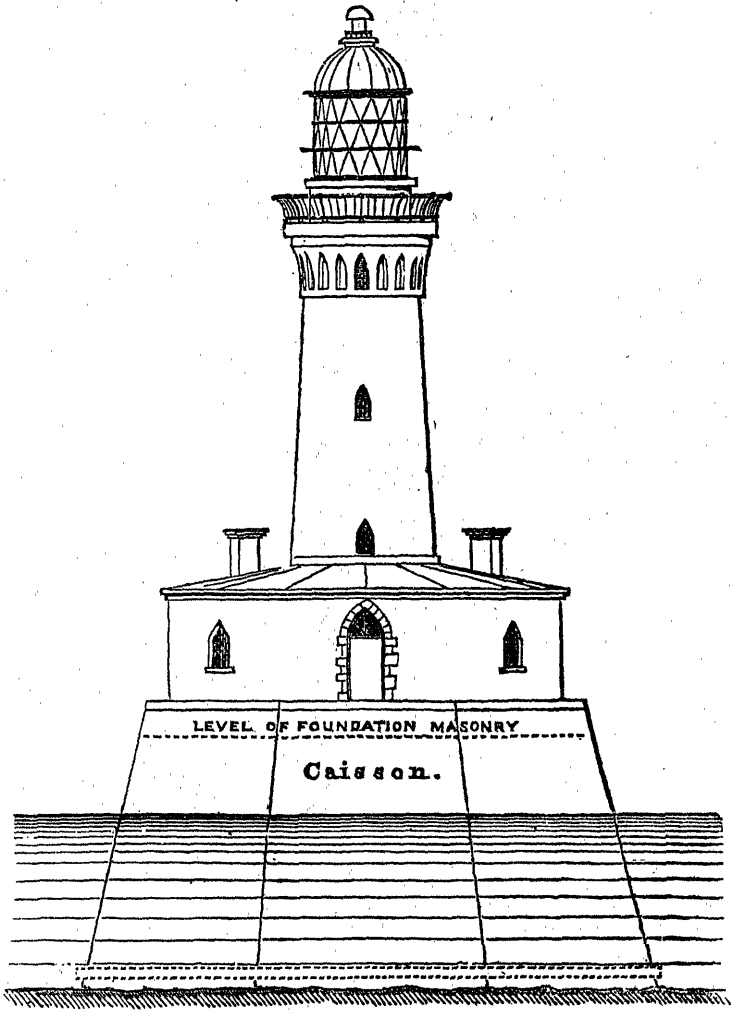
I am, Sir,

Your obedient Servant,

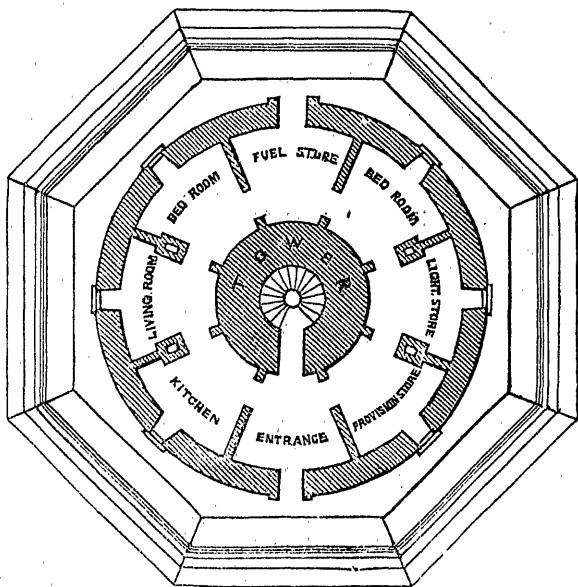
THOS. E. NORMAN, C. E.

PLANS REFERRED TO
IN
THE FOREGOING REPORT.

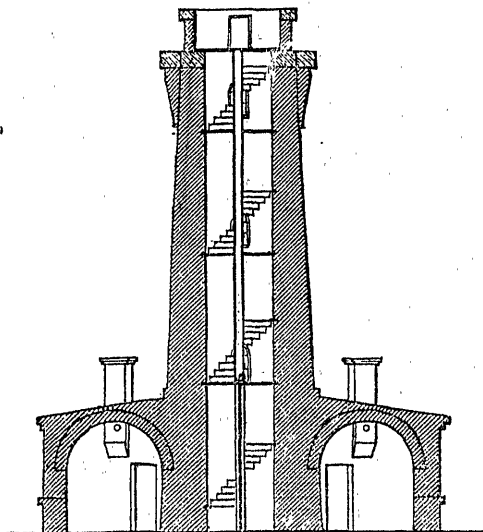
POINT PELÉE LIGHT HOUSE, 1858.



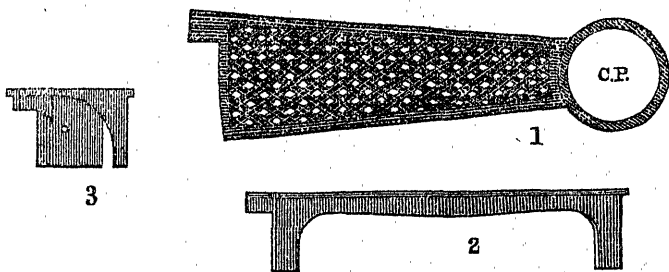
Elevation of Buildings, Light Tower and Lantern.



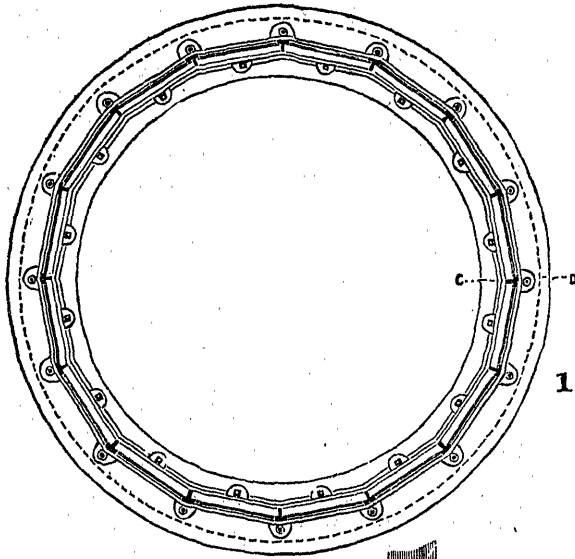
Ground Plan of Light House Buildings and Tower.



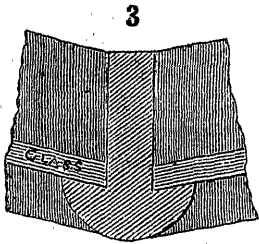
Section of Tower and Buildings.



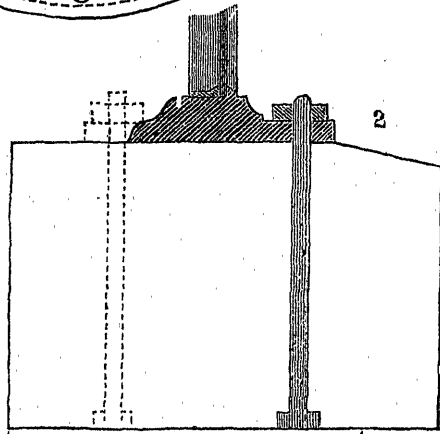
1. Plan of Cast Iron Step. 2. Elevation of Cast Iron Step. 3. End Elevation of Cast Iron Step.



1



3

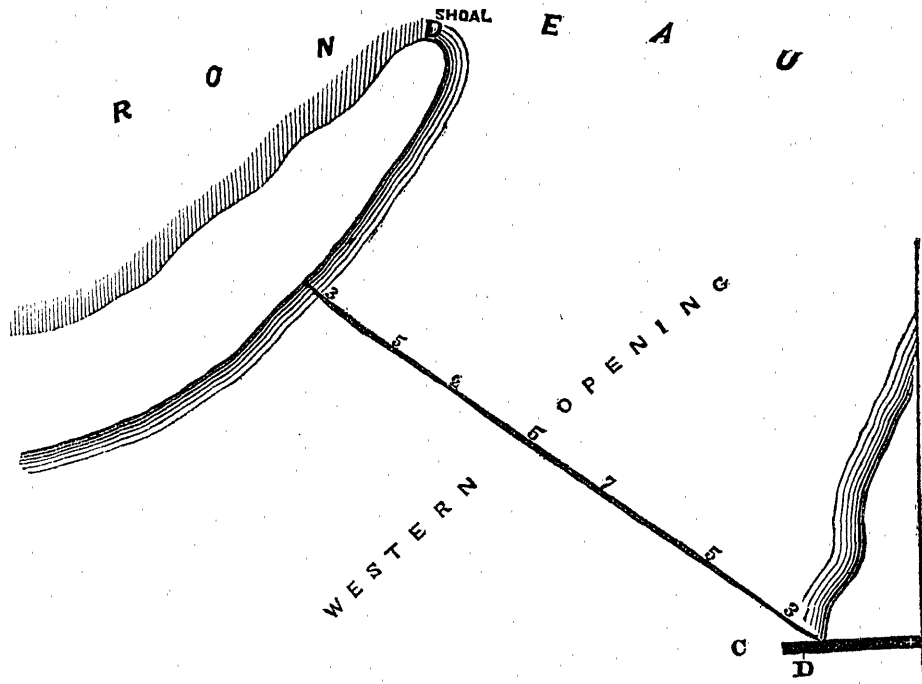


2

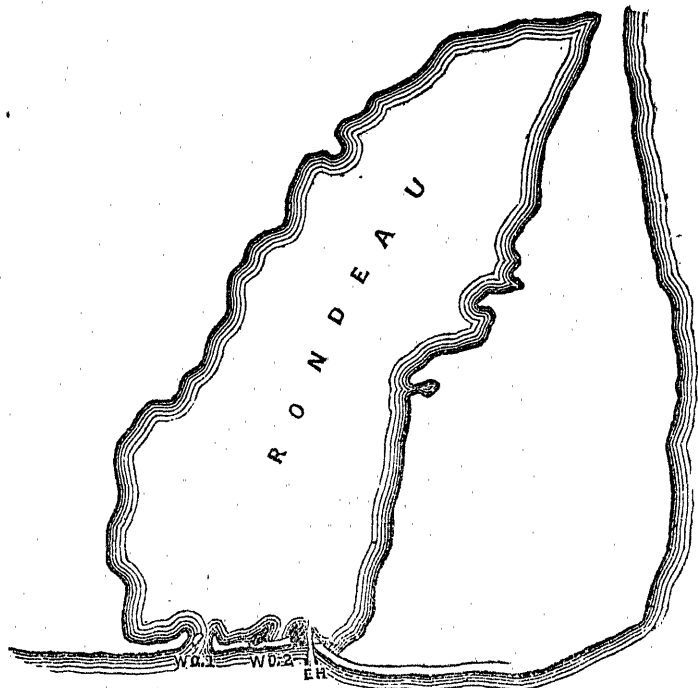
1. Plan of Lantern showing Sole Plate, Astragals and Coping.

2. Section of Sole Plate, &c., on the line C. D.

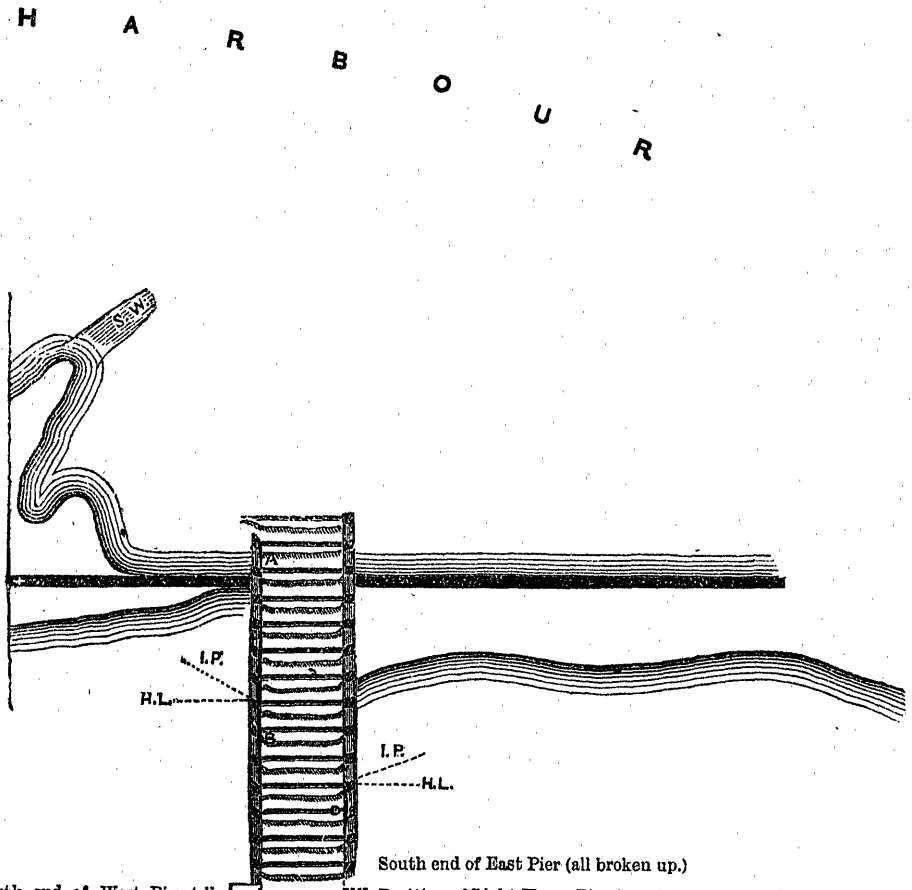
3. Section of Astragal.



3 5 3 5 7 5 3.—Line of Sounding in feet and Cross Section.
C.—Breakwater, East and West.

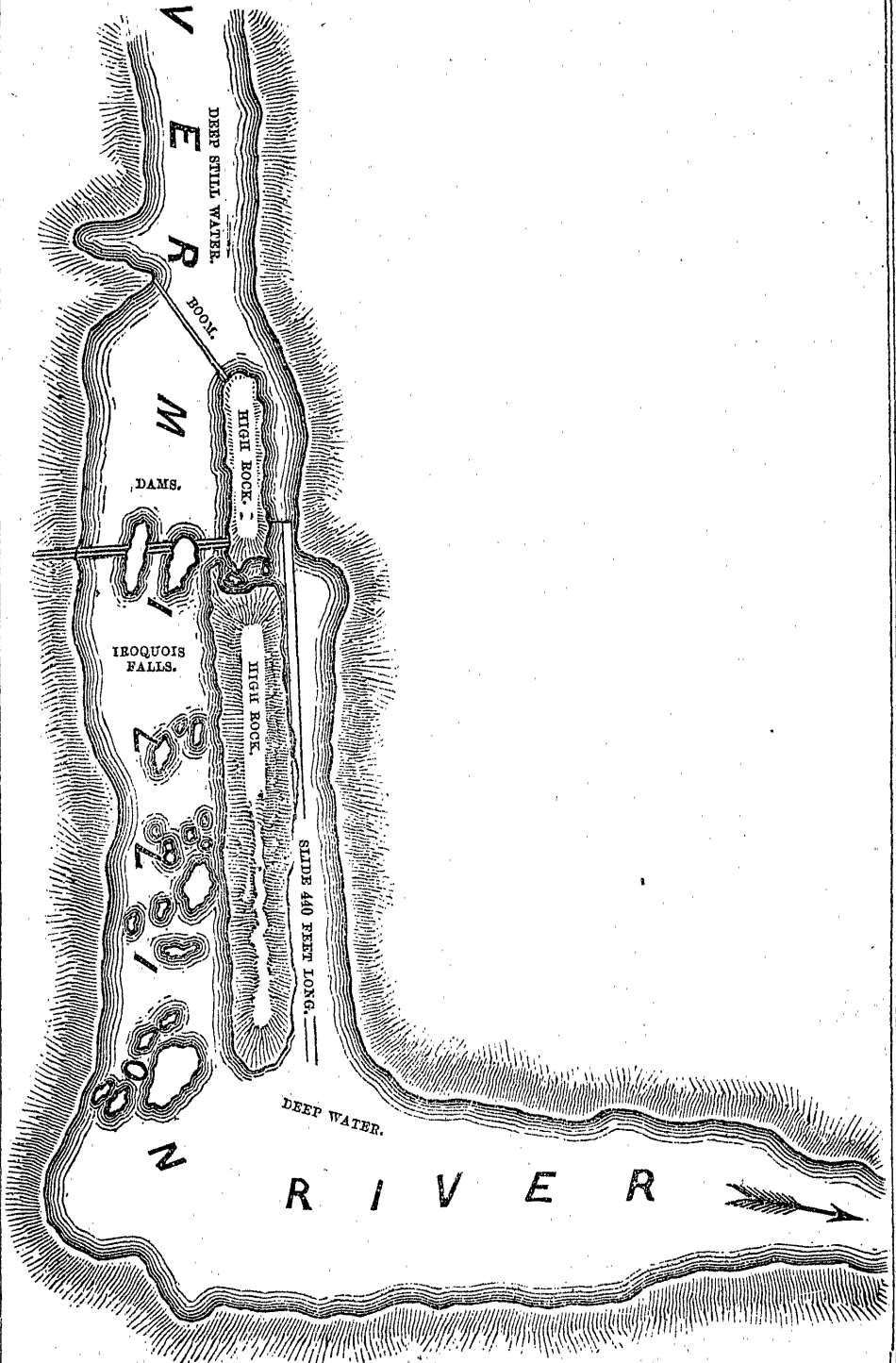


W. O. 1.—Western opening before Harbour works were made (closed December, 1857.)
W. O. 2.—Western opening December, 1857. E. H.—Entrance of Harbour.



South end of West Pier (all broken up.)
South end of East Pier (all broken up.)
Position of Light House Pier (now 7 to 10 feet under water.)
* Entrance to the Harbour, with uniform depth of 21 feet.
S. W.—Shoal, under Water. I. P.—Inclination of Top of Pier. H. L.—Horizontal Line.

SKETCH SHEWING NATURE OF IMPROVEMENTS AT IROQUOIS FALLS, VERMILLION RIVER.



JOHN LOVELL, PRINTER, YONGE STREET, TORONTO.